



The Oz Vincent Review

Edition #72, March 2020

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



Marty Dickerson



1926 - 2020

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Welcome to the latest edition of OVR . Just 2 weeks back the Vincent world was saddened by the passing of Marty Dickerson, a champion of the Vincent marque, speed record holder and much respected motorcycle racing hero! Marty, at the age of 94 crossed his final finish line on February 19, 2020

Earlier this year I asked OVR readers and users of the VOC's on-line forum to consider making a voluntary contribution to the OVR Australian Bushfire Appeal. Donations have been received from individuals and international VOC sections as far away as Belgium, Brazil, Canada, France, Germany, Italy, Japan, Netherlands, New Zealand, Philippines, Sweden, the UK, U.S.A. and also from Australia. The response from you all has been simply outstanding and to those of you who reached out, again a heartfelt Thank You.

Concurrent with these efforts the ORV email system was hacked during the month and a malicious email was distributed suggesting that subscribers who did not contribute to the OVR fund should unsubscribe from OVR.

There were also further communications distributed to some OVR subscribers advising that fund raising efforts, like those of OVR, were scams and not to be trusted. That communication said people should only donate to endorsed 'government approved' funds.

One disturbing aspect of all this is that the "Government Approved" funds promoted by the scammer are permitted to use over 80% of donations made thru them for purposes other than assisting the fire victims.

Security of the OVR systems has been further hardened with the implementation of 2-factor authentication. The malicious hacker, while able to use the OVR distribution list to spread his fake news, was unable to get access to the content or data within the list. **No personal information was compromised.**

On Saturday, April 4 there will be a small presentation at the Bruthen CFA Fire Station where around 50% the proceeds of the OVR fund will be handed over to their Fire Captain. The station is staffed entirely by local volunteers, some who lost their own properties while out fire fighting to save others. Not long after that there will be another presentation, this time at the Mallacoota Wild Life Refuge where the balance of the OVR fund will be presented to assist the volunteers who selflessly support and run the refuge.



Melbourne, Australia.

Letters to the Editor

This month the mailbag has been full – with every letter being one of support about the fake news Scam attack on OVR. Here are just some of the messages of support received.

Martyn

This is a message of commiseration. You are providing a super free mag which is well enjoyed. What happens next is that you are dealing with a scam. You really don't deserve this.

Best regards Richard

Hi, Martyn! We saw it in this country (USA) with the Indian brand, and they've seen it in the UK with Norton. Where there are enthusiasts, there will be people trying to take advantage. Hateful.

your friend, Maynard.

Well done Martyn, I'm sure Sue and Lou down there in Merimbula will really appreciate your efforts. Also the people in Buchan including my ex sister in law.

Dave L, Sunbury

Are You Being Seen?

Vincent's were never fitted with traffic turn indicators and as production ended prior to the introduction of indicators on cars (and bikes), in many jurisdictions there is no legal requirement to retro fit them – this is the case throughout Australia. But if you have retrofitted them and for whatever reason they are not functioning then that may be an offence.

If no indicators are fitted then there is a legal requirement in Australia to give the approved hand signals; Turning right, the right arm is extended straight out to the side from the shoulder. Turning left, the right arm is again extended out but bent at the elbow with the hand pointing vertical upwards. Paradoxically in some parts of Australia it is an offence to remove your hand from the handlebar of a motorcycle – both must be on the handlebar at all times. Catch 22!



Of course a more significant consideration, given the traffic density we are now faced with, is ensuring those drivers and riders around you have a clear indication of your intentions – even more so if you are riding after dark.

Bike indicators used to be large bulky and downright ugly things, frequently unreliable as vibration swiftly destroyed fragile incandescent filament globes and the wobbler style of mechanical flasher can.

Then along came LED lights and solid state flasher cans that today have reached new heights of performance, affordability and reliability.

If you want to fit indicators it's not a difficult task and the required parts are few. The only caveat is that your vehicle needs to be 12 Volt negative earth. In this short video [CLICK HERE](#) you can see the LED indicators fitted to my Comet.

You will need a 3 terminal LED flasher unit, a 3 way turn indicator switch, 4 LED turn indicators and some connecting wire. I suggest you use Black for all earth (that's negative 12 Volt) connections, Red for positive connections from the battery via a fuse to the flasher can and from the flasher can to the indicator switch then from the switch, Orange to the right turn LED's and Yellow to the left turn LEDs'. For a tidy installation a supply of suitable sized heat shrink tube is also handy.



Regarding the mounting brackets for the lights, I made mine up from some steel strip purchased from my local hardware store. At the front they are bent at right angles – so be sure to drill the holes in the strip before you bend it, while at the rear it is just a length of plain steel with suitable holes to retain it using the number plate fasteners and suitable holes at each end for the LED's. Sizes of holes to suit your needs. I painted my brackets using a black paint spray can. Small cable ties were used to keep the wire installation tidy.

When it comes to mounting the LED's on the brackets DO NOT overtighten the LED mounting bolts less you tear the threaded tube away from the body of the LED. I recommend not much more than finger tight on those nuts along with the use of blue Loctite to ensure they remain firm.

The wiring up could not be simpler.

Earth. This refers to the battery terminal that is connected to the frame of your vehicle. With negative earth, it's the negative terminal of the battery connected to the frame and of course with positive earth it is the positive terminal of the battery. Best practice is not to have earth current running through any bearings. So in regard to a Vincent I recommend a dedicated Earth wire from the battery into the headlight as well as a dedicated earth wire to the RFM, thus ensuring no current flow thru head or RFM bearings.



Flasher Unit: There are 3 terminals on the flasher +12V input, -12V input (earth) and finally the +12V flashing output. Connect a wire from the battery to the +12V input connector on the flasher; Connect the -12V terminal on the flasher to the battery negative. The output terminal on the flasher is connected to the centre position or terminal on the turn indicator switch.

Indicator Switch. This has 3 positions and 3 terminals. The terminal for the centre position of the switch should be connected to the +12V output wire from the flasher unit. One of the other terminals on the switch connects to the positive lead of the LED's on one side of your vehicle, say the left. The remaining terminal on the switch connects to the positive lead of the LED's on the other side of your vehicle.



LED's. These have 2 wires coming from them, one to connect to +12V and the other to connect to -12V or earth. For the 2 LED's on the right hand side, connect their positive wires to the position on the turn switch corresponding to the position you would use to indicate a right turn. For the 2 LED's on the left hand side, connect their positive wires to the position on the turn switch corresponding to the position you would use to indicate a left turn. The remaining wire on all LED's should be connected to Earth.

LED's are polarity sensitive, the red wire is the positive connection and the black wire is the earth (or negative) connection.

Source Of Parts.

Flasher Unit –from your local automotive accessories supplier, remember to specify it is to be used with LED's. You could also look on eBay for LED Flasher Can. Be sure to purchase a 3 pin unit and NOT a 2 pin device

Indicator Switch – I sourced mine thru eBay, searching for “Lucas Replica Indicator switch” where you will find many listed.

LED's – Again I used eBay, search for “**Eagle Eye LED**”, you are looking for Yellow or Amber rated at at least 9W. There are lower wattage units at lower prices but these lower wattage units are simply not of sufficient brightness to be easily seen in daylight.



Vale Marty Dickerson, 1926-2020

Martin "Marty" Dickerson was born in Inglewood, California, on November 3, 1926. He grew up on a family ranch on property that is now part of Los Angeles International Airport. He graduated from Inglewood High School and went to work for Northrop Aircraft, where he worked on the Northrop B 35 Flying Wing.

Marty first became interested in motorcycling while still in high school. A buddy had an old Harley-Davidson and Marty saved up the money to buy a 1929 JD Harley for \$65. "The bike didn't run, but it had fresh tires and that was important during World War II," Dickerson recalls. He and his buddy managed to get the bike running, and on his first ride, Dickerson took a tumble. Despite his inauspicious start, Dickerson continued riding.

After the war, he ordered a new Triumph Tiger 100, which took six months to arrive due to the manufacturing backlog in Great Britain. With the Triumph, Marty got involved in the Los Angeles area illegal street-racing scene that was all the rage in the 1950s. He hopped up the Tiger and ran 98 mph on the Rosamond Dry Lake. "At the time, 104 mph was as fast as anyone made those Triumphs go, so mine was a pretty good one," Dickerson once said.

He enjoyed hanging out at the local motorcycle shop and stories began circulating about a big British V-Twin that was the fastest thing on the road. Dickerson was intrigued and found out that the distributor and dealer for the bike was in nearby Burbank. One Saturday he rode his Triumph to Burbank to check out the vaunted machine. It was at Mickey Martin's Burbank shop where he first laid his eyes upon a Vincent, but it wasn't love at first sight.



"I thought the bike was ugly," Dickerson said, referring to the rough sand-cast engine cases. Still, he would go back to Martin's shop almost every weekend, hoping to work out a trade for his Triumph. Martin eventually figured out a way to take the Triumph in on trade for a new Vincent. And in October of 1948, Dickerson finally had his rare and speedy Brit V-Twin.

Marty Dickerson on his Vincent twin raced and beat Harley and Indian riders in street showdowns before he became a Vincent dealer and Bonneville record breaker.



In 1986, aged 60, he took his freshly restored Grey Flash to Daytona where it won Best Bike in the concours.

On February 19, 2020 Marty Dickerson crossed his final finish line.

A doyen of the Vincent community, Marty may no longer be with us but he will never be forgotten.

Here is an interview Marty gave in 1986 in which he reminisces on his life up till then.

"I bought my first Vincent when I was 19 years old, in 1948. A Scotsman in Los Angeles, told Marty about a motorcycle that was so fast that when you wanted to overtake a car you back-shifted to third and left a black streak in the road when you accelerated.

Well, I went over to the West Coast Vincent distributor, Mickey Martin in Burbank, to take a look at this bike. I thought it was the ugliest thing I had ever seen — the engine casings were rough sand castings that looked like they had been taken straight from the mould and never touched, and the whole bike seemed like a plumber's nightmare compared to my nice blue Triumph Tiger 100 parked outside. But knowing that that power was there, I just had to have it.

I bought a Series B Rapide, and I rode that bike for 28,000 miles as my only transportation before I modified it for record breaking. I used to engage in street contests with all the Harley and Indian riders, and I was only beaten once. When I took the bike to the Rosamund dry lake in the California desert, it turned 122.04mph, stock out of the box.

Vincent's were not selling too well at that time, though. Mickey Martin had the whole area west of the Mississippi, but in 1949 he had 28 brand new bikes in crates that he couldn't shift. He said he would pay my expenses if I could sell some, so I took my bike on a 5,300-mile trip to see if I could get orders. I went through Arizona, New Mexico, Texas, Oklahoma, Kansas, Utah and Colorado in one month.

I didn't sell a single bike, but I raced the fastest thing in every town and beat them all. The first race I had was in Phoenix, Arizona. I was in a restaurant eating, and when I left there was a huge crowd of people around my bike. I elbowed my way through them, and one guy asked me, "Are these things as fast as they're supposed to be?" He asked if I would be willing to race that night, and they set me up against the guy with the fastest car in Arizona — he had a '32 Ford roadster with a stroked V8 Mercury engine.

They led me to the middle of the boondocks some place in the pitch black, and it was there that I learned about what I call the poor man's tune-up. I had just got into town and hadn't had time to change my spark plugs or anything. The car got two or three lengths ahead, and when I shifted

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into third the bike just didn't seem to have the power. I put it in fourth and it started slowing down, so I back-shifted to third, and when I dropped the clutch it was like someone had given me a push. I just got him on the finish line: my plugs had loaded up, and the change down to third cleared them.

That was my cheap tune-up. In Texas I raced a 109 cubic inch (1,780cc) Harley. Before we raced we swapped bikes, and when I screwed that Harley I nearly fell off the rear fender — that sucker had torque! I thought he was going to beat me in the race, but with the Harley the torque is there and then it's all over. With the Vincent it's there all the way through the power range.

Anyway, I beat him easily in a rolling start from 45mph in second gear. He wanted to try again from 90mph in fourth, and I beat him again.

Another time I was in a motorcycle shop in Texas when six state troopers riding Indian Chiefs came up looking for me. One cop said, "I understand this motorcycle of yours is very fast. We wanna race you to see just how fast it is." I told them I'd love to as long as they promised not to give me a ticket when I beat them! The seven of us lined up on the main straightaway between Dallas and Fort Worth, but it was no contest - the Vincent won easily.

