



The Oz Vincent Review

Edition #89, July 2021



Dave Tompkins on his Vintage 500cc Vincent Grey Flash Road racer chasing the leader in a recent race event

Disclaimer: The editor does not necessarily agree with or endorse any of the opinions expressed in, nor the accuracy of content, in published articles or endorse products or services no matter how or where mentioned; likewise, hints, tips or modifications **must** be confirmed with a competent party before implementation.

Welcome to the latest edition of OVR.

Do You Forward any OVR editions/emails on to other folk?

At the bottom of all OVR distribution emails you have live links where you may update your subscription preferences and also unsubscribe from OVR. These links are mandatory in mailing list messages under privacy legislation in many countries. Take a look at the bottom of the message that you just received from OVR to see what I mean; This is what you are looking for,

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

Here is the issue – if you forward an OVR message on to another person with that text still part of the original message, the person receiving the message, or anyone else they may send it on to, is able to click on those links and unsubscribe you! It does not unsubscribe them!

So before you forward an OVR email message be sure to first DELETE the update and unsubscribe links from the message you are forwarding.

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



Melbourne, Australia.

Email : Ozvinreview@gmail.com

Letters to the Editor (a small sample of what I received)

Hi Martyn,

I've been forwarded your June 2021 Vincent review email which is a good read! Unfortunately there's a rather embarrassing clanger in it about me that, if possible, I am hoping you could put right in the next one or wherever you are able to. I did send Ron the info on Beryl Swain but the stuff about me winning the Hailwood Trophy is a long way from the truth I'm afraid!

I do regularly race a post-classic 250 and a more modern 125 with some reasonable success on a club racing level. In the Hailwood trophy in 2017 I qualified 17th out of 28 – not bad as I'd never been there before and you don't get any practice just straight into qualifying. My partner Steve Pond qualified 11th. Steve finished the race in 9th and I was 12th – we were 2nd and 3rd 250cc as it is actually a 350cc race. The winner over all was Mike Edwards who is a very accomplished International standard rider, considerably more talented than us amateurs!

We have two Vincents, I usually ride the A-Comet and Steve the C-Comet. Sorry for the inconvenience and if it's possible to add a note from me somewhere, pointing out that bit wasn't correct I would really appreciate it! :)

Many thanks, Siân Brooks, UK

Hello again Martyn

I trust the world of OVR has been suitably instructed regarding Insurance, but there is one small pearl of wisdom still, as follows

"Every motor cyclist should be insured against " third party" risks which may burden a man with a bill exceeding £1000 for a single smash. He must not merely consider the humiliation of bankruptcy. In common honesty he should be in a position to make whatever reparation is possible to anyone he may injure, either criminally or carelessly. The other aspects of insurance concern the rider alone"

There you are, and not a single semi-colon was injured in the whole text. The following however is far more dangerous. Persons of a delicate constitution should read no further.

" One rider of my acquaintance clears snow out of the carburettor when starting from cold in wintry weather by flooding the carburettor by turning on and off the petrol tap, and applying a light to the petrol dripping from the jet down the extra air tube. I should not recommend others to attempt this, or they might easily wreck their machine. I was driven to employ this tip on one occasion only, when riding a strange machine with gauzes in the carburettor, and on the occasion I was careful to remove the machine from the spot where I had filled the tanks as the air was loaded with petrol vapour.

My own experience is that if the gauzes are removed from the carburettor, it is fairly easy to get a start on the coldest day. Evaporation of the petrol will then deposit a little snow in the bottom of the induction pipe, but this will do no harm if there is an open path for the gas between jet and valve. A cloth soaked in very hot water and held round the carburettor will usually enable a start to be made."

This was from "Hints & Tips for MotorCyclists" from around 1909

Semi-colons and paragraphs are conspicuous by their absence here!

It does remind me of the situation were a rider was stranded by a frozen carb. The rider was advised by a friendly passing policeman to piss on the carb, as that would solve the problem. "I'm afraid I can't" said the rider: whereupon the policeman obliged and the carb was de-iced. The rider went on their way.

A little while later the policeman received a note saying "Thank you for assisting my daughter when her carb froze up, the other day". No carbs, policemen, daughters, colons, semi-colons or any punctuation was injured in the course of this article.

Regards, Colin Manning F.C.I.I ., UK

Hi Martyn,

Last edition brought back memories!

John and I did this in 2009.

It was a difficult scene to photograph, as we kept giggling and spoiling the shot!

