The Oz Vincent Review

Edition #81, November 2020

Pictured is Scott Dell, focused on preparation at the recent AHRMA Race Barber Motorsports event. More inside …

Welcome to the latest edition of OVR where the front cover depicts Scott Dell working some wiring magic attempting to contain the Lucas smoke. More about this a little later.

COVID remains a major challenge world wide and I urge all readers to take sensible precautions to preserve their lives and the lives of those around them. There are no second chances!

Remember, to access the complete OVR archive from any device, just go to the OVR web site
https://ovr270.wixsite.com/ozvincentreview

Martyn

Melbourne, Australia.
Email : Ozvinreview@gmail.com

Letters to the Editor

Hi Martyn,

Great to receive the October (#80) edition of OVR. Thanks for printing the "A Spectacular Prang" article.

Just to let you know that Dad (Ken Jones) is now 92 years old but as active as ever. See attached photos taken in the last 12 months of him in my MG TC & his 3-Wheeler Morgan.

The MG TC shown in last month's article , was my Dads and a different one to mine.

The blood runs strong and I have a Rapide that I've owned for approx. 10 years. It's a matching numbers bike that was originally imported from the UK by a Mr. Parberry around 1996/97 (when he immigrated to Australia).

It was later inherited by his son Mark who then at some stage sold it to dealer who then on sold it to a Kevin Edwards of Gunnedah. I purchased the machine from Kevin.

No major work done on it, however Bob Satterley re commissioned & tuned it after it sat for 3-4 years in Kevin's lounge room. Other than that, just very loving maintenance and care along with replacing worn components, all of which my Dad directs 😊.

It did have a Series D seat arrangement which we converted back to original Series C (I prefer originality). Also converted from 6V to 12V.

When I purchased the bike it had a replica Series D centre stand which very quickly fell to pieces & Bob Satterley sold me a more solid version which he had on his Vincent before fixing a chair to it.

Keep up the good work.

Tony Jones, Singapore

AHRMA Race Barber Motorsports October 10-11, 2020

By David Dunfey

The final race of the AHRMA 2020 season ran this weekend and despite some last-minute repairs and a hurricane, the intrepid lads pushed on until the final bell.

Scott appeared to escape any serious issues, but David's new BT-H gave up the ghost after three years. Not something I would have expected, but all racing parts can surprise you at some point. Fortunately, David had a spare BT-H from his street Comet engine and once in place, it worked fine. The replacement had a single plug lead as opposed to the twin plug leads, however, considering that the races were being conducted on the edge of Hurricane Delta, in a deluge, performance would probably rule the day.

The front cover of this edition of OVR shows Scott Dell working on the replacement wiring. The failed BT-H is sitting under the shifter on the bench.

Right, again Scott, who made a career out of twisting wires. He cannot seem to get away from it in retirement.

The first race on Saturday went well for David at the start, getting out in front in the downpour. After a bit, he did a big speedway slide of the track into the grass but kept upright. Alex passed him on the Norton. David followed Alex for a while and then Alex hit a rivulet across the track and went down. In ARMHA, you cannot remount the bike. Once it has fallen, it has to be teched.

Here is the Rob McKeever bike ridden by Alex McLean after the fall in the rain. The grass verge grabbed the front brake scoop ending the event for that bike.

David circulated for the rest of the race and took first place. Scott exited early and took fourth. The damage to the Norton caused Alex to focus on the other races he was in and David won again on Sunday, while Scott came in second.

At one point during the season, David was ahead in the points, but the count is close enough that he will have to wait for the official count before knowing the outcome.

Congratulations to Scott and Dave for all the effort they put into waving the flag for Vincent during a very strange season!

OVR Event Schedule

Nov 15, 2020: Vincent Riders Victoria AGM at Malmsbury, Victoria
Nov 28, 2020 thru Apr26 2021: Exhibition - The Motorcycle Design~Art~Desire at GOMA more info here https://www.qagoma.qld.gov.au/whats-on/exhibitions/the-motorcycle
Dec 13, 2020: Vincent Riders Victoria Xmas Gather at Llanely, Victoria, Lunch $20 per person

---

Where Are You, F10AB/1/1631?

The Vincent H.R.D. Owners Club is attempting to track down Vincent Rapide engine number F10/AB/1/1631, last know of in 2002 when it was owned by Harry Vermeulen, who at the time was thought to be living in Grootebroek, Northern Holland.

If you have any information about the whereabouts of the Rapide or Harry please contact the VOC Machine Researcher by email lambley705@outlook.com

Comet Engine Lubrication

When I had the opportunity of rebuilding the engine of my Comet I decided, amongst other things, to attempt to improve the oil supply to critical timing case components all the while NOT reducing the oil supply to the main and big end bearings. After an extensive review of the literature, this is what I did.

1. Cam spindle installed with the oil holes facing down putting them on the opposite side of the spindle to the 'pressure' from the valves via the pushrods n cam followers with the aim of getting best possible flow.

2. Holes in cam spindle extended to allow oil flow through a larger arc of cam travel, and hopefully provide improved lubrication to the cam follower faces and the cam bushes. (Thanks to Bananaman for these 2 tips)

3. Holes in the rocker locking bolts were increased to 1mm as recommended by Professor Higgins (MPH 625 @ p16) to give increase oil flow *down* the pushrod tubes to the cam and cam followers. Modern valve stem seals are already in place.

4. Oil hole in the timing side crankcase above the oil pump worm was increased from the original 1/16" to 1/4 " diam. to improve lubrication of the main bearings and the oil pump worm. Another recommendation of Professor Higgins in MPH 625.

5. Notches cut into the top side of pivot ends of the cam followers to provide improved spindle lubrication as recommended by the late Sid Biberman.

Exhaust

Inlet

Now it can be told,

The fascinating story of the Indian-Vincent Superbike that could have changed the tide of history. **By: PHILIP VINCENT, 1970.**

This is a tale of long, long ago, and enough water has flowed under the bridge of time to fill Lake Superior, so perhaps I may now release this uniquely interesting story without hurting anybody's interests.

During the summer of 1948, Ralph B Rogers, President of Indian Motorcycles Company of Springfield, Mass., announced the release of a 440cc Indian Scout vertical twin, and a 220cc Arrow single, which were Indian's answer to the wave of imported lightweight machines then sweeping America.

Excellent though these machines may have been, and indeed essential to maintain the Indian sales figures in the face of the mounting tide of fashion, there can be no doubt that their advent must have raised many complaints from the large numbers of existing owners of the long-frames Big Chiefs and the smaller Scouts, both noted for their famous V-twin side valve engines of large displacement. But the Indian technicians realised that the days of the side valve engines were numbered, and it seems probable that their organisation could not afford the high costs of designing and tooling new replacement engines for these units, coming immediately on top of the very high costs incurred on the new models that they were just bringing into production.

Enter the Rapides

Across the seas in England two years previous to Mr Rogers' announcement, the year 1946 had seen the introduction of the 1000cc (61ci) Vincent-H11RD V-twin fitted with an efficient OHV engine built in unit with a four speed gearbox, and the intervening two years had been filled with an increasing number of important Rapide international successes. These successes were notched at an increasing frequency as production output rose and the number of machines in competition became larger. Resultingly 1948 was a bumper year which included first in the Senior Clubman TT in the 10M, at a record speed, and ten finishers out of eleven starters: the odd man crashed. The year's successes reached a peak with Rollie Free's dash across the salt at Bonneville to take the AMA Class A one-mile record at a speed of 150.313 mph on September 13th 1948.

Indian must have noted such performances, and some person or persons at Springfield evidently put two and two together, to come up with a more impressive answer than four! And it does not take a vivid imagination to picture the effrontery of the language used by some of the more deeply offended Chief enthusiasts, outraged by the substitution of such a (to their minds) little pip-squeak of a machine for their beloved Chiefs, which no doubt contributed a fair amount to a decision reached at the Indian factory some time in 1948.

I don't remember when, or precisely how, the first approach was made to me, but I do recall clearly that I was approached with the suggestion that I should investigate the possibility of mounting a Rapide power unit in the existing Big Chief frame. Did I think that the performance would be good? I replied that a slight lowering of the high 3.5:1 top gear of the Rapide, plus an increase of the compression ratio from 6.8:1 to 7.3:1 or 8:1, should fully make good the considerably higher weight of the Chief, and suffice to provide both speed and acceleration to match those of the Rapide standard model.