Back in California, I still continued at weekend's drag racing on the street with the Harley guys. We'd have to sneak out in the dark to avoid the law. Once in a while they'd try to nail us, but we'd scatter like quail, and I was never caught. The Harleys I raced against were Knuckleheads, which the factory sold in 61 and 14 cubic inch versions. But all those I met were strokers. I never was beaten in California except one time. There used to be a drive-in restaurant in what was then a little town called Culver City, just west of downtown Los Angeles. Hotrod guys and motorcycle guys would hang out there, and when I was over there one night a bunch of Harley riders showed up. They were looking down the end of their noses at my Vincent, which was typical of some Harley riders.

This one guy he says, "That thing go?" I says, "Yeah, it goes." "Well," he says, "let's see how fast it goes."

There was four of them, and I raced 'em all at the same time - psshhtt! gone, no race.

One guy couldn't believe it and wanted to try again. He said, "If I change my gearing I think maybe I could get ya. I'm in fourth gear and was staying with you pretty good." I says, "You kin change the gearing all you want, but then I'll shift into fourth."



He says, "Whaddya mean?" and I said, "I never got my bike outta third gear." We went out again and rode side by side - he was flat out, and then I shifted into fourth to prove to him that I hadn't shifted outta third on the previous run.

It turned out he was an ex-boyfriend of a girl I was going with at that time, and he got so angry he went over and spun circles on her lawn and chewed it up. Her dad got angry at me for that!

Anyway, this guy's bike was built by a guy named Willy Sumpter, who was a specialist in stroker Harleys. He used to

engrave the words *Sumpter Special* onto the cam cases of the engines that he worked. The guy I beat had the second best *Sumpter* bike - there was another one that was better. So I was at home tinkering in my garage one day when I heard this Harley coming up my driveway. I went out, and it was the number one *Sumpter Special*. The rider's name was Chris Carris, and he asked for a race. I says, "No problem -where do you wanna go and when?" He says, "How about Sunday over in the valley."

When I got there I couldn't believe it, there must have been 200 motor-cyclists - I mean, this was a well-advertised event. Even Willy Sumpter was there - he never usually went to any of the races, but he came to this one. My two buddies on a BSA and an Ariel Red Hunter were the only other guys there on British bikes - the rest were all Harleys and Indians.

The guy had told me when we made the agreement to race that it would be a high gear contest, but on the day he said, "OK, this is the finish line," and then he rode about a quarter of a mile and said, "This is where we start from." I said, "I thought you said a high gear run. Man, I'm not even gonna get out of second gear here." But he says, "Well, this is it - this is where we're gonna race."

It turned out there was a little ridge in the road further up from the course, and he was afraid to hit it at speed, afraid that his Harley might get into a wobble. I said, "Hey, if it's that bad handling, why do you bother to ride it at all."



Anyway, I went along with it.

When we took off he had about ten feet on me, but he had to shift into second gear while my bike was still pulling first I would shift into third just before I'd cross the finish line. Three outta three times I beat him, and I says, "That does it, right?"

Then ole Willy Sumpter came over and says, "Just a minute, we may want to run you one more time." I said, "Whut's the purpose, you know I can beat ya."

Well, I hung around, and he had a conference with his rider. They knew they were too low geared, so Sumpter told his guy to start in second gear to save making the shift from first. He did that, but I stayed ahead of him until I went to shift to third and missed it. By the time I got it in, he had passed me just before the finish line.

"That's it, we beat ya!" they said. And all I got for the next six months was, "Hey, I hear ole Chris Carris blew ya into the weeds." Jesus, no one told them about the three outta three I beat him before! But that's the way it was in those days ... the competition was kinda hairy.

All this time my Vincent remained strictly stock. I didn't know anything about it because I never had to take it apart, it was so reliable. The biggest aggravation I ever had with that motor-cycle was the plugs fouling. On that big trip around the western states, coming into any town longer than two blocks I'd have to stop to put hot plugs in. Then when I'd get out the other side I'd put the colder plugs back in.

I used to run the bike up to 118mph in third gear. Even though the Black Shadow was supposed to be faster than the Rapide, I found that many Rapides would outrun Shadows. When I used to sell Vincents, people would ask me the difference between the two bikes, and I'd tell them that for the

Rapide the factory would reject parts, but for the Shadow they would select them. The Shadows were supposed to be more hand-made, precise, or what-ever.

Well, that wasn't always true because I found many Shadows that wouldn't pull a hair off your head, but Rapides would go like the Dickens. It just depended on the unit, and as time went on I found that the later bikes got slower because jigs and fixtures at the factory were beginning to wear.

I started trying to break records after I rode my bike to Bonneville in 1950 to watch Rollie Free ride his Vincent on the salt. That was the last road trip I ever made on my Rapide. Coming home I made the 780 miles in eight and a half hours total travelling time, including stops for gas and eating. I was cruising at 100 to 115mph most of the time. I didn't have a tool with me, not one spark plug, but that Vincent never missed a beat.



^ Dickerson also roadraced the Rapide and a Comet 500cc single in the mid-Fifties. He's shown here on the 1000cc twin in a race at Torrey Pines, Calif.

v (left) Burt Munro (left) first met Marty and his wife at Bonneville in 1956. Marty came to assist Burt in many ways over the years, including helping him smuggle nitromethane into New Zealand in a wine bottle. (right) Rollie Free (left) and Munro (third from left) pose with the now-famous streamliner.



Anyway, I got back and was all jazzed up. I wanted to go to Bonneville like Rollie was doing and try to set a Class C record. He was running Class A, which means you can do any modification you want except change the bore and stroke, but in Class C you had to use the standard frame, you had to have a seat and you had to have the handlebars in the original position.

Phil Vincent was over in Los Angeles visiting Mickey Martin, so I asked him if he thought it was feasible that I could run 145mph on eight to one and gasoline. He said he was sure that it was, so I asked him about the possibility of getting Black Lightning racing cams and pipes.

He says. "Well, I think that it might be made available to you." So I said, "How much do you think it would cost me." and he says, "Son, speed is expensive." I'll never forget that! I figured that would be the last I'd hear of it, but a couple of months later I get this big long package from England. I opened it up and here's a set of Lightning cams and pipes. I was expecting an enormous bill after his warning about the cost of speed, but a week later I had a very nice letter stating that he was sending the parts at no charge to help repay my efforts to establish the marque on the west coast. Evidently Mickey Martin had been telling him about all the drag racing I was doing to make the bike known.

The first year I went to Bonneville was 1951. I boosted the compression ratio and put the new cams in. but I didn't gain much speed. It dawned on me that I had increased the power such that I was getting wheel spin. So my first year there was my educational year. I went with my dream gear ratio, the gear that I was going to set the world on fire with, but the fastest I could manage was a two-way average of 129mph, which established the Class C 1,000cc record in the AMA rule book.

Two weeks later a guy by the name of Sam Parriott, who had the world's fastest Ariel Square Four, went up there and ran 131.95 or somethin', and took my record away. I said, OK, next year will be different, so in '52 I went up there and made no changes what-soever except to the gearing, and I ran a 141mph average.

In 1953 I put larger carburetors on the bike, and lifted the record to 147mph.

I bought the Grey Flash in 1952, and took it up to Rosamund and got 108mph from it. After that I did some work on it, and at Bonneville in 1961 it ran 118mph straight off the truck. With the dustbin fairing it turned 127mph at Riverside raceway in California, and I ran out of gear before I got the full length of the straightaway.



^ Marty set the initial Class C record at Bonneville on his Rapide at 129 mph in 1951, the same year he became a Vincent dealer in southern California. The record stood only briefly, but he reclaimed it the following year at 141 mph. In 1955 he rode Joe Simpson's supercharged Lightning to a record at 171 mph. Marty and his mentor, Rollie Free, helped out the mad Kiwi, Burt Munro, in his quest to set a record in his 1920 Indian Scout-powered streamliner.

I started to make that fairing in about 1956, and it took 2 1/2 years of effort. It's fibre-glass, and I would never again attempt to make a mould for a fairing like I did that one. But at that time we didn't have the Styrofoam and the materials we have now, so I did it the hard way. I just took welding rod and started bending it and forming it and made a basket to the shape I wanted. I put hardware cloth underneath it and hard-plastered it, and filed and sanded and filed and filled for months to get the shape and smoothness that I wanted. Then I took the fibre-glass cast off that mould to make the female mould.

The male mould I kept for years, lugging it around with me when I moved house even though it weighed a ton. Finally all the steel that was in it began to rust when moisture went through the plaster. It broke my heart, but I just hauled it to the dump and threw it off the back of my truck.

I was a Vincent dealer from 1950 through 1957. I was just a little dealer —there were bigger ones in Los Angeles, and I know of five cases where I sold an individual on buying a Vincent, but he eventually bought from the other people because they could offer him a better trade-in deal.



Vincents themselves were very reliable motorcycles. The only problems I had were the guys who wouldn't leave them alone. They would bring their bikes to me to get the carburetors tuned, because they were a little touchy to get synchronized. But invariably the tinkerers would foul them up after they had paid me to do the job, and they would come back complaining, "Hey, you screwed my bike up. It don't run worth a damn."

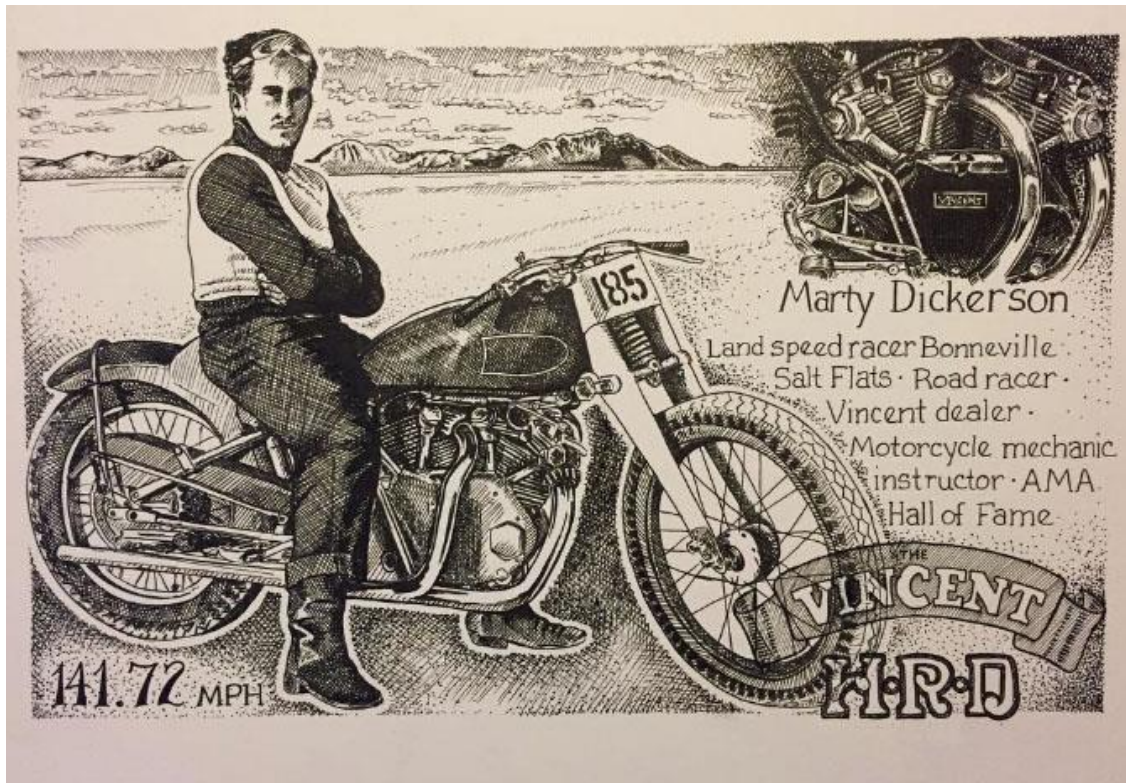
*The people that left their Vincents alone and did nothing but ride them had no problems. The thing that made the bikes legendary was that they were the fastest things around at that time. Their slogan, *The World's Fastest Standard Motorcycle*, was a fact, and they proved it by breaking national speed records throughout the world.*

What other motorcycle in that era could you set at 100 miles an hour indefinitely? You would tire out before the motorcycle would."