Regards,

Dick Sherwin



TT TRADITION: 'The Light's on at Signpost Corner'

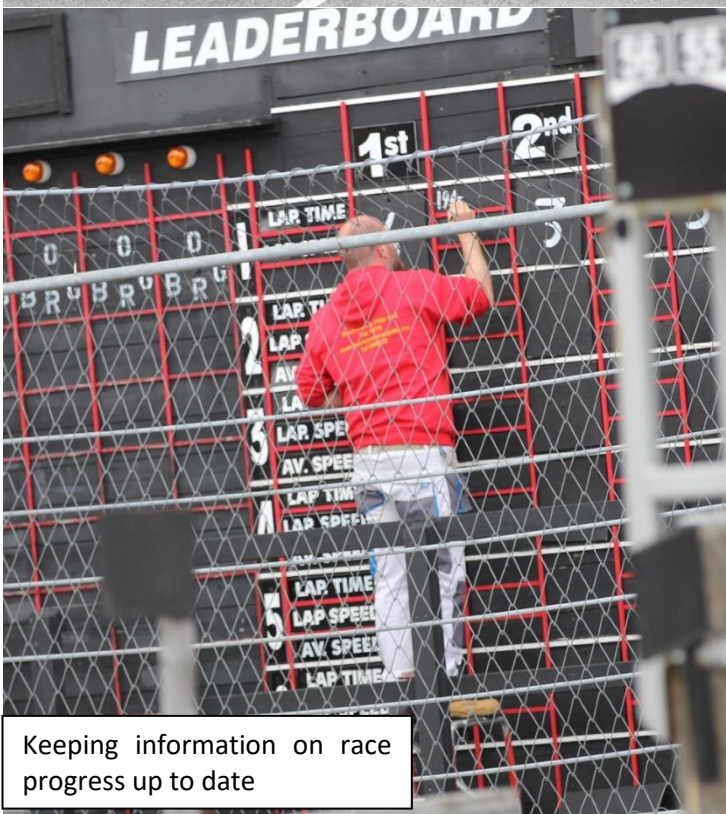
Another outstanding OVR contribution from David Wright, IOM

The earliest Isle of Man TT races ran before public address and radio commentaries existed. To give spectators some idea of what was happening after they had despatched riders on the 37¾ miles lap of the Mountain Course, the organisers provided two large wooden scoreboards by the start/finish line, for the benefit of those in the Grandstand and Pits. There, each competitor's progress and race position was shown, the information coming from round-the-course telephone points.



The Scoreboards were imposing structures that stretched for the length of the Grandstand and they conveyed race information to spectators and pit-attendants, for over 100 years.

The long Scoreboards opposite the TT Grandstand in 1973, with the white Timekeepers' Box at the far end. Riders are getting away in a mass start to the Production TT, in which Tony Jefferies rode a Triumph to victory in the 750cc class.



Keeping information on race progress up to date

The Scoreboards became structurally unsound and were dismantled and removed in 2020. In return, the Isle of Man promised to provide: '*a modern system which will be a mix of old and new technologies*'.

To at least match those it replaces, the new Scoreboard(s) will need to show the position of every rider on the Course, the number of laps completed and the time taken for each lap. That was previously achieved by the timekeepers passing hand-written race timings via a system of drop-pipes from their box to boy scout helpers. They passed it on to men with pots of white paint, who wrote lap times on small slats of wood that were slipped into position on the Scoreboard. In addition to the main Scoreboard there were Leaderboards on which the positions of the first 6 riders were listed. It was early 1900's technology, a bit archaic for the 2020's, but it worked.

Another component of the Scoreboard that was particularly important to a rider's followers, was a dial over each number which showed his approximate position on the course. Scouts were again involved, receiving telephone messages from 5 round-the-course locations, (Ballacraine, Kirk Michael, etc) and moving a pointer to a new location as riders passed.

Going back to the early 1920's, lap speeds had yet to reach 60 mph, meaning a lap for the fastest riders took just over 40 minutes. To give early warning to those in the Grandstand and Pits of a rider's arrival, a yellow disc was placed over his number when he reached Governor's Bridge, some half a mile from the end of a lap. That meant it was time for the rider's Pit-attendant to prepare for refuelling, or maybe to hold out a signal board urging him to go faster!

②				
No.	1	2	3	4
ARRIVED AND LAPS				
1	36.37	33.4	36.17	33.30
2	1.14.36	1.6.15	1.10.5	1.7.50
3	R	1.40.16	1.48.36	1.42.9
4		2.13.39	2.21.40	2.16.5
5		2.46.37	2.55.2	2.59.1
6		3.20.54	3.38.33	3.33.21
7				

An early example of Scoreboard information

By 1926 lap speeds were up to 70 mph and the Grandstand moved from near St Ninians, to its current position, some 250 yards closer to Governor's Bridge. That reduced the warning time of a rider's arrival, so the indication of his coming was changed and given from Signpost Corner, a further 3/4 mile back up the course. The warning then appeared in the form of an illuminated bulb over the rider's number on the Scoreboard.