Chief Frame Arrives

Very soon after, a large crate arrived at the Vincent Works at Stevenage which contained a new Indian Chief complete except for the engine unit, and the contents were removed to stand on trestles specially arranged in the Drawing Office.

As can be seen in the photograph, the Chief frame had been compactly designed to accept a low-built side valve unit, that was free from the usual tall overhead valve gear. So it was very fortunate that our unit was most exceptionally low in overall height for an OHV engine, or we should have been compelled to make drastic alteration to the gas tank, which was most undesirable, both from the point of view of altering the well known appearance of the machine, of spoiling its neat lines, and of adding a considerable cost to the project for the new dies for tank pressings.

The reason for low overall height and possibly the best feature of the 6lci Vincent twin was the unique form of valve operation, in which the rocker operated directly from the pushrod to the valve stem bearing on a hardened collar mounted about halfway up that stem. This reduced the overall height of the engine and made it possible to support the stem in two valve guides, the one above the thrust collar and the other beneath it, so that any side thrust from the rocker against the valve was taken by both guides. This effectively prevented the valve stem from canting in its guide, and resulted in the stem remaining in full contact with the valve guides over the full contact length. The rate of valve guide wear was thus greatly reduced, while the valve always seated true, ensuring very long life indeed between regrinds, with an almost complete absence of any blow past the seats or any tendency to burn the valves.

Cooler Springs

The valve springs were mounted on top of the upper valve guide, which in turn was separated from the top of the hot exhaust port, where the valve springs usually seat, by a wide air space, so that the springs were spared excess heat which might affect their temper and cause failure.

The lower mounting for the rockers carried yet more benefits for it enabled the pushrods to be nearly two inches shorter, and this combined with the rigid, yet light, straight rockers to enable the valve gear to work efficiently with the large valves in speed ranges seldom mastered even by engines with overhead camshafts. Many Vincent 6lci engines have been tuned to run up to well over 8000rpm with reliability when racing, a remarkably high speed for a cylinder bore of 84mm, or more in the case of some over-bored models.

Another great advantage of this valve gear lay in the fact that the expansion of the very hot valve stem between the relatively short distance from the rocker thrust collar to the valve sat almost exactly equalled the expansion of the cylinder and head in excess over that of the pushrod, with the result that tappet clearance did not vary perceptibly at any engine temperature. This was probably the only OHV engine ever marketed with instructions to set the exhaust tappets to zero clearance when cold, and when checked later with the engine hot they would still be at the right clearance. With conventional engines, where the rocker bearing on the end of a long valve stem, clearance has to be allowed when cold to compensate for the considerable expansion of the long stem when the engine is hot.

Tight Squeeze

The lower loop members of the Indian cradle frame were restrictive since they limited the lower of the possible engine mounting positions, but by using great are we found that we could slip the engine unit into the frame without fouling either frame or tank. The glove-like character of this fit can be seen from the photograph, but It made for a neat appearance and a complete absence of any Bitza-like appearance. Indeed, it looked just as if the unit had been designed specially to fit in the rather cramped space available in the Indian frame. We were even able to use the standard Indian

generator mounted in its usual position on the seat tube, and belt-driven from a special jack-shaft that we mounted in the position we usually used for our generator.

Likewise, the Indian rocking foot pedal, mounted forward on the left of the machine, was adopted to work our standard gearshift mechanism via a long bar which coupled it to a cross-over shaft mounted over the gearbox.

The transformation of the Chief was completed in a few weeks, and in my opinion the result was a very handsome machine with a fine performance. The power unit performed happily in its new location, running with extreme smoothness, and providing a high performance. Timed over a flying quarter-mile it exceeded 108mph equipped in normal street trim.

After some very satisfactory proving tests the machine was crated and shipped to Springfield, but in the meantime Indian had been thinking further and asked us to investigate the possibilities of special versions of our regular Rapide and Black Shadow models modified in certain respects to suit the American market; e.g. with larger tires and fenders, cow-horn handlebars, Indian electrics and other obvious changes, and to be supplied with special decals on the tank, bearing the proposed brand name Indian-Vincent.

Only a Prototype

I think that possibly by that time Indian would have preferred not to maintain production of the Chief cycle parts, probably because the space could be better used for another purpose, or they may have decided that the Indian-Vincent would work out the cheapest proposition, as it was so closely based on a machine already in production.

However, before either type of machine was selected for production, the English firm of J. Brockhouse & Co. Ltd. had entered into negotiations with Indian Motorcycle Co. with a view to taking it over, so the original Company never did enter into any contract with Vincent HRD Co. Ltd. to supply either engines for the Chief, or complete Indian-Vincent machines.

Since the policy of the Indian Co., as owned by Blockhouse, included selling the whole range of Vincent motorcycles throughout the U.S.A., we were naturally quite content to let matters lie, but at this distance in time it is interesting to look back on the last and most powerful Indian Chief model ever to take to the road under the old Company's auspices, even though it was only a one-off prototype.

Had it materialised in production form, I have a feeling that it would have added some badly needed spice and life to the 61ci and larger classes of the traditional American motorcycle.

Pictured, Phil Irving astride the one and only Indian-Vincent prototype.

This item by Philip Vincent, first appeared in Motorcycle Sport Quarterly, Fall, 1970

28 Nov 2020 – 26 Apr 2021, QAGOMA Brisbane

'The Art of the Motorcycle' that Ultan Guilfoyle and I (Charles Falco) curated for the Guggenheim twenty years earlier set an all-time attendance record for them, and in doing so became by far the most heavily-attended design exhibition of all time, as well as the fifth most heavily attended museum exhibition of any kind. As an aside, although design (a beautiful pen, or table, or motorcycle) and art (a Rodan sculpture or Monet painting) have features in common, there is a difference.

Ultan and I are both connected to the art world beyond having curated that exhibition. For example, Ultan is former Director of the Filmmaking Department of the Guggenheim, and in his subsequent career as an independent filmmaker has made a number of documentaries about art museums, artists, and architects.

We're also life-long motorcyclists. Ultan rode trials in his youth in Ireland, rebuilt a Norton Commando in his office at the Guggenheim while we were working on 'The Art of the Motorcycle', and is currently assembling a Gold Star Catalina from ~2000 separate parts. I got a Honda 50 when I was 15, have never been without at least one motorcycle since then, and completely rebuilt the 1928 Ariel myself that I rode in the 2018 Cannonball.

QAGOMA is led by a Director, Chris Saines, who is quite visionary. When he approached us nearly three years ago about doing an exhibition of motorcycle design, both of us already knew it was one of Australia's most significant art museums, and we subsequently learned it has a large fraction of its visitors each year from overseas as well as from across Australia. Although our immediate reaction was neither of us was interested in doing what would be simply an update of 'The Art of the Motorcycle', Chris made clear from the start that he wasn't interested in us doing that, either. Twenty years ago it was revolutionary enough to fill a major art museum with motorcycles, so our approach at that time had to be conservative. Today there isn't the same constraint, so our approach could be quite different. And, it is.

Since most people reading this won't be able to see it in Brisbane even if Queensland opens its borders soon, the 320-page catalogue we wrote for the exhibition is a worthwhile substitute. It's a heavily-illustrated stand-alone book that looks at the past, present, and future of motorcycles and motorcycle design. For what it's worth, the last I looked, Amazon was taking pre-orders for pre-Christmas delivery at significantly less than it will retail for after publication.

Where are they now?