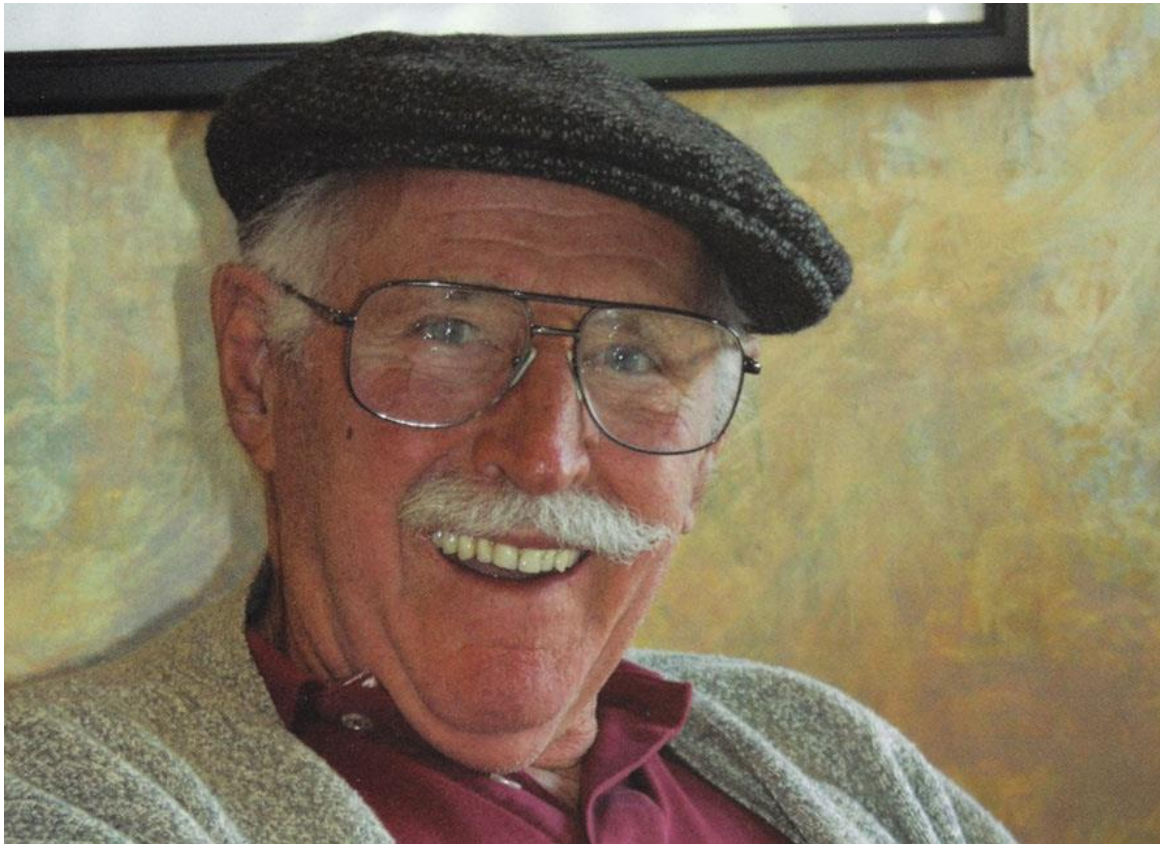


In the 1960s, Dickerson took a position teaching motorcycle service at a vocational school. In that capacity, he taught hundreds of aspiring young mechanics during his 17-year career as an instructor. Many of the country's leading racing mechanics of the 1970s, through to the 2000s, bragged about training under Dickerson.

In 1996, Marty, who was 70 at the time, brought his trusty old Vincent out of mothballs and set a vintage speed record.



When inducted into the Motorcycle Hall of Fame in 2002, Marty was retired and living in the beautiful rolling hills of Creston, California. He continued to be involved in the sport as a special guest at numerous Vincent rallies around the world for the rest of his life.



February 19, 2020: after running the race with heart attacks and kidney failure for more than 12 months Marty has now crossed his last finish line. A man of stature who was integral to the growth of the Vincent folk lore in the USA and around the world; Now gone, but in no way will Marty be forgotten.

Vincent Patents

In OVR Edition 70 you will find a reproduction of the original Vincent HRD patent from 1927. Now OVR is able to bring you the patent addition from 1936 thanks to the generosity of Lou Collodetti, an OVR Reader and contributor.

RESERVED

PATENT SPECIFICATION



Application Date: July 31, 1935. No. 21774/35.

456,025

(Patent of Addition to No. 290,375, dated Feb. 15, 1927.)

Complete Specification Left: July 30, 1936.

Complete Specification Accepted: Nov. 2, 1936.

PROVISIONAL SPECIFICATION

Improvements in or relating to Wheel-carrying Frame Structures for Cycles and other Road Vehicles

We, THE VINCENT H.R.D. COMPANY LIMITED, a British Company, and PHILIP CONRAD VINCENT, a British Subject, both of the Company's address, The Great North Road, Stevenage, Herts, do hereby declare the nature of this invention to be as follows:—

This invention consists of an improvement in or modification of the invention claimed in the main Patent No. 290,375.

The invention of the main Patent is a frame structure (herein referred to as a wheel-carrying frame structure) for cycles, particularly motor cycles, and other road vehicles, which comprises two triangular side frames permanently secured together at or near to two corresponding corners by a brace (herein referred to as a transverse frame-connecting member) to which the appurtenant members of the side frames are also permanently secured (for example by welding or brazing) thus forming a rigid unitary structure. This structure is pivotally connected and spring connected to the main frame of the vehicle at or near to the corners formed by the said transverse frame-connecting members respectively and is adapted to permit a wheel or wheels to be mounted between the side frames at the other corner of the structure.

According to this invention the structure claimed in the main Patent is modified or improved by having at least some of the individual members of the triangular side frames detachably but rigidly jointed to the appurtenant transverse frame-connecting member at a situation lying away from the longitudinal axis of said frame-connecting member.

Preferably the detachable but rigid joints are formed each by a projection on the transverse frame-connecting member to which projection the appurtenant side frame member is clamped.

Frame structures according to this invention have substantially the same rigidity as those in which the members of the triangular side frames are permanently secured to the transverse frame-con-

necting members, joints between the side frame members and the transverse frame-connecting members situated away from the longitudinal axes of the latter members being better able to withstand side thrusts tending to cause the joints to become loose than similar joints which are situated on said axes as in constructions known prior to the date of the main Patent.

It is not essential that all the members of the side frames shall be detachably but rigidly jointed to one or both of the transverse frame-connecting members as the case may be. If desired, some of said members may be permanently secured to the transverse frame-connecting members as in the main Patent, and it will be appreciated that the detachable but rigid joints can be so arranged as to permit parts of the frame structure to be disconnected if desired, for example to facilitate storage.

The invention may be carried out in various ways. For example the frame structure may comprise a transverse frame-connecting member to which one of the appurtenant members of one of the triangular side frames is permanently secured and which is provided with a projection, for example a lug or a socket, to which the other appurtenant member of said side frame is clamped.

Thus one of those two members of each triangular side frame which are appurtenant to one of the transverse frame-connecting members may be bent to provide a hook-like portion to the free end of which the other of said two side frame members is clamped, the frame members having said hook-like portions being provided with integral projections to which the transverse frame-connecting member is permanently secured.

In another way of carrying out the invention, a transverse frame-connecting member is provided which is integral with one of the appurtenant members of both of the triangular side frames and is formed by bending a tube or other frame

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element, the other members of the side frames appurtenant to that frame-connecting member being clamped to those members respectively of the triangular side frames which are integral with the transverse frame-connecting member. In this construction, said frame element is preferably bent into U-shape so that the side limbs thereof lie in the same plane and constitute corresponding members of the triangular side frames.

In whatever way the invention is carried out it is essential that the detachable but rigid joints shall not be situated on the longitudinal axis of either of the transverse frame-connecting members.

These detachable but rigid joints may be formed in any convenient manner. For example the transverse frame-connecting member may be provided with a lug to which a member of one of the side frames is bolted. In this case the lug may be of rectangular cross section, and the side frame member be a circular tube which is

flattened at one end to receive the lug. Alternatively, a socket may be provided on the transverse frame-connecting member to receive the end of one of the side frame members, these two parts being clamped together in any convenient manner. For example a number of longitudinal slits may be provided in the end of the socket into which the side frame member is inserted, and a clamping device may be provided in the form of a spring band which encircles the joint and is drawn tightly therearound by means of a bolt and nut.

The invention is not restricted to the specific forms of joints just described as any other suitable constructions may be employed.

Dated this 31st day of July, 1935.
BOULT, WADE & TENNANT,
111 & 112, Hatton Garden, London,
E.C.1,
Chartered Patent Agents.

COMPLETE SPECIFICATION

Improvements in or relating to Wheel-carrying Frame Structures for Cycles and other Road Vehicles

We, THE VINCENT H.R.D. COMPANY LIMITED, a British Company, and PHILIP CONRAD VINCENT, a British Subject, both of the Company's address, The Great North Road, Stevenage, Herts, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention is an improvement in or a modification of the invention forming the subject of Patent No. 290,375.

The invention of the main Patent is a wheel-carrying frame structure for cycles, motor cycles and like vehicles, and which comprises two triangular side frames permanently secured together at or near to each of two corresponding corners by a transverse frame-connecting member to which the appurtenant members of the side frames are also permanently secured (for example by welding or brazing) thus forming a unitary structure. This structure is pivotally connected and spring connected to the main frame of the vehicle at or near to the corners formed by the said transverse frame-connecting members respectively and is adapted to permit a wheel or wheels to be mounted in the frame structure between the other corners of the side frames.

According to the present invention the aforesaid wheel-carrying structure is

modified or improved in that it has one or more of the individual members of the triangular side frames detachably but rigidly connected to the appurtenant transverse frame-connecting member at a situation lying away from the longitudinal axis of said frame-connecting member.

The detachable connections may be of any convenient form provided that they are sufficiently rigid to ensure that distortion of the transverse frame-connecting members can only occur by actually bending them. Thus there may be provided on the transverse frame-connecting member a projection which extends laterally of the axis of said frame-connecting member and to which the side frame member is attached.

Disconnectable joints between the side frame members and the transverse frame-connecting members lying away from the longitudinal axes of the latter members are better able to withstand side thrust tending to cause the joints to become loose than similar joints which are situated on said axes as in known constructions. Consequently frame structures according to this invention have substantially the same rigidity as those in which the members of the triangular side frames are permanently secured to the transverse frame-connecting members as in the main Patent.

It is not essential that all the members

of the side frames shall be detachably but rigidly connected to one or both of the transverse-frame-connecting members as the case may be. For example, the side frame members corresponding to the chain stays and to the back stays of an ordinary pedal cycle may be so connected to the transverse frame-connecting members respectively, and the side frame members corresponding to the seat pillar tube of a pedal cycle may be permanently secured at both ends, as in the main Patent, to the transverse frame-connecting members.

The invention may be carried out in various ways whereof examples will now be described with reference to the accompanying drawing in which:—

Figure 1 is a perspective view of a wheel-carrying frame structure having one form of joint construction,

Figure 2 is a side elevation of one of the joints of Figure 1 drawn to a larger scale,

Figure 3 is a sectional elevation on the line 3—3 of Figure 2,

Figure 4 is a side elevation of a modified form of joint, and

Figure 5 is a sectional elevation on the line 5—5 of Figure 4.

Like reference numerals indicate like parts throughout.

Referring first to Figure 1, the wheel-carrying frame structure comprises two triangular side frames arranged side by side to permit a wheel to be mounted between them. Each of the side frames comprises a bottom stay 11, a back stay 12 and a front stay 13. The stays 11, 12 of each frame are welded or brazed into socket lugs on a rear forked end member 14 in which the axle of a wheel can be mounted by any convenient means. The two side frames are connected together at their apices by a transverse frame-connecting member 15 and at their front corners by a transverse frame-connecting member 16 which is adapted to be pivotally mounted on the main frame of the vehicle. The frame-connecting member 15 is connected by helical springs 17 to the said main frame.

The frame-connecting member 15 has at each end a pair of sockets 18 which project downwardly and laterally from the axis of the member 15 and are arranged to receive the upper ends of the stays 12, 13 respectively. Similar sockets are formed on the frame-connecting member 16 to receive the front ends of the stays 11 and the lower ends of the stays 13 respectively. The joint between the upper end of the stay 13 and its socket 18 is shown more clearly in Figures 2 and 3 and it is to be understood that the other

joints are similarly formed. The socket 18 is slit as shown at 19 and provided with lugs 20 to receive a bolt 21 whereby the socket and the stay can be rigidly clamped together.

In the modified form of joint shown in Figures 4 and 5, the transverse frame-connecting member is provided with solid lugs 22, one only of which is shown in these Figures, instead of the sockets 18. The stays are flattened at their ends and rigidly connected to the lugs 22 by bolts 23.