In the mid-1920's the TT gained a race commentary. It came via a public address system, with loudspeakers at selected locations. From the outset, the expression *'the light's on at Signpost Corner'* became the accepted method for the commentator at the Grandstand to announce a rider's imminent arrival. As lap speeds climbed beyond 80, 90 and 100 mph, that expression was used so regularly that it became embedded in Manx racing and in the minds and vocabularies of its followers. Some even used it in general conversation, usually as a euphemism, for something nearing its end.

Seemingly, the influence of the expression extended beyond race fans, for celebrated author of the *'Flashman'* series of books, George MacDonald Fraser, published his memoirs in 2002 and called them: *'The Light's on at Signpost Corner'*. Maybe it was in anticipation of his demise, for he died a few years later.

Signpost is a sharp right-hander and has always been a tricky corner for riders. Joey Dunlop described it as *'a crucial bend . . . in order to line up the following Bedstead Corner'*. Misjudgements of its downhill approach have seen many forced to take the straight-on route offered by its convenient slip road. Jim Scaysbrook was a racing friend of Mike Hailwood and told in *'Classic Racer'* of a four-wheel episode here on Mike's comeback to race at the TT in 1978.



Swiss Francesco Franconi rounds Signpost Corner on his Sunbeam in 1928. The field wall was replaced by railings and then a mini-roundabout was created.

In a borrowed Rover 3500 they did several laps in the company of then course record holder Mick Grant, to help Mike get back up to speed. Jim recalled how *'We reeled off a few laps in the Rover with Mike getting a little more animated behind the wheel with each passing mile, until during one plunge down from Kate's Cottage we only just scraped around Creg ny Baa and both Jeff Sayle and I (from the back seat) said we could smell something burning. Mike was enjoying himself too much to even bother to answer, but arriving at Signpost, the brake pedal went straight to the floor. The cornering attempt was hastily aborted and we shot straight through the intersection and managed to stop with the handbrake some distance up the road. The rear brakes were on fire, the front smouldering wrecks'*.


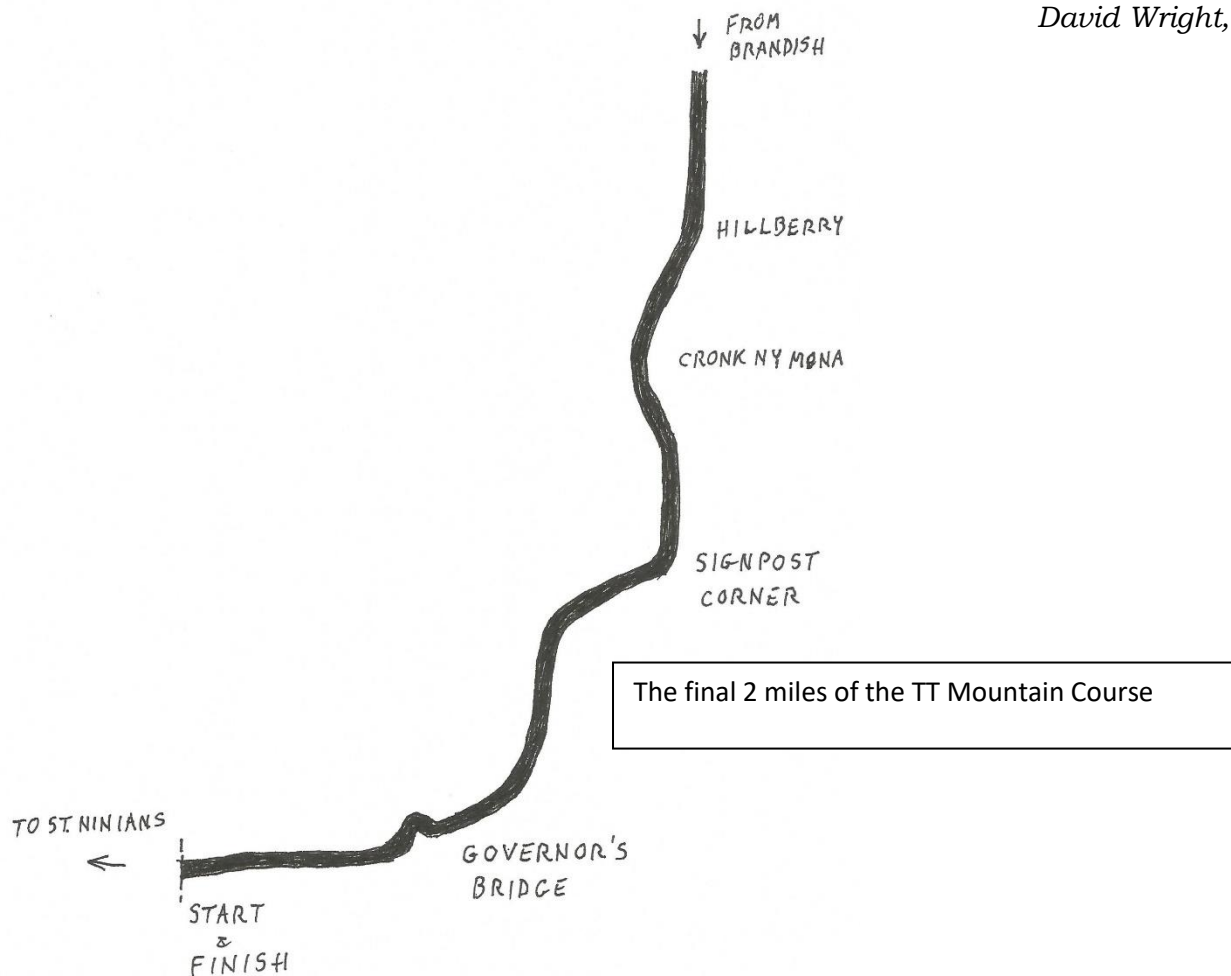
With race speeds increasing, the organisers moved their early warning system even further back up the Course, arranging for a rider's light to illuminate when he arrived at Cronk ny Mona. That has been the established notification point for many years and gets plenty of mentions on air, but the phrase *'the light's on at Cronk ny Mona'* has never grabbed the imagination quite like the original *'Signpost Corner'* version, nor entered into race fans' general vocabulary.