Silvio Calleja, from Cairns, Australia has reached out to OVR for help in tracing part of his family history. Here, in his own words, is Slivio's request:

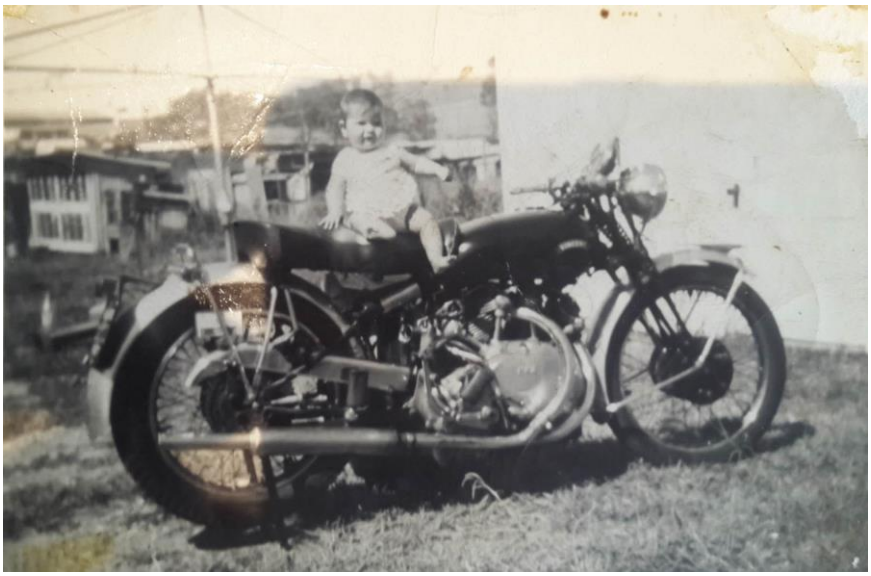
I' m trying to find the whereabouts of my dad's HRD Vincent Shadows. He brought them with him from Malta to Australia back in the1960's....he had 2 of them.

Here is a couple of pictures of one of the bikes – they are all I have.

This bike was bought new in Malta by a very rich person. My dad bought it from his widow in the late fifties. Before this bike hit the Maltese shores a rumour spread amongst the bikers of that day that 'sprettu' (the original owner s nickname) was buying a special HRD.

There were already HRD Vincents on the island. My dad had previously owned a black shadow (black engine) which he had brought over to Sydney Australia... he sold it and he went back to Malta.

Anyways he bought the 'sprettu' bike which was a black shadow...'sprettu' had bought it new. My dad's best mate had a Rapide as well. Dad had an accident with it...it nearly killed him. Then he needed to repair it...parts were very short...only 4 black shadows were rumoured to have ever been in Malta back in those days, so dad bought one of the Rapides.



He gave both bikes to the local mechanic and told him to keep for free the remaining stuff from the 'Rapide'. The black shadow needed...a front wheel and forks...the tank was a bit damaged but repaired and painted with decals added on as original, so the front wheel and forks on this bike are from a Rapide.. Dad never recalls seeing the remaining parts from the donor ' Rapide' anymore.

I've been told that this bike is a Rapide....from lots of people. My dad who is now 86...says not only is it a black shadow...but a special one of some sort. I was in contact with some bloke through e mails around 19 years ago and he said he knew 2 bikes (HRD) with Maltese history....one black and one white....I said both were black shadows (I was and I'm not an expert on classic bikes). Eventually dad brought to Australia 2 shadows....one had a black engine...the other white or unpainted engine. The rego number I think was still Maltese in these pictures. Dad said he had chromed the tool box.

19 years ago I got told this bike was still in Sydney...and had just been bought by a bloke that worked at a train station. As far as I remember the black one was sold to a bloke to Melbourne.

THANKS
Silvio

Can you help? If so please contact Silvio, his email address is silvio.calleja@gmail.com

Vincent Breaks Another Record!

A OVR contribution from David Dunfey, USA

Figure 1 shows Alp & Jalika Sungurtekin with "666" the Series B Vincent landspeed racer. Chuck Null photo.

Alp unveiled his bike for the Southern California VOC Section just before heading off to the World of Speed SCTA event at Bonneville. Alp's build is very basic, old Mk2 cams, Club 7.3:1 pistons and a Maughan flywheel. He used almost all the old parts that Pat supplied. He went to Speed Week and did four runs for tuning and shakedown.

The second SCTA event was the World finals on September 29, 2020. He did 165 MPH on his first run, which qualified him for a record run. The next day the backup run was 170. The details are that the old record for A-VF (Special Construction – Vintage Fuel) was 149.973, held by Jim Mosher with a double engine Indian Scout (Performance Indian 2018).

Alp's first run: 165.624 MPH; Alp's backup run: 170.653 MPH; Average speed: **168.193 MPH**

Alp did a run on Thursday, October 1, 2020 and ran a speed of 177.375 MPH. On Friday, October 2, 2020 he set out to back up what would have been a bumping up of his record.

Unfortunately, he had to turnout when a sparkplug blew out of the head. An easy repair, but it stopped the record run. The 177 MPH speed was in the second mile of the initial run and the third mile exit speed was **182 MPH** with the engine still pulling. So, an unexpected issue brought the backup run to a halt, but the engine is fine. Still, the first run record stands and required a teardown inspection.

Alp staged for the second run when the spark plug blew out - Chuck Null Photo

Figure 3 shows the stock 7.3:1 piston (stamped on the piston) during the tear-down. James Salter photo.

Alp is using 7.3:1 VOC Spares Co pistons. In a very standard, series B motor

Quite an achievement for a first time Vincent owner and a 10-month build!

The bike's engine has about 17 minutes of run time on it so it is still in the testing phase.

David Dunfey

Figure 4 shows Alp at the World Finals on one of his early runs when it was cold enought to wear a vest.

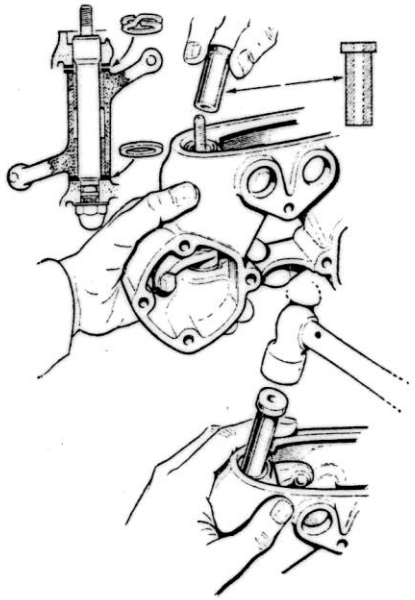
"DO-IT-YOURSELF SERIES" No. 14 - - by BERNAL OSBORNE

The Single-cylinder o.h.v. MODELS 50, ES2 and 19S NORTON

Servicing Details for Current Bracebridge Street Push-rod Models in Three Popular Capacities

WHEN, only recently, the long standing "Big Four" and 16H side-valve models were dropped from the Norton catalogue, the single-cylinder range was supplemented by the addition of a long-stroke o.h.v. "single" of 596 c.c. capacity to cater for sidecar requirements, previously the province of the bigger of the side-valvers. Generally, the specification of this model, the 19S, resembles that of the 490 c.c. ES2, for the cylinder head and crankcase arrangements are virtually identical in both cases, the pistons, connecting rod and crank-throw dimensions varying in proportion to the stroke length.

The 348 c.c. Model 50 is structurally similar, but the head is not interchangeable with those of the two bigger-capacity machines. Important, however, is the fact that practical work described for one of the trio applies to the other two: the transmission and suspension assemblies are to a common pattern and the few special tools required by the home workshop enthusiast have equally wide application.



Details of rocker renovation, showing the bush assembly and application of a hollow drift to drive in the spindle.

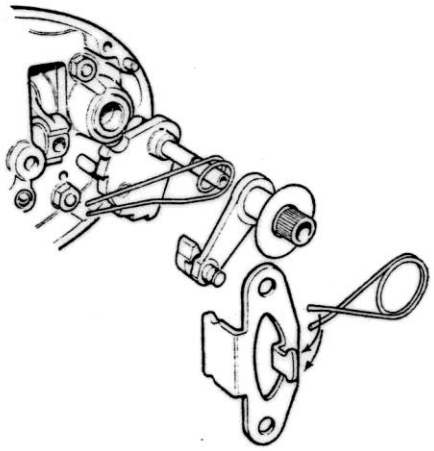
Special Tools

One can get along with the standard tool kit plus a selection of hand tools, some flat tyre levers to act as "persuaders" (for Magdyno sprocket removal), a claw-type puller and Terry valve spring compressor. Nortons recommend a gadget to facilitate the fitting of rebushed rockers and new spindles (an unlikely job) and there is a special base-block support and screw-type extractor device employed to push out tappet guides due for renewal. In all cases the crankpin nuts are tightened at the works with a 3-ft.-long wrench, exerting many ft.-lb. at the pin, and the private owner is not likely to possess any tool capable of producing similar torque. Moreover, as Norton big-end assemblies are selectively assembled it is a good idea to utilize the factory service scheme if at all feasible.