It is to be noted in the constructions shown on the drawing, that the points of attachment of the side frame members to the transverse frame-connecting members lie away from the axes of the latter members. This is an essential feature of the invention for the reason hereinbefore explained.

The joint constructions described above may also be applied to the frame structures shown in Figures 2 and 3 of the main Patent.

The transverse frame-connecting members 15, 16 are preferably each constituted by a single part but either or both of them may comprise two or more parts provided said parts are connected together in such a manner as to be inherently rigid. For example as shown in Figure 5 there may be a central tubular part 24 which is welded at each end to a cylindrical part 25 with which the lugs 22 are integral. Such multi-part transverse frame-connecting members are within the scope of this invention.

The invention is not restricted to the specific constructional forms shown on the drawing as any other suitable joint constructions may be employed. For example, the sockets 18 may be slit and be provided with a clamping device in the form of a spring band which encircles the joint and is adapted to be drawn tightly therearound by means of a bolt and nut. Further the invention is not concerned with the method of connecting the stays 11, 12 to the rear forked end members 14. These connections may be of any suitable form permanent or otherwise.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:—

1. The improvement in or modification of the invention forming the subject of Patent No. 290,375, which consists in detachably but rigidly connecting one or more of the individual members of the triangular side frames of the wheel-carrying frame structure to the appurten-

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ant transverse frame-connecting member at a situation lying away from the longitudinal axis of said frame-connecting member.

- 5 2. A wheel-carrying frame structure as claimed in claim 1, comprising a detachable but rigid connection formed by providing on the transverse frame-connecting member a projection which extends laterally of the axis of said frame-connecting member and to which the side frame member is attached.

- 10 3. A wheel-carrying frame structure as claimed in claim 2, wherein the said projection is in the form of a slit socket lug into which the side frame member is inserted, and means is provided for clamping the lug and the side frame member together.

- 15 20 4. A wheel-carrying frame structure as claimed in claim 2, wherein the said pro-

jection is in the form of a lug to which the side frame member is bolted.

5. A wheel-carrying frame structure as claimed in any of the preceding claims, 25 wherein one or each of the transverse frame-connecting members is formed by a plurality of parts connected together so as to be inherently rigid.

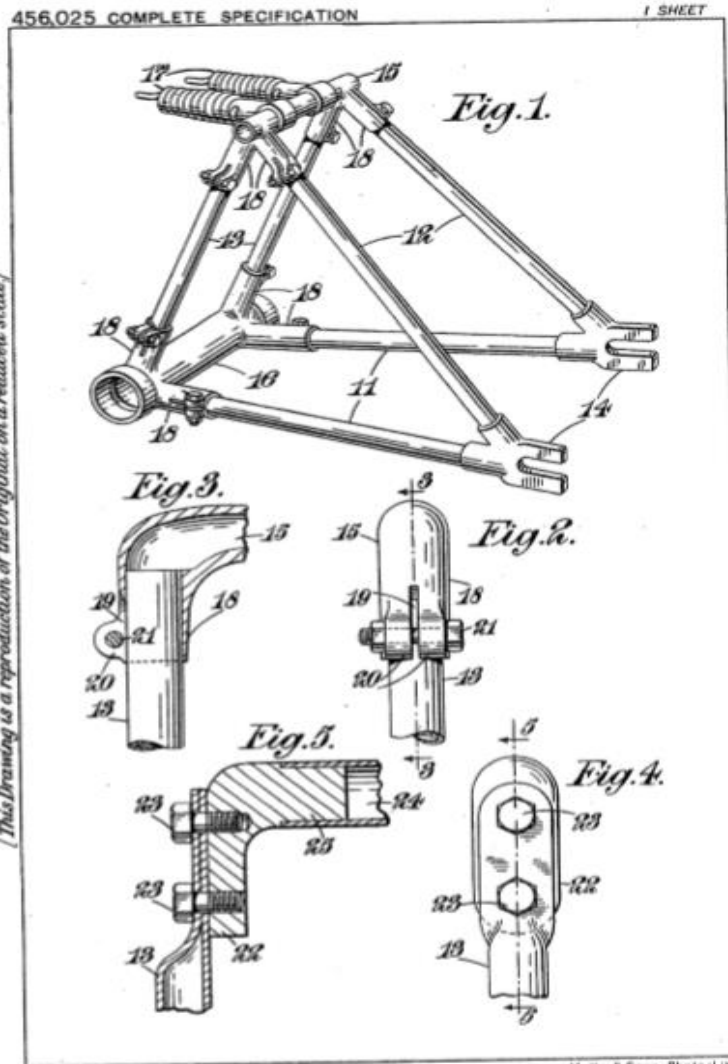
6. The wheel-carrying frame structure 30 for cycles, motor cycles or the like vehicles as shown in Figures 1, 2 and 3, or when modified by having the detachable but rigid connection shown in Figures 4 and 5 substituted for that 35 shown in Figures 2 and 3, of the accompanying drawing.

Dated this 30th day of July, 1936.

BOULT, WADE & TENNANT,
111 & 112, Hatton Garden, London,
E.C.1,

Chartered Patent Agents.

Leamington Spa: Printed for His Majesty's Stationery Office, by the Courier Press.—1936.



OVR Event Schedule, updated 25 February 2020

| <i>Date</i> | <i>Details</i> | <i>More Info?</i> |
|----------------------|--|---|
| 2020 | 2020 | |
| March 7-8 | Classic Club Pub Run - Jamieson | www.cmccv.org.au |
| March 10-19 | Tassie Tour 2020, held in association with the British Motorcycle Club of Tasmania. | www.tassietour.info |
| March 21 | Maffra-Sale Club's Harry Parsons Memorial Ride. Click for info about Harry | Click for ride info |
| March 27-29 | Classic Club Inverloch Rally | www.cmccv.org.au |
| March 28- April 4 | Australian Historic Motoring Federation 2020 National Motoring Tour, | www.ahmf.org.au |
| March 29 | Federation Picnic at Scoresby, Victoria | https://federation.asn.au/event/scoresby-picnic/ |
| April 3-5 | VRV/VOC Over The Top Tour | Events.vrv@gmail.com |
| April 5 | VRV Autumn Colour Day Ride | Events.vrv@gmail.com |
| April 10-12 | Broadford Bike Bonanza | |
| April 24 - 26 | All British Rally @ Newstead, Victoria | https://www.trybooking.com/book/event?eid=554070& |
| May 29-31 | Historic Winton | https://wintonraceway.com.au/event/historic-winton-2/ |
| June 5-7 | VRV Winter Jaunt Event | Events.vrv@gmail.com |
| Sept 21-25 | Australian National Vincent Rally, McLaren Vale, South Australia.! | lesbeyer@internode.on.net |
| Sept 27 | Bay to Birdwood Rally, South Australia | http://baytobirdwood.com.au/ |
| Oct 2-4 | VRV Bit on the Side Adventure | Events.vrv@gmail.com |
| Oct 2-4 | Australian Superbike Championship | https://www.asbk.com.au/ |
| Oct 17-18 | Cooma-Monaro Girder Fork Rally | www.coomacarclub.com.au |
| Oct 23-25 | MotoGP @ Philip Island | |



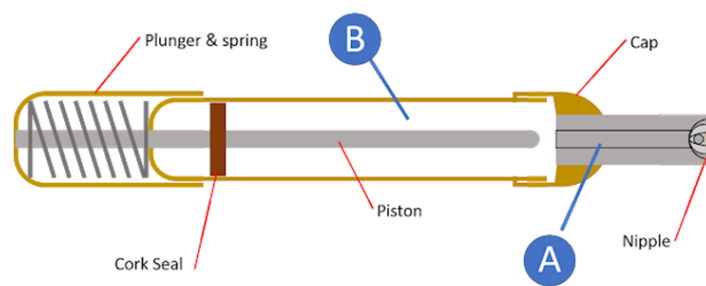
K16; The Vincent Tool Kit Grease Gun

Most owners who are fortunate enough to have an original K16 grease gun in their position never use them and consider them a curiosity, how unfortunate when, used with the correct (original) grease nipples they are extremely efficient. But when attempting to use them with 'modern' lock-on grease nipples they simply do not work.

There are many different styles of grease nipple and the type needed for use with a K16 – and as used by the Vincent works and fitted as original equipment on every B, C and D series Vincent – is the Tecalemit Tecazerk nipple. These are often incorrectly referred to as 2BA but in fact they are 3/16 x 32 tpi BSF with a hex of 1/4 inch across the flats.



<https://www.youtube.com/watch?v=5nuvdwAsVAM> Fantastic Video on the history of the Tecalemit name.

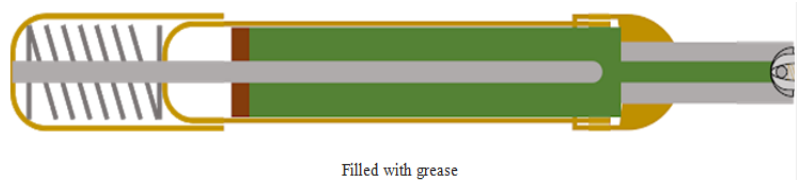


The K16 is simple to use – if you know how! There are a couple of tricks you must employ to make them work and keep working. The tool consists of a brass cylinder with spring loaded plunger; the plunger is attached to the piston which pushes greases into a bore (A) in the cap. Grease is contained in the cylinder (B) above a cork seal. The nose of the gun is

cast into the cap and a hemi-spherical shape is formed in one end to accept the nipple.

To fill the gun, the end cap is removed and the volume B is packed with grease, pushing the cork seal down to the bottom of the cylinder. The trick here is to avoid leaving any air bubbles in the body of the gun. Do this with a straw inserted right to the bottom (before filling) and withdraw it carefully, filling as you go and by warming the grease before you start. You can pack the cap with grease before you put it on to prevent air bubbles forming in there too.

To use the gun, start by cleaning the nipple and making sure you can see the tiny ball valve. You might have noticed there are no check valves in these grease guns, only the one in the nipple – the one in the nipple is critical to the operation of the gun. With no ball, or by operating the gun with no nipple on the end, you will get air in the gun and it will only work once. Place the gun over the nipple squarely – it helps to put a cotton rag between the nipple and the gun (old cotton tee-shirts are good for this). This improves the seal between the gun and the nipple and the grease will happily go through the fabric. You can then push the plunger as many times as you want, keeping the gun aligned with the nipple.





Operating the gun

Here's how the gun refills itself. When you release the plunger, the spring in the nipple closes the ball valve and the piston, as it moves back, generates a small vacuum in

volume A shown by the white space in the drawing.

As the piston emerges from volume A, grease moves forward to fill the void, pulled forward by the vacuum. At the same time, the cork washer moves forward, effectively reducing the volume B until all the grease is used up.