The enforced two year break (COVID) in TT, MGP and Classic TT racing currently being endured has riders, organisers and supporters eagerly awaiting their comeback. As always, there are a few pessimists who suggest that this might be a *'Light's on at Signpost Corner'* moment for the events, but most are confident that they will return.

Looking ahead to when they do, will 'Cronk ny Mona' be retained as the advance warning point for the new Scoreboard of the 2020's, or will the TT's 135+ mph lap speeds require another step back up the Course, perhaps to Hillberry?

The promised new method of monitoring races by a 'modern system which will be a mix of old and new technologies', will probably provide spectators with information which they never knew they needed, but will Boy Scouts and men with pots of paint still be required, or will it all be push-button stuff, meaning another 100 year old TT tradition comes to an end?

David Wright, May 2021



National Motorcycle Museum

Date: Wed, 9th Jun 2021 12:00
Lots: 150
AUCTION VENUE
National Motorcycle Museum
Coventry Road
Bickenhill
Solihull
West Midlands
B92 0EJ

Did you miss out on this recent Auction conducted by H&H Classics in the UK? Over 150 lots went under the hammer on consignment from the [National Motorcycle Museum](#), with a weird and wonderful mix of offerings.

For the full auction results simply [CLICK ON THIS TEXT.](#)

OVR Bushfire Relief Presentations

Incorporates the Vincent Riders Victoria Alpine Tour 2021

3 days, approx. 900 km - November 19 till 21, 2021 - **Covid permitting**

A 3-day tour, all on superb motorcycle friendly public roads, taking in the recently fire ravaged Australian Alps, including a visit to the Bruthen CFA station and also the Waterholes Wildlife Sanctuary to formally present the Oz Vincent Review readers Fire Relief donations. Participants should do their best to be on a Vincent or other pre 1985 classic British bike. But be quick to register your interest AND book your accommodation as logistic constraints limit the numbers to no more than 12 riders.



As a fully self-managed tour there is no fee to take part and no backup vehicle. Participants are required to have RACV, NRMA etc roadside assist cover, preferably Total Care and are responsible to ensure their bikes are fully roadworthy and reliable, also all taking part are responsible for arranging their own accommodation. Road rules should be adhered to AT ALL TIMES.

Blanket reservations in the name of Vincent Riders Victoria have been made at the two locations mentioned below and will be held for us up till October 1st, so you need to contact the motels to make your bookings BEFORE October 1st. Be sure to mention Vincent Riders Victoria when making your booking!