Dismantling Procedure

The engine is roughly 2 ft. tall and it helps the single-handed worker to dismantle as much as possible with the unit still supported in the frame. First, obviously, the primary transmission must come away, including the clutch and oil bath. The clutch body is secured by a centre nut to the splined gearbox mainshaft—there is no engine-shaft shock absorber—and if the sprocket here is pulled free with a claw-type tool, it can be withdrawn as a whole, together with the chain and clutch assembly, and then the back oilbath pressing may be removed.

On the other side, the engine is linked to the Magdyno by endless-chain transmission, the driving sprocket being a taper fit with, and keyed to, the cam-spindle extension. The Magdyno sprocket is a simple taper fit and both sprockets can be removed complete with chain. Nortons suggest the use of a hook-type tool (here the bent tyre-lever "persuaders" come into use) fitting behind the sprocket and bearing in front on the spindle end. Avoid using the back of the housing as a leverage point: it is alloy material and easily damaged.



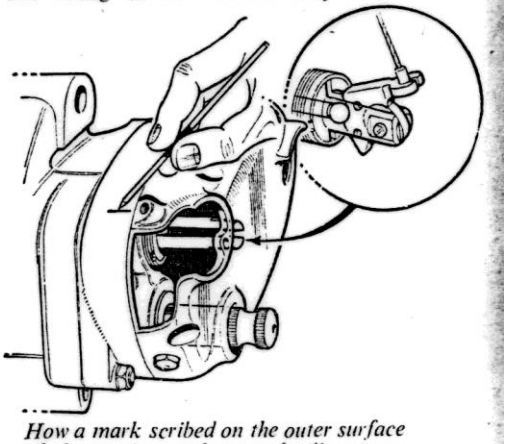
Order of assembly of the gearchange components.

Freed of H.T. and control cables, and with the oil pipes and carburetter removed, the engine presents no further snags. Taking off the rocker box, complete with rockers *in situ*, is straightforward. This work is followed by the removal of the light-alloy cylinder head which, it should be noted, is fitted with Armstrong "Helicoil" inserts for the rocker-box retaining bolts. The push rods can be withdrawn, leaving the tubes and "Neoprene" seals to come away with the head. These seals, located at the top of each tube, seldom need renewing, but the "O"-rings at the base are more readily expendable.

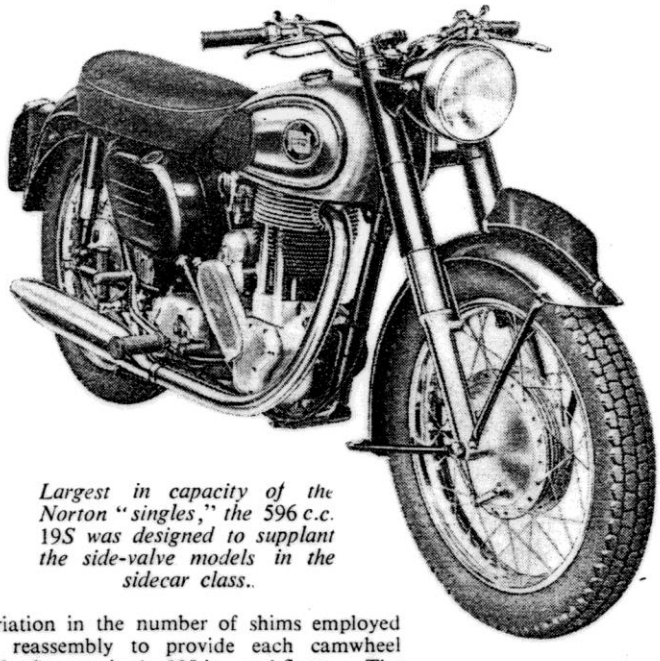
Check these renewable parts; also, when the cylinder has been slipped off, inspect the piston rings, the fit of the gudgeon pin (renewing the wire-type circlips once they have been removed), the tappet guides and the big-end assembly. Note that the piston and ring details set out in the Reference Data are applicable to the B.H.B. wire-wound type now being standardized throughout the Norton single-cylinder range. The B.H.B. piston is designed to control expansion under high-heat working conditions and so avoid distortion.

Cylinders and pistons are graded and marked either "A" or "B," the two gradings representing a .0003-in. tolerance either side of a datum dimension. It is essential that "A" and "B" components are not fitted-up together: if that should happen, the engine will either be noisy, with excess piston clearance, or much too tight. Pistons are marked on the crowns and barrels on the top joint faces.

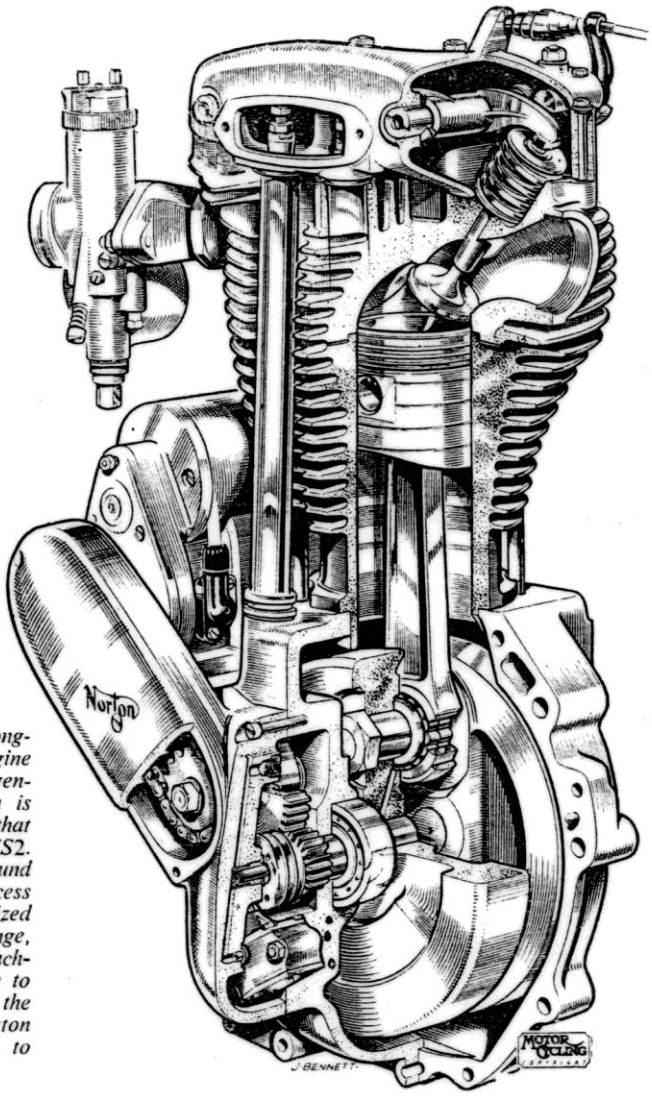
Splitting the crankcase involves, first, the removal of the timing chest cover, revealing the oil pump (driven by a worm, which also acts as a retaining nut—left-hand thread) and camwheels. Both wheels run in bushes which, if renewed, must be line-reamed—and that is usually regarded as a factory job. The fitting of new bushes may mean a



How a mark scribed on the outer surface of the gearbox end cover facilitates re-assembly of the clutch push-rod mechanism.



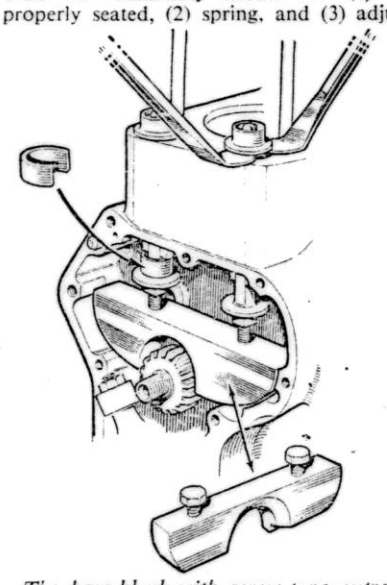
Largest in capacity of the Norton "singles," the 596 c.c. 19S was designed to supplant the side-valve models in the sidecar class.