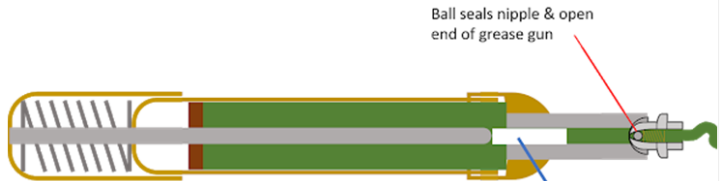
This demonstrates the importance of the nipple ball valve and the use of the cotton cloth - the absence of either prevents

Cork seal moves forwards as grease volume reduces



Void filled with grease

Grease from volume B fills void in volume A



Ball seals nipple & open end of grease gun

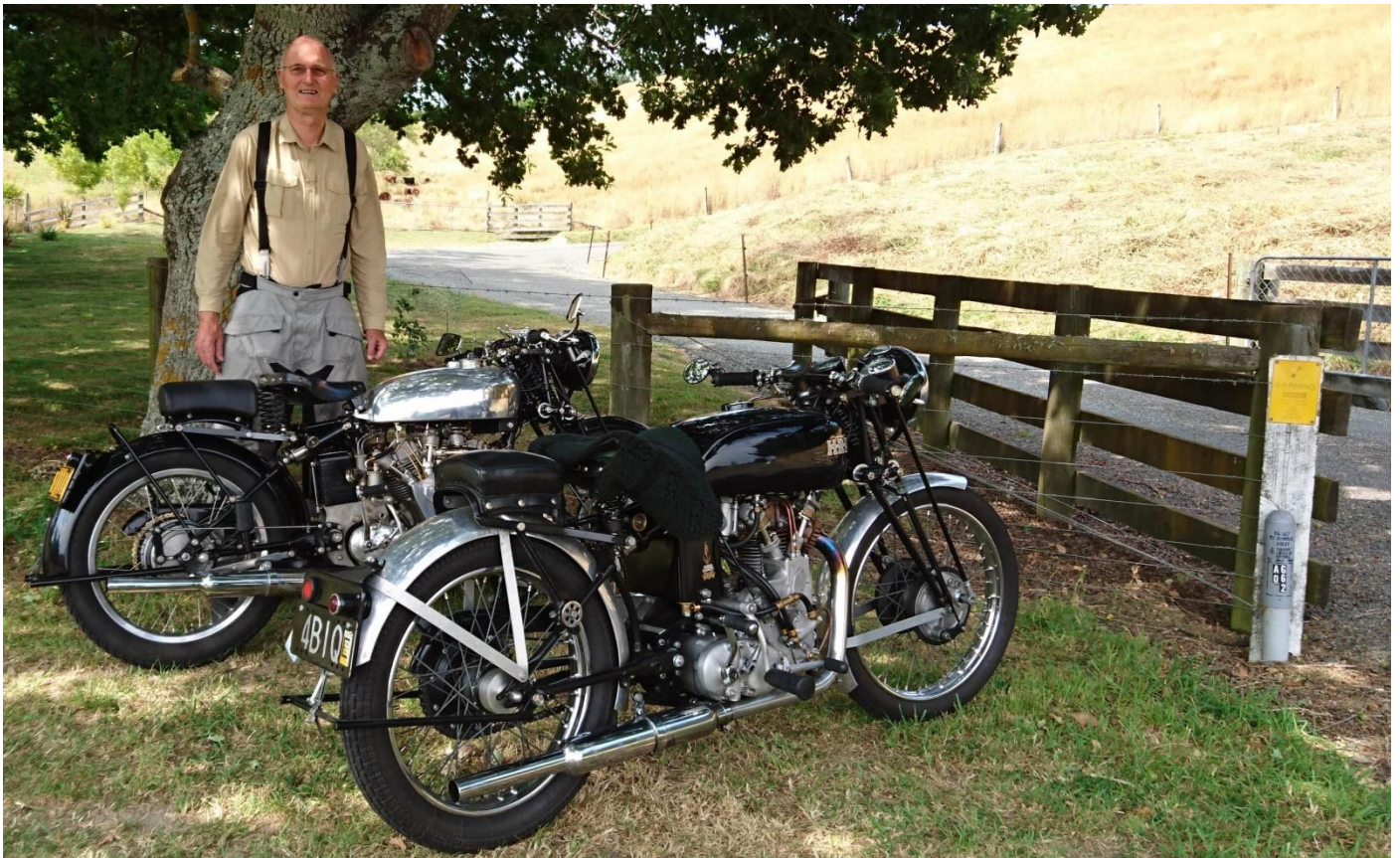
A

Vacuum in Volume A

Back stroke produces vacuum in Volume A

formation of the vacuum in the cylinder, which prevents recharging of the tool. Without the vacuum, an air pocket will be left in the cylinder and volume A will not refill and the next stroke will not pump any grease out of the tool.

So the moral of the tale is, carefully fill your K16 and take a rag with you in your toolbox!



Bill Irwin (New Zealand) during his first ride on his A twin since he got it home from Oz. Bill rode his TTR and his friend and fellow Vincent enthusiast David Topliss had his first ride on the "A" twin. A shady stop on one of their favourite Nelson country roads to tighten a silencer clamp on the TTR.

Vincent Comet Electric Start

An OVR original by Alan Howlett, Australia



Here fitted to a 'C' Comet – Can you spot the starter?

I became aware of the initial development of an Electric Start for the Comet early in 2018 during one of my regular conversations with Paul Hamon, founder and CEO of Alton in France. I became the Australian Distributor for Alton in 2016 and have been privileged to supply Electric Start kits for Velocette and Norton Commando along with a large range of AC Generator kits. Paul mentioned that an Electric Start for a Vincent Comet was in development with the first prototypes built in 2008 and tested in hands of French riders, members of the French section of the VOC.

The Alton design team quickly realized that a similar design could be applied to the Norton Commando MK2 (a much larger potential market). Of course it was financially logical for Alton to focus firstly on the Commando and the Comet kit project was left on the back burner.

In 2017-18, Alton finally were comfortably installed in their new premises so they decided it was time to dig out the old file, update it and « start » something new.

I was immediately taken with the idea of a Comet Electric Starter. This was not because I considered the Comet a difficult bike to start but more that many of us are now reaping the “benefits” of sporting injuries in our youth or have noticed physical changes to our legs etc due to aging. As I am in my mid 60’s this is close to home.

Given the increase in road traffic and decrease in driver patience today, one does not need a stalled motorcycle at a critical moment. Much easier to press a button and be gone than go through the kick start procedure which in times of urgency does not always go to plan.

Apart from updates on how the concept was progressing, my next contact with the Comet Electric Start was in late 2018 when I spent a day with Paul at Alton Headquarters in Brittany, France on my way home from the Classic TT/Manx GP (where I bumped into Ken Phelps in the pits). I revelled in the opportunity to inspect the trial fitted Electric Start system and was able to have Paul talk me through the component parts etc. Being an Alton it was, as expected, a particularly elegant European design with an enormous amount of thought put into the details both functional and visual.

As Paul Hamon well knows I was like an impatient schoolboy, regularly enquiring when it would be ready for the market, however Paul does not release a product until he is 100% confident with it so my patience was required.

In late December 2019 the box arrived from France! I already had a keen participant with a Comet, Dave Hulstone with his beautiful 600cc machine with 10:1 compression, and it was soon in the workshop. The Alton kit comes complete with everything you need to do the installation. The only other requirements are a 12 volt Alternator kit (this can be ordered with the Starter kit) and a 12 volt battery, preferably with an 18ah capacity.

The kit comprises:

- A reinforced primary inner case. It is not a genuine case modified but a new one machined from solid alloy plate.
- The 12 volts starter motor
- starter chain and driving system
- One Way Clutch assembly (sprag clutch)
- primary drive shock absorber system to replace genuine multi-spring system. Narrow design to give room to the One Way Clutch on the crankshaft
- special crankshaft nut
- relay, push button, heavy duty cables
- special thin strap for generator (to give space to the starter motor)
- NOTE – The battery (min 14Ah needed) IS NOT included -



The Starter motor is supplied already mounted to the new inner primary cover which is beautifully CNC machined internally to suit the mounting of the bespoke starter drive components. Externally it is finished in a manner so similar to the original you would be hard pressed to tell the difference. Other notable parts are the innovative Alton designed crank mounted shock absorber and the substantial One Way Clutch (Sprag gear) drive for the starter. The internal bearing is a precision German unit...no short cuts on quality! This is chain driven by a sprocket from the starter motor.

An alternate retaining system is supplied for the Alternator to ensure adequate room to mount the Starter which is adjacent to it. Looks like it grew there.

Of course Alton recommend fitting the Alton generator set for optimum battery charging though if the bike is already equipped, no need to purchase a new one. If however you do not already have an Alton generator you may be able to save some money by purchasing the Alton starter and Alton generator together.

Fitting the kit is not too difficult for the experienced Vincent enthusiast but it must be done with professional care and requires a number of parts to take apart before installation. Obviously not a job for beginners.

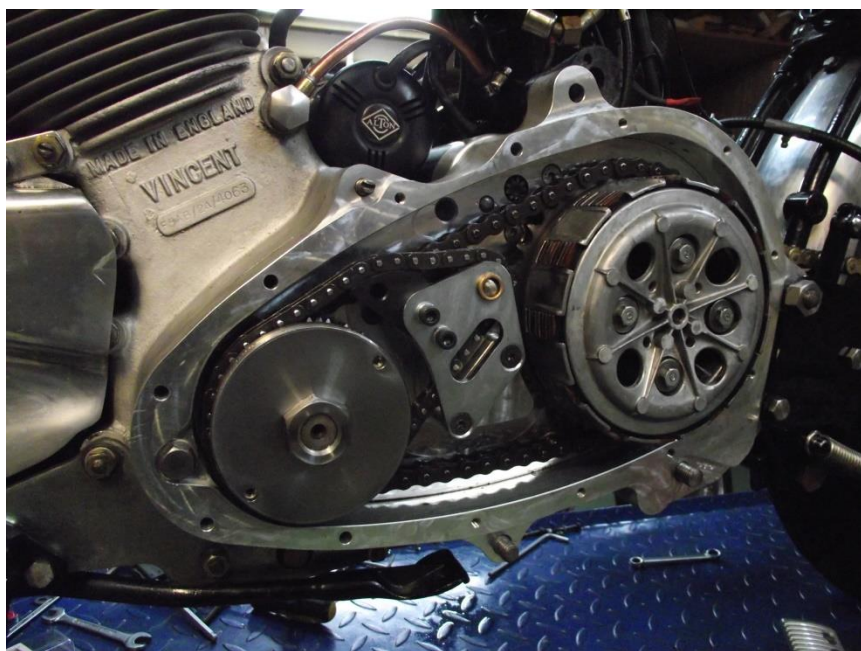


One of the great things about this bit of kit is that no major alteration to genuine parts are needed. This is a fully reversible kit except a 15 x 150 mm (approx) of alloy removed from the inside of the outer primary drive case, the small section in RED in the photo and being milled.

The Outer Primary cover, Rear Brake pedal, Clutch and Primary drive system were all removed and the gearbox and swing arm supported. This allowed us to trial fit the new inner primary and starter motor assembly and check for clearance. This is most important as all these bikes have little differences and have often been through many changes and repairs over the years.

If you have already cosmetically treated your existing engine cases by polishing, painting or whatever it is advisable to apply your surface treating to the exposed edges of the new electric starter primary inner case before proceeding any further.

Once we were happy with the fit she started to go back together, again ensuring correct clearance, alignment of sprockets etc. during the process. Once this was completed we removed the spark plugs and gave it a quick spin by connecting 12 volts to a remote battery. This was to confirm all was good and no nasty noises emanating.



Following the comprehensive Alton instruction book we knew we needed to remove a section from the clutch separating wall in the Outer Primary cover. We set it up in our Milling machine which gave us a neat and precise result however the average owner would be able to achieve the required result by other more readily accessible methods. A couple of fasteners holding the cover back in place and gently turning it over we were happy we had the required clearance. So a last look inside and seal it all up, refit the Brake pedal etc. and add the correct amount of lubricant to the Primary case.

While designed with the original Burman clutch in mind it is also perfect with the Conways Comet clutch Dave had fitted to his Comet.

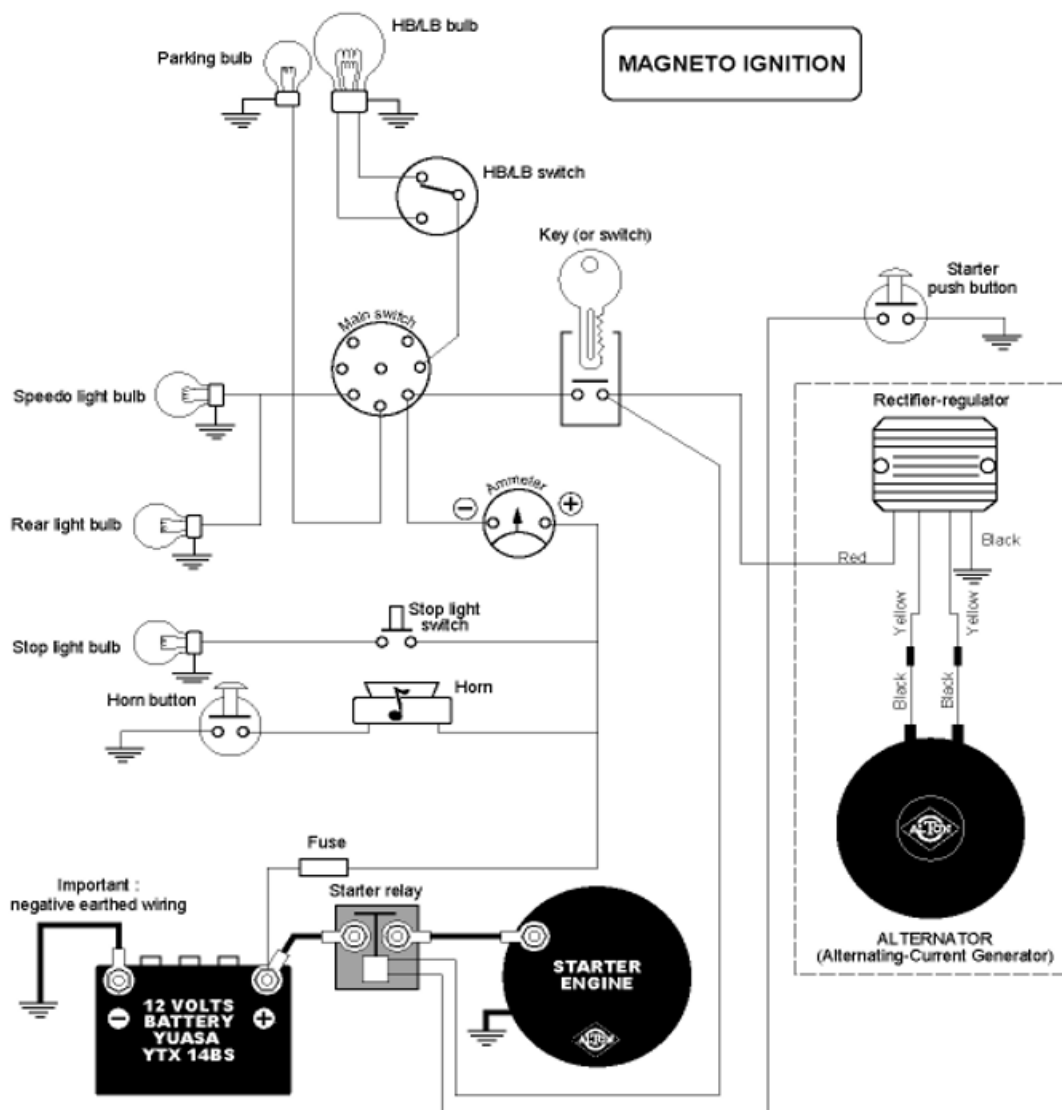
Alton provides a very neat bracket to mount the Starter relay next to the battery box. This was done and the all-important Red starter button mounted on the Handle bar. Wiring (Negative Earth) done as per the Alton diagram and we were ready to go.