Friday Nov. 19: Lilydale to Mt. Beauty. 335 Km Meet outside the Olinda Creek Hotel 161 Main St Lilydale at 8-30 am for a 9 am departure we will tour via Healesville, Taggerty, Yark, Mansfield, Whitfield, King Valley, Whorouly East, Beechworth, Stanley, Dederang, and Coral Bank. Arrive Mt Beauty around 4:30 pm, Dine at the Settlers Tavern at Tawonga South. **Overnight at the Snow Gum Motel in Mount Beauty ph. 5754 4508.** <https://goo.gl/maps/ABKWGAVHlnPWbzzw5>

Saturday Nov 20: Mt. Beauty to Bairnsdale. 258km Depart Mt Beauty 9-00 am, travel Via Germantown, Harrierville, Hotham Heights, Dinner Plain, Omeo, Ensay, and on to Bruthen with a stop at the Bruthen CFA. Those keen may then travel to the Koala sanctuary at Waterholes on well formed but unsealed roads- others may proceed direct to Bairnsdale. Depart Omeo 1-15 pm, arrive Bruthen approx. 2:30 pm – Bairnsdale is another 35 minutes away. Dine at the Grand Terminus Hotel. **Overnight at the Mitchell on Main Motel, Bairnsdale Ph 1800 166 835** <https://goo.gl/maps/4dQcNEQJ3R9FwHmu7>

Sunday Nov. 21: Bairnsdale to Lilydale. 280 Km Travel thru Meerlieu, Maffra, Cowwarr, Glengarry, Yallourn North, Tanjil South, Willow Grove, Noojee, Yarra Junction and then Lilydale. *Depart Bairnsdale 9:30am, arrive Lilydale approx. 4 pm* <https://goo.gl/maps/zcosBSXw8J64Sn9a9>

More Information: Please email ozvinreview@gmail.com to reserve your place in this event. Registrations close on October 1st, 2021. or call Martyn on 0419 499 901. **Do not forget to book your accommodation.**

Click on the google map links for the detailed route maps

Numbers are limited so ACT NOW to reserve you place AND book your accommodation or you may miss out.

CONFIDENTIAL

The VINCENT **H.R.D.** COMPANY Ltd.

STEVENAGE, HERTS, ENGLAND

31st October, 1947.

Service Letter No.: 4.

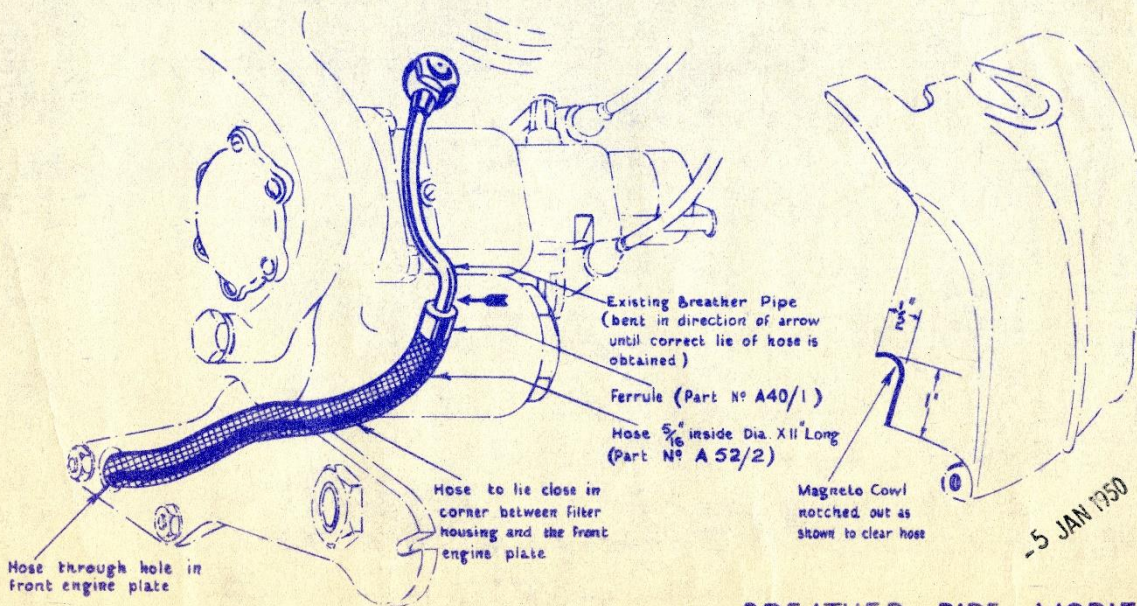
Model PAPIDE "B" Eng. Type No. F10AB/1/3-149 Frame Type No.

Subject CRANK CASE BREATHER PIPE.

On the above models, oil mist which collects on the front of the engine and the prop stands can be lead clear by re-bending the breather pipe and fitting a hose extension.

The magneto cowl has to be cut away locally to clear the hose, as shown in Drawing No. M005.

H.R.D.