The sturdy long-stroke o.h.v. engine of the 19S. Its general specification is very similar to that of the 490 c.c. ES2. B.H.B. wire-wound pistons are in process of being standardized throughout the range, although some machines will continue to be produced with the existing type of piston for some months to come.

variation in the number of shims employed on reassembly to provide each camwheel with the required .005-in. end-float. The hole found in the crankcase behind the driving sprocket is the outlet for a timed breather.

Within the casting of the timing cover, or panel, is the oil distribution system comprising, first, the main feed, which is a press-fit union between the pump outlet and the cover, where the ball and spring in the non-return valve can easily fall out and become lost (" C " in sketch overleaf). The feed jet " B " to the orifice of the hollow mainshaft is also spring loaded. At the top of the panel is the pressure-release valve " A "; another spring-loaded ball assembly, the function of which is chiefly to blow off and so relieve the pump under starting conditions with cold oil, rather than to build up a high pressure for normal working. If, for curiosity or any other reason, this mechanism is dismantled, note that the order of reassembly should be: (1) ball, properly seated, (2) spring, and (3) adjuster nut. Check the position of shims, if any, on the mainshaft when the crankcase is split.



The base-block with screw-type extractors used for removing the tappet guides.

The three bearings (two on the drive side) may be driven out if the surrounding metal is preheated. If the tappet guides are removed, heat must be applied in the manner illustrated.

Although it is of the crowded, loose-assembled type, the big-end bearing is supplied to Nortons, complete with crankpin, as a proprietary unit by a number of bearing manufacturers. The rollers are nominally ¼ in. by ¼ in., but tolerances vary according to the standard to which each supplier works. Assuming the big-end renovation *is* being tackled at home, it is not practicable, therefore, simply to order a new crankpin and fit it up with rollers, old or new, and an outer race from some other source. A complete assembly should be obtained and fitted with the existing connecting rod.

It is improbable that the oil pump of a 1956-7 machine will require servicing. Wear, when it occurs, is manifest by play in the driving spindle, indicating that the end-faces of the gears are reduced—a condition that permits oil to by-pass the gears, resulting in a lowered pump output. The cure is to reduce the housing to the gear-face level by rubbing that side of the assembly on a surface plate covered with fine emery cloth. Wash the parts meticulously after this operation and also check the abutting pump/crankcase faces before the refitting stage is reached.

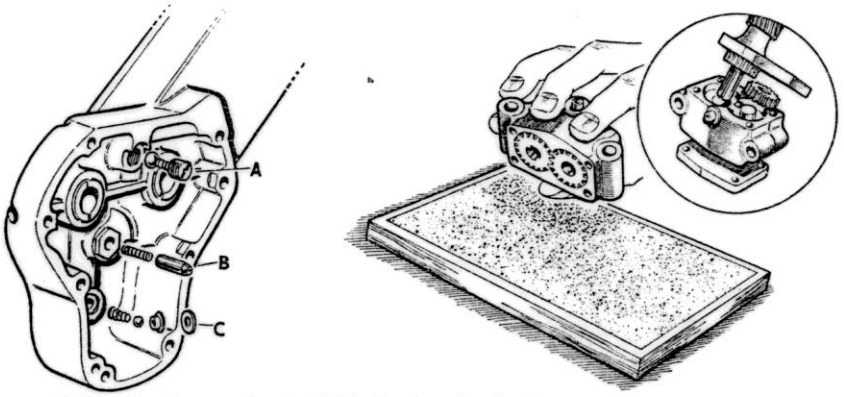
Assembly

Mainshaft end-float in excess of .005/.008 in. is taken up by the use of pen-steel washers, the fitting of which should leave the flywheels in a central position in the crankcase. When that setting is established, draw off the crankcase halves, lubricate thoroughly all bearing assemblies and gold-size the abutting edges of the crankcases. Join the halves up and recheck shaft float. Then fit the timing wheels, pump-drive worm and lock up the unit.

Set the valve timing by the pinion markings. See that the oil distribution system is correctly assembled and that, when offering-up the timing cover, the fibre washer between the pump output feed and the panel prevents the parts meeting by at least 1/32 in. This ensures that when the panel pins are finally tightened the resultant compressing of the washer provides a thoroughly oil-tight union. Replace the piston and cylinder. Link up

(*Continued overleaf*)

"DO-IT-YOURSELF" Continued from previous page



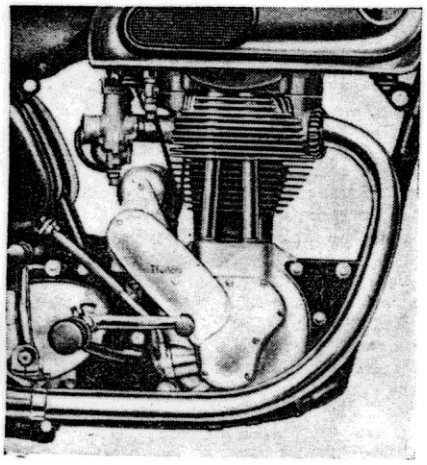
(Left) The three spring-loaded ball valves inside the timing cover (see text on preceding page). (Right) Facing-up the oil pump gears.

the Magdyno drive and tighten the cam-wheel sprocket nut only, so that the sprocket at the other end is left floating; this facilitates ignition timing—$\frac{11}{16}$ in. before T.D.C. ($\frac{3}{8}$ in. ES2)—which should be carried out now while the travel of the piston is easy to measure. The replacing of the cylinder head and rocker box is a reversal of dismantling procedure.

Transmission

The simplicity which characterizes the engine is also a feature of the gearbox. This is conventional in layout and operated by camplate-controlled selector arms sliding on a spindle, which is screwed into the drive-side end of the shell. An end cover on the kick-starter side supports the mainshaft in a ball-journal bearing, the layshaft running in the counter-bored K.S. spindle, which is bushed for the purpose.

A toggle-link with the operating-cam assembly extends through an aperture in the end cover forming a knuckle engagement with the striker plate, part of the foot-change mechanism housed in the outer cover. Removal of the K.S. crank (not the gear lever), gear indicator, oil filler and inspection plates and the five securing screws, suffices to bring away the cover complete with foot-change mechanism-pawls, hairpin springs and striker plate. Before separating the two parts, however, mark on the outer surface of the end cover the line-up of the clutch-operating lever with the slotted thrust member (see sketch) to facilitate later reassembly.



A close-up of the 348 c.c. Model 50 power unit.

Likely points of wear are, of course, the bearings. The ball-journal bearing in the end cover can be examined if the external nut is slackened to permit the cover to be removed. Applying a spanner to the squared end of the selector-arm spindle will effectively unscrew the spindle and, if the clutch has been taken off, the mainshaft and gears (except the sleeve gear, or higher gear axle, as Nortons term it) can now be pulled out, followed by the layshaft assembly.

The K.S. and control springs in the gear-change mechanism are parts which may call for attention after a fair period of use. A fiddling job, needing good luck at the first attempt or patience thereafter, is the engaging of the striker arm with the knuckle joint. A sketch of the order of assembly of the gearchange bits and pieces provides a guide. Do not forget to inspect the K.S. escapement ratchet and pawl—it is a wearing part, particularly if accidentally misused—and to assemble the gearchange mechanism into the outer cover; this must be offered up to the inner cover as a complete sub-assembly.

Suspension

In each leg, the main staunchion of the "Roadholder" forks is a taper fit at the fork crown, where it is secured by a big hexagon-headed nut, and clipped in the lower lug by a pinch-bolt and nut. When adjusting the head bearings, it is essential to slacken the pinch-bolt nut to permit extension or contraction of the steering-column assembly. Failure to do this may result in distortion and impaired steering.