The Moment of Truth!! Wheeled out into the Torquay sunlight and onto the stand we circled the Comet and remarked how unobtrusive the changes were.....almost as if it had been done at Stevenage. More circling and time wasting and then it was "C'mon Dave, do the Honours Mate". Fuel on, (no need to tickle the carb....this one's a Dellorto pumper) check for a free clutch and pull in the de-compressor.

Dave gives the Red Button a prod, spins it over a couple of times and drops the de-compressor lever whereupon the Comet springs into life with that lovely Pom Pom Pom . Happy Days!! Dave has had it out many times since and no longer the kick start anxiety, just a winning grin, [take a look here](#) !!

This is the first Comet outside the EU to have the installation and the consensus is that it's a beauty.

Thanks to Alton for making the effort in the exquisite design and execution, it's a great result!



(Editor – this Comet kit apparently will be a like price to the Alton Electric Start Commando kit that has been available for a number of years. For more information or to secure you own kit contact the author, Alan Howlett at Ace Classics Australia ph:0418350350 or email alan@aceclassics.com.au. Apparently the kit will also be available from the VOC Spares Company.)

What To Take On A Big Tour

OVR Contribution from Alice Leney, New Zealand

If you are going on a long journey with a Vincent, one can be wise to have a few spares along. The trick is not to have too much, but what you might need that will help with what you can realistically do on the road, perhaps with a bit of assistance such as a warm workshop provided by a friendly motorcyclist. Know Thy Beast has a very good list of what to take in Chapter 22 on Long Distance Touring, and this is an excellent place to start. Having done 14,000 miles of mostly longer distance work in NZ on my '52 Rapide - 'Melvin' - I had a reasonable idea of what we needed for the 2019 International Rally tour, during which I expected we might cover around ten thousand miles, but we ended up at not far short of fifteen. All in all we did pretty well, with one notable exception of not having the gear-change spring; but apart from that, we pretty much had what one could reasonably expect one might need (except, that is, a rear cam and spindle, but that is another story). So I thought it might be useful to share this experience.

On Melvin's recent tour in Europe, the bottom part of the right pannier was dedicated the Spares Dept. It was a section about 13in x 5in x 3in, so not huge. The pannier had a false floor, so normal use of the pannier could take place without disturbing the Spares Dept, and keeping the weight low down was much better for handling. Most tools were in the tool tray, apart from tyre levers which were cable-tied to the crash bars, and a small Telcamet Grease Gun - for the Girdraulics - cable-tied to the pannier frame. A pair of sparkplugs were in a pouch tied to the back of the pannier frame, but the only time I took them out was to help out someone else get their cammy Norton going. Spare light bulbs were wrapped and put inside the headlamp, and the 'Gillet Jaune' yellow florescent jacket required by law in some countries was in a clear plastic bag cable tied to the back of the pannier where any policeman could see it without me having to take it out and produce it. A small selection of nuts, bolts, washers, split-pins etc. were in a tobacco tin in the tool tray too. I mailed a set of tyres and oil filter to a friend in Sicily so I didn't need to carry them, 20 inch front tyres being hard to find, even a 19" can be a battle in Europe when you don't know your way around bike suppliers. Mr. Google - who I don't talk to much - usually led me to pushbike shops when I asked for motorcycle ones. This held whether I was in central Paris or rural Spain. It is easy to think Mr. Google knows everything: he didn't know where to get my kick-start welded in north west Spain, but he did lead me to the bicycle shop where I happened to meet a guy who did take me in his car to the backstreet scooter repair man who did have a shot at welding it up.



The tools in the tool tray are ones that I have tested during maintenance at home to make sure they are fit for the task, but generally I look out for high quality, but short, used spanners. A

screwdriver with multiple tips is very useful, and a short ring spanner that fits the footrest nuts is essential but hard to find. You can always saw one in half and use a shifter to add leverage if that is the best you can come up with. A small 'C' spanner to fit the exhaust nuts is essential too. On that point, take plenty of time when originally fitting your exhaust to make sure that you get all the little spacers just right so your exhaust fits easily: you need to be able to take that on and off promptly without it being a big wrestle to get it back on, so that one becomes shy to take it off anytime. It takes a bit of stuffing around for first fitting usually, but once you've got it sorted, it will be good. The ability to look down your exhaust port, with a good torch if necessary, can be very valuable on occasion, and give early warning of brewing trouble or tuning steps that needed to be taken. Multiple country visits can involve different fuels that can be challenging on occasion.

The following were the parts carried:

- Automatic Timing Device assembly;
- 2 rear wheel spokes;
- 1 wheel bearing (fits RFM too);
- 2 kick-start springs (you can get through them!);
- 1 exhaust pipe sealing ring;
- Crank drive side oil seal (if fitted) and circlip (there can be very little clearance after this modification and it is possible that it needs attention after big miles, and if you have the bits, it is easy);
- 2 oil line banjo seals;
- Inspection cap seal ring;
- Gearbox index plunger spring;
- One each of two the odd-shape Gearchange springs (only after I broke one in Spain and had to get it sent! They look very similar but are different);
- Set of points complete with plate and a pick-up brush;
- Blade fuses to suit your bike;
- Exhaust valve and spring (good S/H is enough as emergency use only);
- Clutch cable (fits valve lifter too);
- One throttle cable – long (Melvin has a twin pull throttle);
- Kick-start ratchet pinion (small and easy to carry, big hassle if it gives up);
- One push rod (Marcus gave it me, told me I should carry one, so I took note);
- One tank bolt (ideally drilled for wire) ;
- Selection of nuts, washers, bolts, inc. BSF to suit;
- Extra link for rear chain plus split link (for use with 50T sprocket in mountain areas, frequently used);
- Rear Chain;
- Oil filter;
- 350 x 19 inner tube (fits the 20in front too);
- One each LED bulb spares (12V - in the headlamp).

That might look like a bit of a list, but it actually all packs up pretty small. What did I actually use? Both rear wheel spokes (wheels are original so spokes are old), a kick-start spring, one of the gear-change springs; three oil filters (though I generally managed to avoid carrying new ones very far); extra link, rear chain, inner tube (several times), one oil line banjo seal.

Special Tools carried were as follows, and most went into the Spares Dept too:

- Clutch nut socket $\frac{1}{2}$ W;
- ESA nut socket $\frac{3}{4}$ W;
- $\frac{1}{2}$ drive tommy bar fitting for the sockets, but no bar, you can use something else;
- Piston stop set at full advance point – this makes roadside timing easy - along with a plastic wedge to hold the ATD fully open at full advance;
- Primary drive locking plate;
- Needle files;
- 1 small half round file;

- 1 small thin flat file;
- Puncture repair kit;
- Tyre levers (tyres come off a Vin pretty easy so no need to have huge ones);
- A thumb-size bit of Knead-it epoxy;
- Cable ties;
- small set Feeler Gauges;
- Small Telcamet Grease gun;
- Very small piece of whetstone to polish points;
- Tin of chain spray (several used).
- A piece of soap.

What of these did I use? The primary drive locking late (to fix someone else's bike - but very useful when you need it and it packs up very easy as it is flat) the files, the puncture repair kit and levers; the feelers, polishing stone, cable ties, Knead-it, and grease gun. Oh, and the soap was used to fill the holes in the top of the petrol tank when the tank rack tore out when the bike fell over off the side stand halfway down the Gross Glockner; a penknife was used to scrape the soap into flakes which were then gently tapped into the holes with the end of a ring spanner. This needed regular topping up for the next ten thousand miles.

Later I also carried a Fire Extinguisher (it looks like a flare, I got it in Austria on the way back northwards). Why? In Slovenia one day I was changing the oil at a friendly workshop (I met the owner in a car parts shop when I was trying to find a replacement inner tube one day) and a guy noticed that Melvin's petrol tank's very fine weep – that had been coming and going for three months - had turned into a very slow drip. 'It'll catch fire' he said. The drip wasn't enough to make it catch fire; however, this is a phrase buried deep in my motorcycling subconscious, as way back in 1979, as a young 'know-it-all' biker, I was told this innumerable times by older people because the 1938 Norton I was riding had a pronounced tendency to gush fuel whenever it was stationary (I couldn't see if it did so when it was running, the clutch was really bad, you were either moving or stopped, but it *was* pretty thirsty I recall).

Today the Norton would be termed a 'Barn Find' and command a suitably inflated price. Back then, it was a very cheap bike for a lad with no money but who fancied he had the flickerings of some mechanical aptitude. It was exceedingly rusty, and whilst riding it one day the end of the left handle bar broke off in my hand when I went over a large bump! You get the picture?

These Old Bones have a built in tendency to drip fuel everywhere, courtesy of whoever designed those old remote float carbs, and especially when they are in the hands of complete ignoramus' (ignorami?) such as me and my nineteen-year-old mates. 'Well – it ain't caught fire yet!' was the smart-arsed response ('You stupid old bugger, what would you know!' being implicitly delivered with a suitable smirk). Until, of course, it did.

Let me explain: a mob of us boys had been out for the day on our trusty steeds, ranging from a newish T140V Bonny through various post war Enfields and BSAs to my well-battered and very rusty pre-war side-valve Norton, the bottom of the heap by every measure.

After a colossal day's ride of well over 40 miles – well, we thought so - and all our machines actually still going, the Norton commenced to have the fine threaded ring fly off the top of the Amal every ten, then seven, then five, then two.... miles. The ring thread was well bugged, and in an age before the invention of cable ties (or at least we had never seen such wonderful things) bits of wire were struggling to hold it all together. Then for good measure the top shook off the float chamber and no doubt ended up in the Dorset hedgerow where it still lies today (I always wondered what those funny little hex-head bolts on the top were for... just another unnecessary part that the British industry made for no good purpose was the usual satisfactory 'reasoning' of the boy).



The 1938 Norton at 'Full Tit' in 1978: power to weight ratio would have been considerably improved if the 50 lb canvas Dispatch Riders' coat had been dispensed with, as the rider didn't weigh much at that time.

Everyone stopped for the nth time. It was only two miles back to our country village. They were all getting very tired of my Norton (possibly some of them even began to wonder about the ability of the boy who operated it). "You boys go on, I'll be fine" I said. Off they went. I wrestled the slide and spring back into the carb and managed to get the last skerrick of geriatric brass thread to kiss ever so carefully the final end-of-life moments of the cheap pot-metal thread – now more like the profile of road corrugations – on the body of the old Amal. Off we went: second...third...top-splutter-splutter-bang burrrrrrrr....I looked below to the Engine Room as the Norton wound down in a deadening drone –OH My GOD!!! I'm on FIRE!!! I leapt off as it staggered to a flamboyant collapse in the middle of the A31. It was Sunday Afternoon, a stream of

summer's afternoon day-trippers was heading back to Bournemouth for their evening tea. They were going to get delayed a moment or two, but at least they had a tale to tell Granny when they got home.