BREATHER PIPE MODIFICATION

— to prevent oily air being directed onto Front Stand —

DRG No M005.

Extra Parts required	{	A40/2 - Ferrule	— One	OFF
	{	A52/2 - Hose	— One	OFF

NOTE — Hose must run easily and without kinks which would restrict the flow of Air

Recently OVR reader and sometime contributor, Franco Trento, presented OVR with a treasure trove of original Vincent factory correspondence that had come into his possession from one of the very first distributors of Vincents in Australia, the late Sven Kallen from South Australia.

On the previous page is the first of many such treasures that will appear in OVR from time to time.

OVR Event Schedule (all COVID permitting)

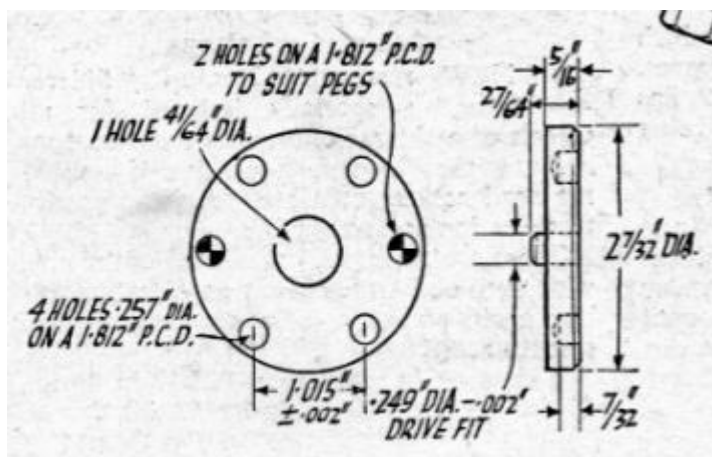
Date	Event	More Info
July 18	VRV/VOC day ride (destination TBA)	Sec.vrv@gmail.com
	VRV AGM – for VRV members and invited guests	Sec.vrv@gmail.com
Sept 12	VRV/VOC Day ride thru Gippsland	Sec.vrv@gmail.com
Sept 20-24	Australian National Vincent Rally, South Australia	vincenthrdclubsa@gmail.com
Sept 26	Bay to Birdwood Rally, South Australia	
Oct 24-26	MotoGP at Phillip Island, Victoria	
Nov 19-21	VRV/OVR Alpine Tour	Sec.vrv@gmail.com
March 2022	Combined VOC/VOC Black & Gold Rally (Vincent & Velocette)	At Lakes Entrance? In planning – TBA, open to VOC members only
March 2022	Tour around Tasmania	www.tassietour.info

Velocette

The 248 and 349cc MOV, MAC and MAF Models - Concluded

CONSISTENT design methods employed by Veloce, Ltd., over the years make the remainder of the work simple. The gearboxes used for the 249 c.c. MOV and the 349 c.c. civilian MAC and the MAF Services version were virtually identical. In fact, they bore considerable resemblance to that of the GTP and also to the bigger models in the "K" range. The clutch, the only item likely to puzzle the tyro unacquainted with less conventional Veloce ideas, can be reconditioned from current Velocette spares. Its working is fully explained in instruction books for 1954 Velocette machines. Details of its maintenance and adjustment, which is critical, are set out in a later paragraph.

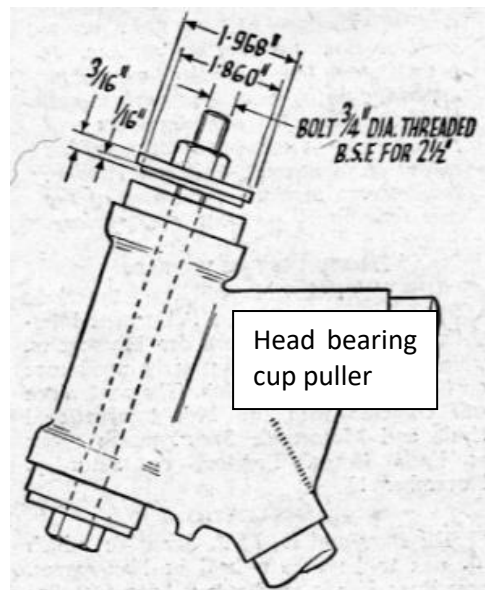
Special tools necessary include the maker's peg-type spanner, No. A6I/2AS--referred to last month in connection with engine shock-absorber dismantling work—which is used to unscrew the clutch sleeve-gear nut. The chances are that most of this initial work will have been disposed of earlier, for it is a feature of the machine that, in removing the primary chain preparatory to taking the engine out of the frame, the clutch assembly must come down and the rear half of the chain case be taken off. Little more than a passing note on that work is called for now therefore.