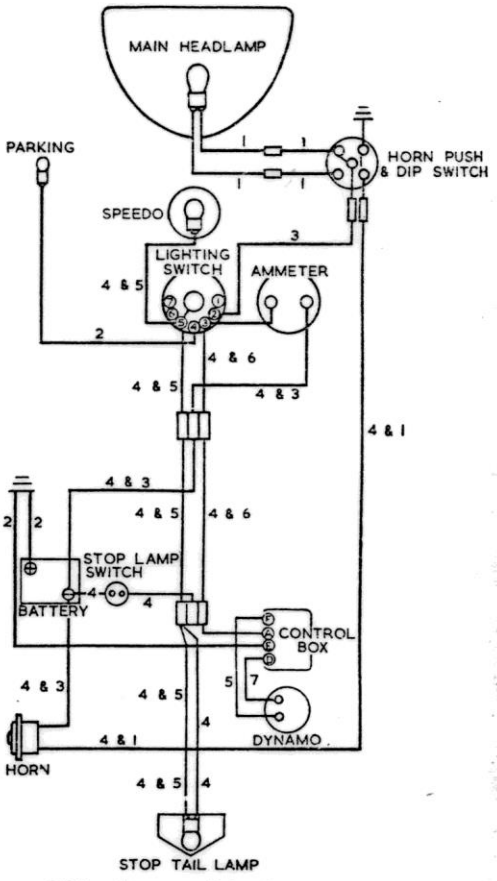
In dismantling either of the legs, the first operations are to slacken the pinch bolt, slightly unscrew the hexagon nut at the head of each fork and then gently tap the nut to break the taper fit of the staunchion in the crown. The hexagon nut may then be removed and the staunchion, complete with slider assembly and spring, withdrawn. The nut at the head of the slider is unscrewed by means of a peg spanner and beneath it will be found the main oil seal, which is expendable and should be renewed from time to time. The top bush, a flanged component, is now accessible and can be removed if necessary. At the lower extremity of the staunchion, the bottom bush is retained by a terminal nut. It operates under ideal conditions and very seldom needs replacing. Fork dismantling work is facilitated by first draining out the damping fluid.

When the job is completed and the forks reassembled, the spindle clamp in the fork end lug should not be tightened until after the forks have been moved sharply up and down several times in order that the spindle and wheel become properly centred. Clamping-up the spindle prematurely results, usually, in a fork assembly which is not completely parallel and, therefore, sure to be inefficient.

The Girling type SB4 suspension units controlling rear swinging-fork movement, are non-adjustable. Sealed at the works, they should not be tampered with.

Lubrication

Salient points about the oiling system have been dealt with earlier because the distribution arrangements from the pump to the big-end become obvious as the timing case is removed. The pressure-release valve is set at the works and, normally, should not be touched. There is no other form of adjustment. It should be noted that the plug and ball located in the timing side crankcase are there to seal off a drillway made during manufacture and have nothing to do with the lubrication system.



Wiring diagram of the three Norton "singles". Key to colour code: 1, black; 2, red; 3, blue; 4, brown; 5, green; 6, white; 7, yellow.

REFERENCE DATA

Norton Models 19S, ES2 and 50

CYLINDER-PISTON GROUP

	ES2	19S	50
Bore:	79 mm.	82 mm.	71 mm.
Stroke:	100 mm.	113 mm.	88 mm.
Swept volume:	490 c.c.	596 c.c.	348 c.c.
Compression ratio:	7.1	6.4	7.3

Rebore to .010 in. O.S. when maximum wear exceeds .006 in.

Piston diameters:

At top land:
3.077/3.079 in. 3.194/3.196 in. 2.760/2.762 in

At bottom land (top):
3.107/3.108 in. 3.224/3.226 in. 2.793/2.794 in.

At skirt (bottom):
+ .0004/.0006 in. + .0004/.0012 in.

Piston ring gap: .012/.019 in.

Piston ring depth: (thickness) .0590/.0600 in.

Permissible vertical play: .0045/.0065 in.

Gudgeon-pin diameter: .8740/.8743 in.

Small-end bush diameter: .8745/.8750 in

VALVES AND VALVE GEAR

Valve stem diameter: .. .370/ 371 in.

Bore of valve guides: .. .3745/.3750 in

Seat angle: 45°

Free valve-spring length:
Inner 2 in. Outer 2.062 in

Rocker spindle diameter: .5615/.5620 in.

Rocker bush bore: .5625/.5630 in.

Timing-wheel bush bore: .6248/.6251 in.

Valve timing (with tappets set at .020 in. clearance):

Inlet opens before T.D.C. ..	30°
Inlet closes after B.D.C.	75°
Exhaust opens before B.D.C. ..	78°
Exhaust closes after T.D.C. ..	35°

Normal tappet clearances: Zero (push-rods just free to rotate).

CRANKSHAFT GROUP

Con-rod big-end eye diameter: 1.9980/1.9985 in.

Permissible side play: .020/.026 in.

Type of big-end bearing: Crowded roller (see text).

Main bearings: 1 in. bore by 2½ in. O/D by ⅝ in.; two roller and one ball journal.

Permissible shaft end-play: .005/.008 in. (adjusted by shims).

Left-hand threads on engine components: Oil-pump worm.

Location of contact breaker: In magdyno

GEARBOX

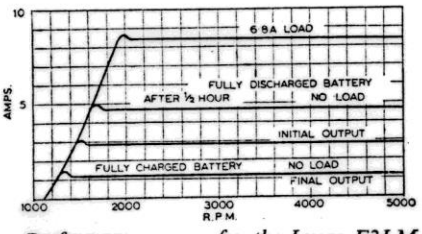
Bearings, type and size: Sleeve gear supported by double-row rigid ball bearing SKF RLS 9Z, 1¼ in. bore by 2½ in. O/D by ⅝ in.

Mainshaft bearing at K.S. end: Single row rigid, ⅝ in. bore by 1 1/16 in. O/D by 1/16 in.

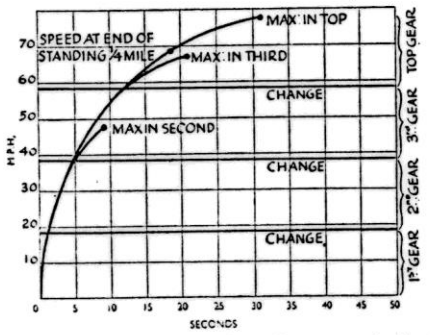
Layshaft supported by: Ball bearing SKF 6203, 17 mm. bore by 40 mm. O/D by 12 mm.

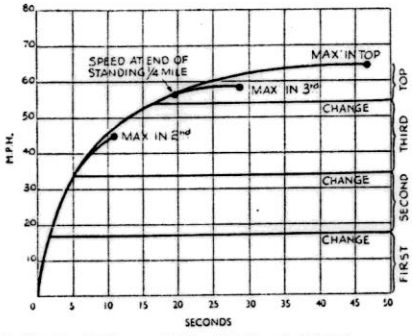
Internal reductions: 1.33 1.77 2.67

Left-hand threads on gearbox: Final drive sprocket nut.

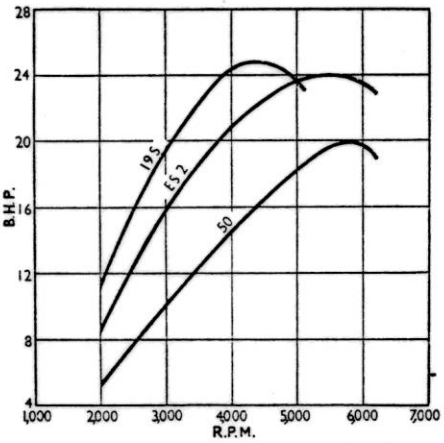


Performance curves for the Lucas E3LM dynamo component of the MO1L Magdyno.





"Motor Cycling" road test graphs for (left) the ES2 (published May 6, 1954) and the 19S with sidecar (August 11, 1955).



Manufacturer's output curves for the three Norton "singles"; figures obtained with premium grade fuel, test-bench exhaust system and engines in standard trim.

TRANSMISSION

	ES2	19S	50
Sprocket sizes:			
Primary drive:			
Engine:	20t	19t	18t (sidecar)
Clutch:	42t	42t	42t
Final drive:			
Gearbox driving sprocket:	19t	19t	19t
Rear wheel:	43t	43t	43t

Gear ratios: E.S2, 4.75, 6.31, 8.41, 12.7; 19S, 5, 6.65, 8.85, 13.35; 50, 5.29, 7.04, 9.36, 14.12.

Primary chain: Renold 110046, ½-in. pitch by .305 in. by .335 in., 76 pitches (model 50, 75 pitches).

Secondary chain: Renold 110054, ⅝ in. pitch by .225 in. by .400 in., 90 pitches.