The cheap plastic fuel hose immediately melted, and neat petrol fed the greedy flames with gusto. Being in the middle of the road both lanes of traffic had to stop. The bitumen quickly joined the party, and it seemed that it only took a minute before the tyres decided to throw in their lot with the conflagration too. I stood back, completely at a loss as to what to do next. A man rushed from his car and emptied a small fire extinguisher onto the Norton. It made no difference at all. The fire died off a bit, all the petrol gone (young lads with no money don't carry around full tanks luckily) and the tyres sat back and smouldered dense black smoke. I directed the traffic around the bike to clear the queue, and several men kicked the wreck to one side of the road to make more room.

I walked down to a farm, back a hundred metres, where the farmer – already looking down the road to see what the smoke was all about – filled some buckets with water, and we drove slowly down in his old LandRover and tipped them over the now quietly smoking mess. There was a hole burnt in the tar seal in the middle of the road. The carb was all gone, except some of the brass bits - like the part that screws on the bottom; the headlamp glass was gone, the bulb a dribble melted onto the blackened reflector; the spokes sagged, all the tension gone out of them; most of the tyres were reduced to the steel reinforcing, but the rear one still had a bit of burn life left in it, and by some miracle the tiny round rear light survived! The farmer and I heaved it into the back of the LandRover and he drove me home. Back in the village, my mates wondered what took me so long. When they saw the Norton they burst out laughing. I burst out crying.



I still have it today. After a week in the garden it was a fabulous shade of red, and my mother told me to 'Get rid of that rubbish in the garden' but when I told her I was going to fix it she chided me with 'Don't be ridiculous, stupid boy!'. I didn't take her advice and attacked it with a wire brush and some industrial green etch primer I 'stole' from the pipefitting job I was on at the time - you can still see patches of green on it today. But I was ridiculous enough to part-exchange the remains of an A7 for a 1946 Model 18 motor which went straight in. The side-valve 16H - which had been seized solid at 65mph several months before - was well rooted. Last year I did 1200 miles in six days on it, up to Cape Reinga in the north of New Zealand, and back, on the VOC Rider's Rally. You can't keep a good Norton down.



But I digress. But you can see why when the guy in Slovenia told me 'It'll catch fire' I had a severe allergic reaction that sent me on a hunt for a suitable portable fire extinguisher, and it was two days before I found one portable enough for our trip in a chain car-parts store in eastern Austria. It is a funny looking think like a signal flare, you take the cap off one end and

strike it on the other and point it at the fire. Presumably powder spews out of it, not flame; it sounds messy, but it was easy to carry, strapped on the top of the pannier, ready to spring into action at a moment's notice. Lucky I never had to find out if it worked.

A couple of other general points that may be of interest if you are planning a big trip: I got about 5,000 miles from a set of tyres, (about the same as NZ incidentally) although one of those horrible square Avon SMs did better at over 6,000 on the back. Oil consumption was carefully monitored to keep an eye for impending trouble; plugs used were NGK Iridium BR7EIX and went the whole distance with only a couple of quick cleans at maintenance time. Ignition is standard magneto.

Maintenance: I adjusted the primary chain twice, only a smidgen each time; never took the magneto off: polished the points three times with the stone; checked dynamo brushes once (12V Lucas E3L), Go Joe Lucas! Oil consumption was 730 miles per litre, which is 3,250 mpg or twice the Riders' Handbook value. Six oil changes were done running 15W-40 diesel engine oil, whatever I could buy that looked OK. I sprayed chain spray on the rear chain every morning before setting off: sprockets are still very good after all that time – even the gearbox one - and we did run significant distances with the 50T low gear rear sprocket all through mountain areas; Melvin had a (good quality) 9,000 mile chain on when we started and I changed it about half way through the trip for a new one. Shed the chain once (through my own stupidity) and bent it, so having a spare was important, but I straightened it out well enough in a bike shop in southern France. If you started with a new chain a good second-hand one would do for spare. I greased the Girdraulic forks three times, with molybdenum grease (having the gun also is a source of grease). I'd usually do that much more frequently at home, but then the roads are much more dusty where Melvin lives.

What I should have done but didn't: I should have put new brakes shoes all around and a new rear chain at the start, as the brakes were well flogged out at the end after all those Alpine passes. Should have made two new throttle cables instead of one at the start, as the older one that has now done 30,000 miles plays up in the wet. I carried the replaced one as a spare. A decent bicycle pump is essential: I thought I had one in a fancy modern wee thing from a pushbike shop, but it was not up to it. I ended up with a traditional 2 Euro China Special, but it fell to bits in the end. I didn't spray the speedo drive gear with chain spray as is my normal practise every time I have the front wheel out (cleaning up excess of course) and the speedo drive was well flogged out after 14,000 miles whereas the same distance in NZ with regular maintenance had been fine. These were old original parts, no plastic gear wheel here.

Fuel and tuning: The variety of fuel one encounters can be challenging. France was difficult with much E10 (10% Ethanol) but not often marked as such. High summer temperatures also made this E10 stuff harder to work with: the main symptom was stalling as one came off idle at traffic lights and junctions. Cross a boarder and the fuel is different: this made me reluctant to start serious tuning adjustments as a few days later one would be starting all over again. E5 was pretty benign; we didn't have any problems with melted fuel hoses etc., and although I did coat the fibreglass petrol tank with Caswell liner before starting, it had a series of troubles, but mostly unrelated to this. Altitude proved no problem with the Concentrics being used, with heights over 2,500 metres being encountered. You can always fine tune your timing by opening or closing the points a bit to find that sweet spot.

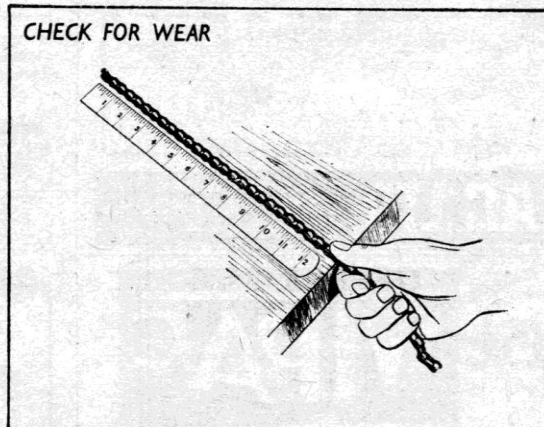
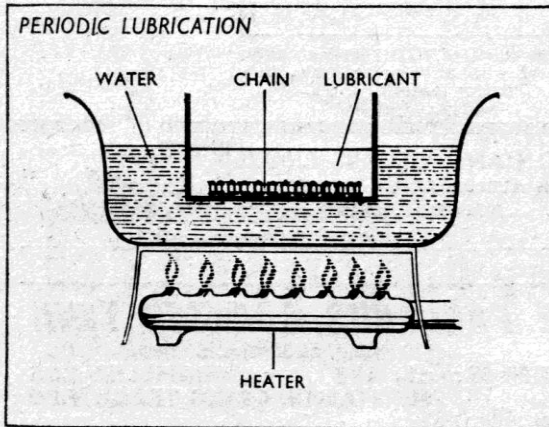
Costs: Around NZ\$4000 shipping to UK and back round trip; £268 fully comp insurance from the UK, included a Europe wide breakdown cover. Hotels in Europe ranged over a high of €68 in France to €23 in Slovenia, typically in the €35-50 range. Continental Europe touring budget worked out at about €100/day averaged over 92 days. Start Saving.

Those who read the fine print in their MPH will see that Melvin won the Ken Pettiford Bowl for 2019, being for the best touring effort on a Vincent that year. Melvin is a 2015 Barn Find (40 years snoozing) and appears to have never suffered a 'restoration', but was in a lot better nick than that old Norton was forty years ago.

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maximum
performance



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The 1935-40 Standard and W.D.-Type 16H and "BIG FOUR" NORTON

Part II — Details of Gearbox, Cycle-parts and Frames of two Popular Side-valve Models Designed for Service in War and Peace

ALL four of the Nortons whose engine overhaul was detailed last week, have a common type of gearbox, providing four ratios, foot-controlled by a lever, positive stop mechanism and rod linkage to a cam-plate selector. Moreover, it is a gearbox familiar to users of o.h.v. Nortons and, because of this wide application, there is no serious shortage of gearbox spares. In cases where pre-war components have become obsolete—gear pinion bushes, for example—the modern parts can replace the old pattern.

While the use of special tools is not

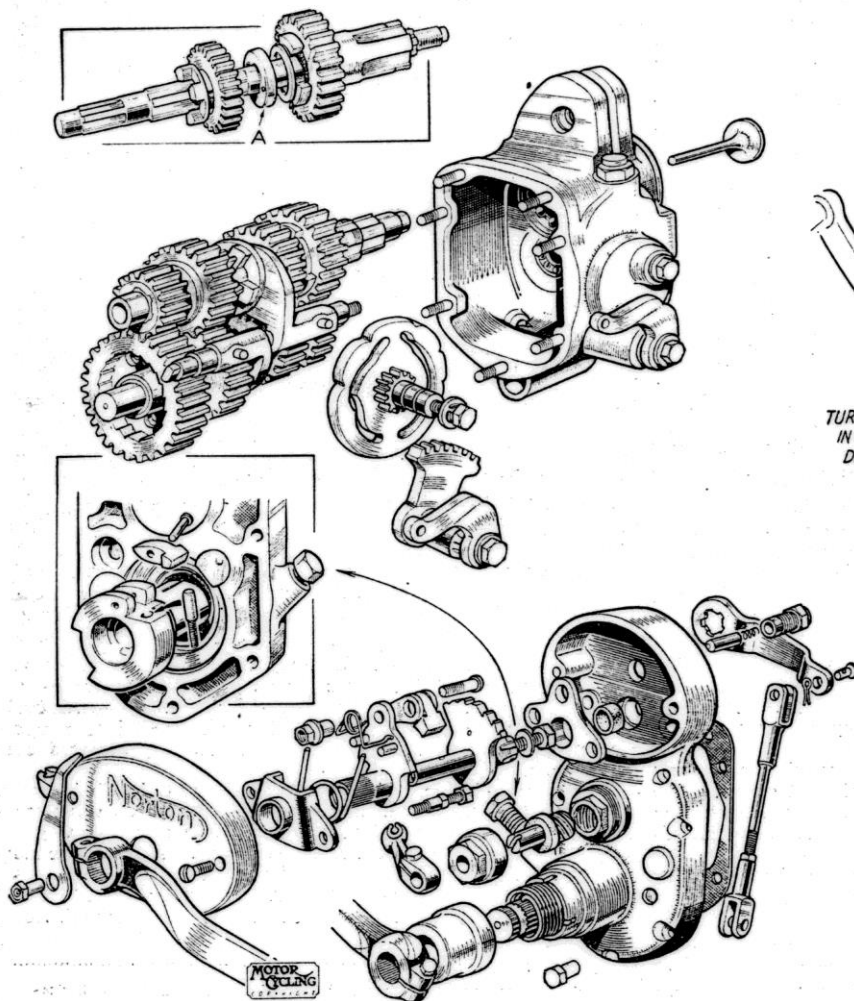
expressly stipulated, W.D. instruction books emphasize the value of a clutch body extractor. This tool has an external 1 1/4 in. x 20 T.P.I. thread and is designed to screw into the clutch body. The centre of the tool is drilled and tapped to take a 1/2-in. B.S.F. bolt, this being tightened until it impinges on the end of the mainshaft, forcing the body off the mainshaft splines. Details of clutch renovation are dealt with later.

Nortons list the sleeve-gear as the main gear wheel and this and the nut securing

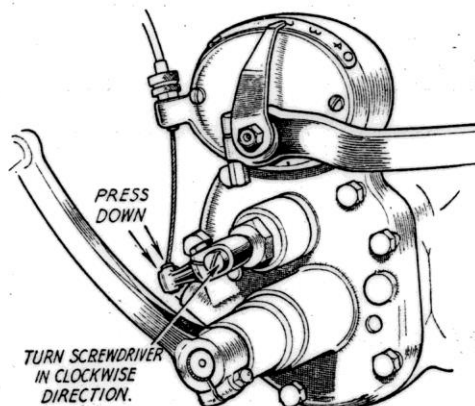
the sprocket have left-hand threads; I advise that the nut be slackened before the box is removed from the frame so that the locking effect of the chains can be employed usefully. Extraneous items such as the clutch-operating cable, the short operating lever, clipped to the worm by a pinch-bolt, and the gearchange lever, should now be taken off.