To assist in replacing the sleeve-gear nut against clutch-spring pressure, Veloce recommend an adaptor, details of which are illustrated. It is possible that a private owner will wish to remove the steel ring which retains the gearbox sleeve-pinion ball-race. The ring is screwed into its

location and a special extractor tool is required. Veloce list it as No. X2725 and details of dimensions are included here for the handy-man who can make up his own gadgets.

Dismantling Procedure: The gearbox end-cover carries a ball-type mainshaft bearing which can be jarred out after heating the surrounding metal, and also a big bush member carrying the kick-starter spindle which, itself, is hollow and acts as a housing for the loose layshaft bush. There is no impelling need to dismantle any of this mechanism if it is in good working order; the only



reasons for taking these components apart are (1) a broken K.S. spring, (2) a damaged ratchet face, or (3) curiosity. Note from the little sketch the important part played by the hexagon-headed screw-peg which anchors the K.S. spring; the dotted extension to the spring indicates the degree to which it is "wound up" when assembled, a process carried out with the ratchet member held stationary. Two small locating holes on the face of the ratchet can be engaged with improvised pegs—nails driven into a wood bench suffice—while the outer bush member is "wound up" and the K.S. lever and cotter assembled. Take care not to lose the hardened-steel pad which takes layshaft end-thrust.

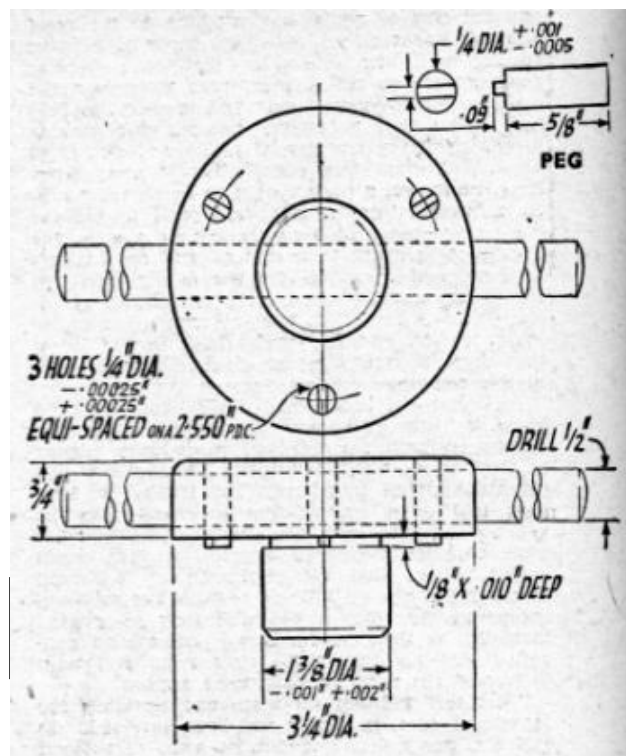
The larger of the sketches shows the end-cover removed and the gears part-withdrawn, likewise, the camplate which, when assembled, goes inside the box, the recess marked by the little arrow being placed adjacent to a similarly-marked centre segment. It is wise, actually, to mark the camplate and centre

piece before separating them, so that there is no doubt later on about their respective positions. It helps to note these details during the dismantling stage. Another little point is the use on Army-type MAF models of a "Seeger" circlip at the K.S. end of the layshaft to retain the lay-shaft ratchet.

Slackness or roughness in any of the three ball-journal bearings is a signal for renewal. The big sleeve-gear bearing has a shim each side; these must be inspected, particular attention being paid to the inner one, which may have been in contact with the oil-thrasher and suffered damage.

To remove the big RLS4 hall-race it is necessary to take out the retaining ring, which has three slots into which the Veloce service tool fits. It is common practice to hammer a little of the surrounding metal into the slots when the ring is fitted and, if that has been previously done, this peening must be cleared before you attempt to unscrew the ring.

After tapping out the oil-retaining cap by means of a drift through the centre of the layshaft ball-bearing in the gearbox shell, this component can be driven out; a diameter drift some 4 in. longs should be employed. The sleeve-gear is bushed to carry the mainshaft, and the two bushes used for this purpose are pegged, but can be driven out with a 15/16-in. diameter drift after the peg has been removed by drilling. Use a 3/16-in. drill for this purpose. New parts must be bored to give a .001-in. bush-shaft clearance. All cam-wheel bushes are correct size after being pressed into position and do not require either boring or reaming.