WHEELS

Front: WM 2-19.

Brake diameter 8 in.

Spokes, brake side: 6³/₃₂ in. long, ⅜ in. at bend (20 off).

Spokes, plain side: 6³/₃₂ in. long, ¹⁷/₃₂ in. at bend (20 off).

Hub bearings: One single row 17 mm. by 12 mm.: one double row ball journal, 17 mm. by 40 mm. by 16 mm.

Rear: WM 2-19.

Brake diameter: 7 in.

Spokes, brake side: 6³/₃₂ in. long, ⅜ in. at bend (20 off).

Spokes, plain side: 6³/₃₂ in. long, ¹⁷/₃₂ in. at bend (20 off).

Hub bearings: One single row and one double row ball journal, as above.

FRONT SUSPENSION

Telescopic forks, carried on thrust type head bearings, comprising ⁵/₁₆-in. diameter balls (17 off) with 1²³/₃₂ in. pitch circle.

Multi-rate compression springs.

Fork angle: 27°

Trail: 3 in.

Damper fluid content, ¼-pint of S.A.E. 20 oil.

Slider bush dimensions:
Main tube bush 1.3595/1.3605 in. bore.
Slider tube bush: 1.4980/1.4990 in. O/D.

REAR SUSPENSION

By swinging arm and Girling SB4 suspension units.

Pivot bush details:
Silentbloc rubber bush. 1 3/16 in. diameter by 3⅛ in. long.

CARBURATION

	ES2	19S	50
Amal Monobloc 376—			
Choke:	1 1/16 in.	1 1/16 in.	1 in.
Main jet:	270	270	210
Throttle slide	4	4	3½
Needle groove No.	3	3	2

LUBRICATION

Oil tank capacity: 4 pints. Circulation by gear-type pump, worm-driven from mainshaft. Rotary type engine breather with outlet behind engine sprocket.

ELECTRICAL EQUIPMENT

Ignition by Lucas type MO1L Magdyno with integral E3LM 6v. 60 watt dynamo charging PUZ7E/11 13 amp. hr. battery through RB/107 c.v.c unit.

Cut-out
Cut-in voltage: 6.3/6.7 volts.
Drop-off voltage: 4.8/5.3 volts.
Reverse current: 3.0/5.0 amp.

Regulator

10° C. (50° F.)	7.7/8.1 volts.
20° C. (68° F.)	7.6/8.0 volts.
30° C. (86° F.)	7.5/7.9 volts.
40° C. (104° F.)	7.4/7.8 volts.

Bulb rating:
Headlamp: 6v. 30/24w.
Pilot: 6v. 3w.
Tail: 6v. 6/18w.

The Frank Sinclair Story

David Dumble regales us with the first part of the memoirs of the late Frank Sinclair, a well known and much loved personality in Australian motorcycle racing circles.

I MET Frank several times and shortly before his death from cancer, went to see him in the company of Phil Irving, when he gave us copies of his memoirs and asked us to see that they were published. I read them through and realised that a good deal of editing would be required, but they made good reading and would probably go well as a magazine article or series. Thanks to Frank, many thousands of pounds were raised for charity during his racing years, and his efforts made many friends for the sport of motorcycle racing.

For readers unfamiliar with his name, let's start with a list of his achievements:

> 35 years a Life Member and 16 years President of the Harley Club of Victoria. Life Governor of the Royal Institute for the Blind. Life Governor of the Sutherland Homes for Children. 25 years voluntary projectionist at the Respirator Ward. Fairfield Hospital. Course and lap sidecar records at every Victorian circuit — Road, Grass Track and Hill Climb. All Powers sidecar Australian records in Standing Quarter Mile and Flying Half Mite. Two Australian Road Championships and over 30 Club and State titles and Interstate titles. Also many successes in car trials 1949-1957.

A pretty impressive record, you'd have to admit.

Frank was a butcher by trade, a calling also followed by another great name in Victorian motorcycling — Ken Rumble. His first competition ride was in 1930 in the Harley Club's Mudlark Trial, in which he was awarded the Best Novice Performance. His subsequent showing in motorcycle trials was undistinguished, but in car trials he fared much better.

Frank , with passenger Roger Quick, 1961

In the Second World War he served with the Marine section of the RAAF in the South Pacific and was invalided out and discharged a few months before the end of hostilities. He then opened a butcher's shop in Windsor, an inner suburb of Melbourne, and later ran a service station after which he worked for the Kawasaki agents in Melbourne.

After the War personal transport was essential for Frank but hard to come by, so he was lucky in being able to buy two low mileage ex-Army 1200cc Indian outfits for £125 each, using one for delivery work and the other for pleasure riding. On a Harley Club outing he met up with an old pal, Clarry Rial of Clarex Motors, and soon plans were in

hand to turn the Indian into a racer. Alterations included straight through pipes, twin Amals, foot gearchange and an incredible 356lb off the original weight of 928lb!

First success came at a scramble at Oakleigh in 1946, a win in the handicap event, followed by a third in the flag Race Championship at the Melbourne Show, when Col Sampson and George Murphy dead-heated for first.

About this time Fergus Anderson came to Australia to do some racing. He had served as a Naval Captain during the War, and of course was to become World 350cc Champion on a Moto Guzzi a few years later. Frank took him out to the Rowville track, and Fergus was somewhat disconcerted to find he had to race on a gravel surface. "If I ride on that I must be mad," mused Fergus, "and if I don't they'll say I'm a coward. So let's be mad — I can't win but what the hell."

He didn't win at Rowville or later at Ballarat, but he was racing on petrol whereas the Victorians were using high compression pistons and alcohol fuel. At Ballarat he was beaten by Les Deiner riding his home-built 250cc dohc Velocette. But he won many fans by his determination and sportsmanship.

At the Rowville meeting an unusual match race took place between Cec Warren driving a 998cc ohv Matchless Morgan, Bill Day on a 998cc Brough outfit and Frank on his Clara Indian outfit.

Over the years there have been various reports as to how this race was run," said Frank, "So now is the time to tell just how it happened. Knowing that Bill Day and I had the edge on the Morgan but that there was very little between us, it seemed pointless to stick our necks out on this gravel surface and very dicey circuit. The main thing was to entertain the crowd and also to prove that the Morgan could race with the chairs. So Bill, Cec and I had a good talk about this and agreed to draw lots to decide the finishing order, but to make sure it looked good. So this is how we raced or, if you like, put on a show. It was run over three laps, all close, with Cec first on lap one, the Indian first on lap two and Bill winning on the Brough, the Morgan second and I a very close third. Judging from the comments afterwards. this was considered to be the best race of the day. Bill and Cec were great sports and it's my pleasure to have been associated I with them.

My first ride at Ballarat on the Victoria I Park circuit was a great highlight in my racing career. The Indian was beautifully prepared by Clary Rial and ran well except that it could jump out of second gear at 70 MPH - not surprising as the box was not meant for racing. We managed to get a third, the winner being Frank Pratt on the first 1000cc Vincent HRD imported into Australia by Disney Motors. This machine had been prepared by the factory as a police demo model and was also not meant for racing, it proved to be the first post-war bike to be raced with a lot of success.

Later at Bonnievale near Geelong I was again beaten by Frank Prat and the Vincent, after which I rushed into Disneys and deposited £25 for the first Vincent out of the next shipment. When it arrived, it was run in on the road by Clarry and his partner Rex Tingate. Success with the Vincent was slow at first, but a pleasing job because Rex and Clarry were very keen and the Indian was by ow well known and the addition of the Vincent to our stable was bringing a lot of people into Clatex Motors. It took a while to get the Vincent tuned properly and at the first outing at Bonnievale which came from turning a touring bike into a racer.

Three Gladiators of the times: Frank Sinclair, Rex Tingate and Clarry Rial.

Well, during practice we had a real go and it seemed the winner could be either Sinclair or Pratt. However, shortly before the race started Frank came over to me and after a brief chat (he didn't usually say much) it was decided that we would go a bit slow over the first few laps, then turn it on over the last two. This seemed okay to me. but it turned out that the winner was Noel Heggart on an Indian!