The positive-stop mechanism can be taken apart now or later; the sequence of work is immaterial although, for the benefit of the man unfamiliar with this particular component, the mechanism is shown in extended form. In an oldish unit it is possible that the hairpin-type lever return spring will need renewing. So may the pawl return springs. The teeth of the ratchet plate, too, may be impaired. Assuming those items are not of immediate import however, they may well be left alone and removed complete with the end-plate, which comes away after the seven securing nuts have been slackened.

Apart from sealing the K.S. end of the box, this plate acts as a carrier for the 1/2-in. bore x 1 9/16-in. O/D x 7/16-in. mainshaft ball journal bearing. It also carries the K.S.



An extended view of the gear change and positive stop components and the linkage of the operating rod. Above is the main gear cluster and cam selector arrangement. Also shown are the kickstarter pawl which engages with the internal ratchet formed in the large layshaft pinion, and the mainshaft, including "A," the all-important bronze thrust washer.



Adjustment of the clutch thrust mechanism is made by pressing down the actuating lever and turning the slotted centre screw. Clockwise rotation decreases play in the thrust components; anti-clockwise rotation slackens the mechanism and increases clutch grip.

spindle bush, a press fit, supporting the K.S. spindle. This spindle is counterbored and phosphor-bronze bushed to form a 17 mm.-bore bearing for the layshaft. Snags to watch for are (1) deterioration in the fit of the K.S. spindle bush in the alloy end-cover; this will result in the non-return of the K.S. arm, for the spring is anchored on the bush and relies on its rigidity to pull the K.S. mechanism out of engagement. A rotating bush can be cured, provided the trouble has not been neglected so that a really sloppy fit has developed, by tinning, chromium-plating or, in bad cases, putting a knurl on the outer diameter of the bush.

You will have noticed when previously dealing with the clutch a certain amount of mainshaft end-play. It should be in the region of 1/32 in., and nothing can be done to regulate excessive play from the clutch

(Continued on page 761)

SERVICE SERIES

end but, now that the K.S. end cover has been removed, it will be possible to check possible causes of this unsatisfactory condition. Excess shaft movement can be corrected—provided that everything else is in order—by the use of packing washers between the end of the mainshaft and the clutch worm nut.

Usually, however, the trouble arises not from undue clearance at this point, but is due to wear developing in the all-important thrust washer located between the mainshaft sliding pinion and the main, or sleeve, pinion gear. This washer, marked "A" on the appropriate sketch, takes the full thrust effect each time the clutch is withdrawn and, therefore, it has a fairly hard life. Being made of a special bronze alloy, it is endowed with hard-wearing properties; Nortons can supply spares therefore washers of a different type or of some alternative material should not be substituted. Note, too, that it should be assembled so that the face grooves are against the main gearwheel.

The K.S. wheel—the large wheel on the layshaft—has a phosphor-bronze bush pressed into it, while the bush in the second-gear wheel is of the floating type. Originally both these bushes and also that in the sleeve-gear were of phosphor-bronze material but during the war and subsequently power-metal bushes have been employed and, if Norton parts are used as replacements, they can be fitted and used without reaming.

When the shafts and pinions have been taken out the cam-plate components will remain in position but work on this assembly will be necessary if either the cam-plate spindle, or quadrant lever spindle, bushes need renewing. To get these parts out of the box one has first to relieve the pressure exerted by the indexing plunger, located in the top of the gearbox casting. The cam operates under ideal conditions and, provided that the box has been properly lubricated, it is unlikely that the profile indentations or the cam track will have worn. Gears jumping out of engagement or difficulty in changing are more likely to be due to deeply scored striker arms, worn pinion dogs or the excessive mainshaft play previously mentioned.

A final point to check before reassembly commences is the condition of the steel flinger washer positioned between the sleeve pinion and the main bearing.

When dealing with a really ill-used-looking box, of course, it is wise to check shaft alignment—an inexpensive gauge of the "Unique" type does this job quite satisfactorily—and to pay special attention to the condition of the big main-shaft bearing. This is a special component measuring 1½-in. bore by 2½-in. O/D by ½ in. and is available only from Nortons.

The Clutch

Withdrawn by means of the screw extractor, the clutch can now be dealt with separately. To act as a jig the mainshaft, protected by pads, should be set in the vice, splined-end upwards, and the complete assembly dropped onto it. The clutch plates—six steel and five with inserts—are retained by a circlip and come away readily, together with the sprocket member. Three screws are now revealed; withdraw them and the shock-absorber cover plate will come away.

The outer clutch body, carrying the plates,

"floats," its movement being cushioned and ultimately limited by rubber segments in compression. In time these rubbers become semi-bonded to their housings and it is usually necessary to work the outer housing in one direction and then the other to free the segments. A "C"-type spanner, or a tool improvised from an old steel clutch plate with a handle welded on, facilitates this operation. The large rubbers should be compressed while the smaller ones are removed. Now reverse the clutch body on the mainshaft jig; slacken the three nuts securing the cover plate and you then have access to the roller race and back plate.

Items for inspection and possible renewal are the clutch springs, rubbers, friction inserts and rollers. Check also the condition of the serrations in the outer shell attached to the clutch sprocket; if they are distorted or worn careful cleaning up with a file is the only cure.

When reassembling the clutch fit the big rubbers first and then the little ones. Note also that the bevelled edges of the clutch plates are fitted towards the sprocket.

Reassembly

The several washers should be renewed: these comprise the cork washer behind the cam plate and a paper gasket at the end-cover joint. There is a cam plate also in the upper gear-change control box and it is backed by a felt seal, used because this mechanism, when reassembled, is grease-packed. Improved oil retention is derived from the renewal of the felt washer between the clutch worm and clutch worm cover.

Reassembly of the main gearbox "internals" is straightforward, but remember that, if the main sleeve bearing is renewed, a steel washer must be fitted on both sides of the journal: the outer washer is easily overlooked. Next put in the cam assembly, starting with the quadrant lever and quadrant. The cam plate should now be added and meshed so that at the extremes of quadrant travel the end notches, or indentations, in the profile just pass the nose of the

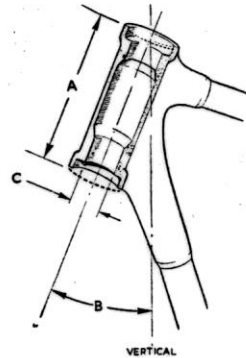
indexing plunger. The shallow notch determines neutral position.

It is recommended to assemble the rollers, retained by a smear of grease, in the main gearwheel; to insert the oil-flinger washer and sleeve, complete with bronze-alloy thrust washer, through the main bearing and fit the sprocket. The mainshaft and layshaft cluster can then be built up, a job which is facilitated if the cam plate is first moved into the second-gear position.

Lubrication

For the gearbox all types of grease are taboo but in instances where leaking is prevalent, and it cannot be immediately recti-

Norton head lug data: (A) overall depth 6 1/8 in. (B) 27 degrees. (C) Head races, thrust type, 2 3/8 O/D x 1.173 + .001 in.



fied by an overhaul and renewal of worn bearings or bushes, a thicker-than-usual oil can well be used. Nortons suggest something in the 70-80 S.A.E. engine oil range.

Hub Details

Wheels, front and rear, of the 16H and "Big 4" models made either for the Army or civilian use, were mounted on ball journal bearings measuring, for the drive side of the machine, 17 mm. bore x 40 mm. O/D x 16 mm. (double row) and, on the opposite side 17 mm. bore x 40 mm. O/D x 12 mm. (single row). These bearings are non-adjustable. All hub parts, including bearings, are still obtainable.

Suspension

All fork components are obsolete and, as the spindles in this case did not work in bushed bearings, wear can be corrected only by boring out the housings and fabricating oversize spindles. An owner tackling such work will almost certainly have the worn parts available as patterns but as guidance it may help to mention that the standard diameter of both the upper and lower sets of spindles, when new, was exactly ½ in.

The oft-asked question about fitting modern telescopic forks in place of pre-war "girders" is dealt with by saying that, mechanically speaking, there is no difficulty if Norton components are used. Head races and dimensions have been retained and the substitution of new forks for old is simply a fitting job. The difficulties are secondary but likely to cause trouble. First, the pre-war, or war-time, tank will restrict the steering lock; obviously it can be indented—an unsightly expedient—or a new one bought and fitted. Secondly it is probable that the old front wheel will not be suitable for the "teles"; certainly a stiffer spindle will be necessary and, possibly, an alternative speedometer drive.

| USEFUL DATA | | | |
|---|---------------------------------|----------------|------------|
| (All Models Unless Otherwise Stated) | | | |
| Wheel Details: | | Rims: | |
| 16H | | WM 2.19 | |
| "Big Four" | | WM 3.18 | |
| | | Spokes: | |
| | | (20 per set) | |
| 16H | Nearside 8/10 1.W.G. x 8 1/32 | | |
| | Offside .. 8/10 1.W.G. x 8 5/32 | | |
| "Big Four" | Nearside 8/10 1.W.G. x 7 5/8 | | |
| | Offside .. 8/10 1.W.G. x 7 3/4 | | |
| TRANSMISSION | | | |
| Chains: | | | |
| Primary: ½ in. pitch x .305, 74 pitches. | | | |
| Secondary: ½ in. pitch x .25, 91 pitches. | | | |
| Sprocket Sizes: | | | |
| Engine, 18 t. | | | |
| Clutch wheel, 42 t. | | | |
| Rear driving sprocket, 19 t. | | | |
| Rear wheel sprocket (16H) 43 t. | | | |
| Rear wheel sprocket ("Big Four") 52 t. | | | |
| Gear Ratios: | | | |
| | Top | third | second |
| 16H .. | 5.28, | 6.39, | 9.35, |
| | | | 15.7 to 1 |
| "Big Four" | 6.4, | 9.4, | 15.3, |
| | | | 23.6 to 1. |

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AUD 250 Pair unlined includes Spring and H48
AUD 350 Pair lined includes Spring and H48

H10 Brake Cam

Cad plated as per factory AUD62

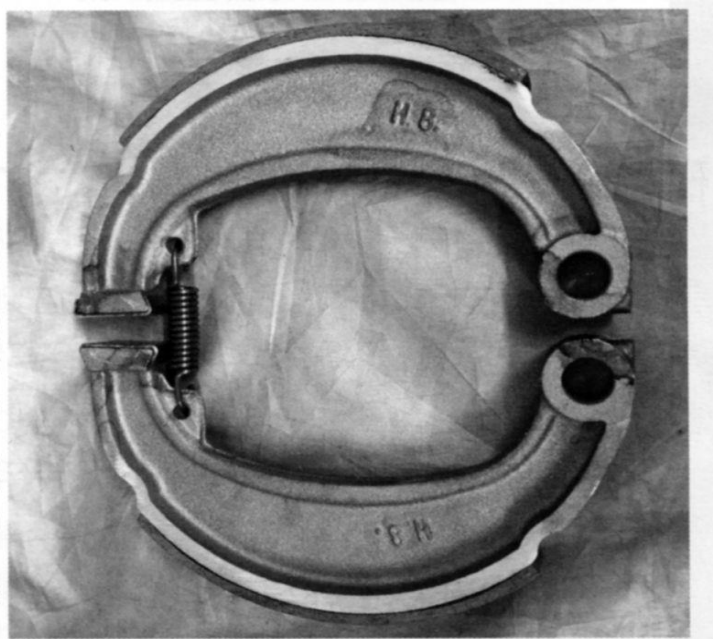
H9/1 Brake Shoe Pivot AUD19.00

H14/1 Brake Anchor Pin AUD16.50

H19/1 Hub Bolt CAD plated, HT steel,
eccentric head. AUD6.60

499 5/16" Nyloc Nut CAD AUD5.00

H55 Hub Seal Brass Lightning Type



For more information and orders Email to: nvidean@outlook.com

For Sale: Vincent Series C front cylinder head

Brand new and twin plugged and never run, made by Godden as supplied to Conways, JMR etc A\$2300 which is what it cost to buy a new rear Godden head to fit to project a mates doing, this head would not work in a Vindian as you need front and rear, unfortunately the new engine was fitted with two front heads hence this is now redundant

Contact Phil Pilgrim 03 94996428 (B.H)



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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

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: 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

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

General Services :

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

LUCAS STUFF – The man who bought Kevin Baker's Lucas Parts business is Danny Lee in Melbourne. Email: dannyleepersonal@gmail.com His phone number is 0412 327 197 Apparently Kevin has moved to Melbourne and works with Danny one day a week.

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

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