At the start I was a bit surprised to see Frank Pratt race away at full chat, so, a bit cross about this I set out after him and got ahead on a right hander — but not for long as one pot turned it in with a holed piston. Soon after Frank also stopped. leaving me to lead on one pot until a few hundred yards before the finish when Noel came by. I have said many times — the race isn't on until you get the chequered flag!

A problem with the Vincent was unequal crankcase expansion when the motor got hot, causing the gearbox seal to let go and allowing oil onto the clutch. Of course it was a touring Rapide, not a Black Shadow or a Black Lightning, the real racer. The first hill-climb on the Vincent was at Whittlesea, a very famous hill opposite the first pub and much used before the Second World War. I rode the outfit to the meeting and the motor was only on about 7:1 compression ratio, so I was surprised to run second to Jack Rudd on his DT Douglas outfit. There was no doubt as to his ability, so I was very proud to run second in such company and I gained a lot of confidence for the future, knowing that high-comp pistons were being brought out from England by a chap named Reg Hunt. He came into the shop one morning, introduced himself, plonked two pistons on the counter, said `Pay me later' and rushed out.

At a one-mile circuit at Nar Na Goon the Victorian Grass track Championships brought several dirt track outfits to the line, one of them Bruce Rhenn's rigid framed Harley fitted with an 880cc ohv JAP engine on about 14:1 pistons and alcohol. I was on petrol and benzole with 7:1 with the road-racing chair leaned out to give much better grip and a wider track.

Bruce was one of the best riders I raced against, always hard to beat in any form of sidecar racing. I only raced twice against him on grass only to be given a lesson on starting quickly, since when I have always made sure to be racing at the drop of the starters flag. Anyone who has seen the great Geoff Duke start will know what I mean.

Bruce used to give himself a flying start. simply by lining up some 50 yards behind the line and starting to push at the 10 second signal. I never thought this was quite right, but I managed to sit in behind him for three laps to run second, not having enough power to pass him — he rarely made any mistake to let anyone past with ease.

At Ballarat the circuit went through Victoria Park and along Gillies Street. On my first outing there with the Vincent we were leading on the first lap, but ran into some gravel on the turn into the Park, getting into a slide which clouted the sidecar wheel on the kerb and caused it to disintegrate. I tried to continue, but my passenger Norm Meades shouted 'You ain't got no wheel, mate!' so it was back to the pits with the sidecar in the air.

Another time during practice at Vic Park Les Warton on his Vincent rushed into the lead with me close behind. I was amazed at the speed he was going into the sweeping right-hander after the start and I thought: 'hell's bells he won't make it'. Sure enough, he didn't and hit a culvert. He crashed off the road, his outfit and passenger spread across the road leaving me with no room to pass. I shut off and turned right and to my horror there was that silly darn wire the officials had put around to keep people off the road (it never did). I bobbed down only to have the wire hit the top of my helmet and run down by back. This caused me to turn on the works as my grip on the throttle was very firm. So hitting a bank of earth resulted in tossing Norm out and the front wheel to collapse with yours truly under the wreck. As I staggered upright, a character with a camera rushed up to enquire as to how I was. When I told him I was OK he turned pale and said 'Gee. I was there with the chance of a perfect shot of you crashing and I was too damn frightened to push the button!'

After that lot I thought, what is going to happen next? With Norm and the front wheel out of action, things looked grim. However, I was able to borrow a front wheel from a Vincent rider in the crowd and a fellow Harley Club member, Bob Handley, volunteered to act as passenger. There was no time left for a practice run with him, so I went through the drill I required of him. Unfortunately, my instructions to him were completely forgotten and, as we progressed through the race regardless of how much I yelled at him, he continued to bump me forward on the saddle, causing a certain part of my anatomy to he very bruised and, believe me. very painful. I remember George Lynn, founder and editor of *Australian Motorcycle News* (the Green Horror) asking me later what had happened. When I told him in true Aussie style, he reported that my retirement from the race was due to '*ball* bearing trouble'!

One of the most disappointing events I rode in was at Ballarat Airstrip for the Victorian Sidecar TT — though, as will be seen, it led to great things later. I was up against Lloyd Hirst on a Vincent Lightning and George Skinner also on a Vincent which was tuned by none other than Phil Irving.

As my Vincent had standard cams which were no match for the Lightning cams fitted to George and Lloyd's outfits, I had to be content with sitting in their slipstream hoping that maybe I could get past on the last lap. With a lap and a bit to go, I was able to trick them both into overshooting a slow left turn and thus get a big break on them, but the old problem struck just when I thought we were home and hosed — oil on the clutch resulting in slip, and my race was over. Almost in tears I felt like giving the game away, and with this thought in mind I was very pleased to be approached by Phil Irving with the suggestion that I take the outfit to his home in Seaford and, to use his words, 'I'll have a gaze at it.'

And this is where we have to leave off on the Frank Sinclair memoirs. In the next edition we will learn just what happened when he and Phil Irving joined forces. And special thanks to Alex Corner for unearthing this superb bit of Australian motorcycling history

Buy, Swap n' Sell

If you have anything that you want to buy, swap or sell you can now do so, free of cost, in this section of OVR. All you need do is send a email to the editor of OVR with the text of your advertisment. OVR will NOT be providing any editorial or corrections. Of course OVR cannot accept any responsibility for anything to do with the items advertised – that's a buyer/seller matter.

SWAP - Series B UFM

I have a good condition (probably needs a repaint) Series B UFM, number R3576.

Would like to Swap for a good condition Series C UFM for Comet project.

If you can help please email to Rodneybrown58@icloud.com

SELL: Amal Mk1 Concentric Carburettor Shim Kits, provides for twelve 0.016" incremental needle adjustments to allow precise mixture tuning in the critical mid-range. Also suitable for Wassell carbs. Just A$15 per kit including postage world-wide. Additional kits just A$10 each. Email ozvinreview@gmail.com

---

SELL - COVID Cleanout: I have had a good look through all my Vincent stuff and have decided that a number of things need to be moved on. These items are all located in New Zealand, though the prices are in Australian $. Packing and post/shipping costs extra.

Contact Eugene Nehring in New Zealand on: eugenednehring@me.com

1 x mostly complete set of Girdraulics REDUCED to just A$5,000, 2 x Used Rear Hubs $50 each, 1 x Good Used G50 $100, 1 x Vincent Single Pull Throttle $100, 1 x Comet Steady Plate Good Used $50, 1 x Rapide Steady Plate Good Used $50, 1 x Comet foot Hanger (Brake Side) CAD plated $150, 1 x Comet Pivot Stand Axle CAD Plated $50, 1 x Series D exhaust Nut $50, 1 x Comet Battery Carrier with front Strap $150

SELL: Steib Sidecar

I have become the owner of an original, fully restored, 1950 S350 Steib sidecar, due to the fact that I had to buy the Sidecar with the attached 1961 BMW R50/2. **The bike I want to keep**, but the sidecar has to go. The sidecar is in immaculate unmarked condition and has been fitted with a hand operated hydraulic brake. Like most Steibs, it is easily converted between left and right hand mounting. Located in Townsville, Australia. Seeking sensible offers around A$14,000. Can assist with shipping world-wide.

Email to Paul Gilbert for more information
pmgilbert@netspace.net.au

WANTED/SWAP: RFM number R2567

Hi Martyn, I purchased my 1948 B Rapide in 2006 and it came with non-matching RFM number R3269. With the bike having been in Australia for at least the last 60 years I am hoping to locate the original RFM number R2567, that may well be fitted to a bike or in storage somewhere in Oz. If anyone knows of the whereabouts of RFM 2567, I would consider any reasonable proposition to acquire it; swap of parts, $$ or whatever. Thanks, Mark Hamilton, Adelaide. email markhamilton998@bigpond.com

---

WANTED

A pair of Vincent twin matched crank cases in reasonable condition. Email Richard on faulk@iinet.net.au

---

Service Providers

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

Spares:

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

Maughan &Sons, UK Takeing pride in producing the highest quality spares, Maughan & sons stock over 1300 parts and produce over 800 for the Vincent Twin and Comet. Ships worldwide. More info here http://www.maughanandsons.co.uk

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

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

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

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

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

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

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 comphrensive range of associated spares. Provides hi-output coil rewinds with a 5 year warranty. For more info contact Peter on (02) 9624 1262 or email qualmag@optusnet.com.au

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