The Clutch: Much has already been written on the subject of Velocette clutches. The MOV (up to the war) and MAC clutch arrangements were similar; cork inserts were used until late 1940. when the steel-plate, Ferodo-lined clutch was adopted for military models. and this arrangement continued after the war.

USEFUL DATA

Gearbox:

Sleeve Gear Bearing:

SKF.RLS4 ball journal type. Bore 35 mm O/D 70 mm. Width 10 mm.

Layshaft Bearing (in shell):

SKF.RLS5 ball journal type Bore $\frac{1}{8}$ in. O/D $1\frac{1}{16}$ in. Width $\frac{1}{8}$ in.

Gearshaft Bearing:

SKF.RLS4 Ball journal type. Bore $\frac{1}{8}$ in. O/D $1\frac{1}{16}$ in. Width $\frac{1}{8}$ in.

Layshaft bearing, (K.S. end) 1 in. $\pm .00025$ in., with 8 rollers 1875 in. $\pm .0001$ in.

(This bearing is obsolete and has been replaced by a bush o/d .9985 in. $\pm .0005$ in. i/d .6245 in. $\pm .00025$ in.)

2nd gear layshaft bush	.8125 in.	+ .00075 in.	} Reamed
3rd gear layshaft bush	.625 in.	- .0005 in.	
1st gear gearshaft bush	.625 in.	+ .00075 in.	
Sleeve gear bush	.8135 in.	+ .0005 in.	

Transmission Details:

Primary Chain:

$\frac{1}{2}$ in. pitch by .305 in. MOV 74 pitches; MAC 75 pitches.

Secondary Chain:

$\frac{1}{2}$ in. pitch by .305 in. 108 pitches both cases.

Gear Ratios:

Model	Top	3rd	2nd	1st
MOV	6.35	8.45	11.1	16.1
MAC	5.50	7.3	9.6	14.0

Hub Bearings:

1945/1946.

Front Hub:

Taper roller bearing. Bore .997 in. O/D $1\frac{17}{32}$ in. Width $\frac{11}{16}$ in.

Rear Hub:

Ball journal bearing. Bore $\frac{1}{8}$ in. O/D 2 in. Width $\frac{1}{8}$ in.

N.B. The ball journal bearing was used for both front and rear hubs on 1947/1949 models.

An exception to the use of cork was the departure in the early war years in introducing for some of the Army models a lining referred to, perhaps significantly, as "Bullite." That, at all events, was the official name of some insert material conjured from a mixture of neoprene and asbestos, and it is advised that anybody finding his second-hand ex-Services Velocette thus equipped, should have the sprocket-member fitted with corks.

When you dismantled the main clutch components you will have noticed and, it is hoped, preserved, the three short, steel pins. Their job is to transmit pressure from the thrust race to the spring holder during periods when the clutch is disengaged. They and the thrust race must not be in contact at any other time, or pressure thus sustained will speedily wear out the race.

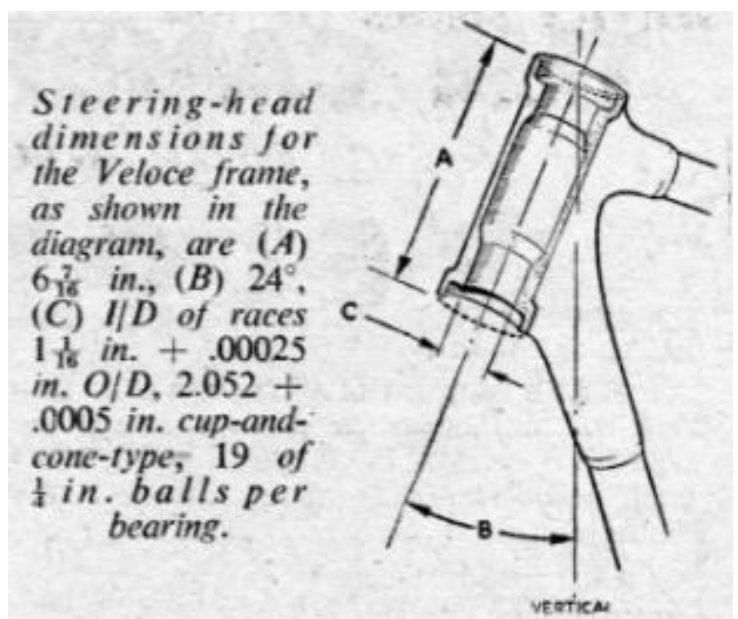
Reassembly: Looking after the welfare of the thrust mechanism is essentially a reassembly task and the adjustment which will ensure the pins and thrust-ring running free is made by rotating the spring carrier—when everything is fully assembled—nearer to, or away from, the pins, which are fitted so that they protrude through three holes in the back plate of the clutch.

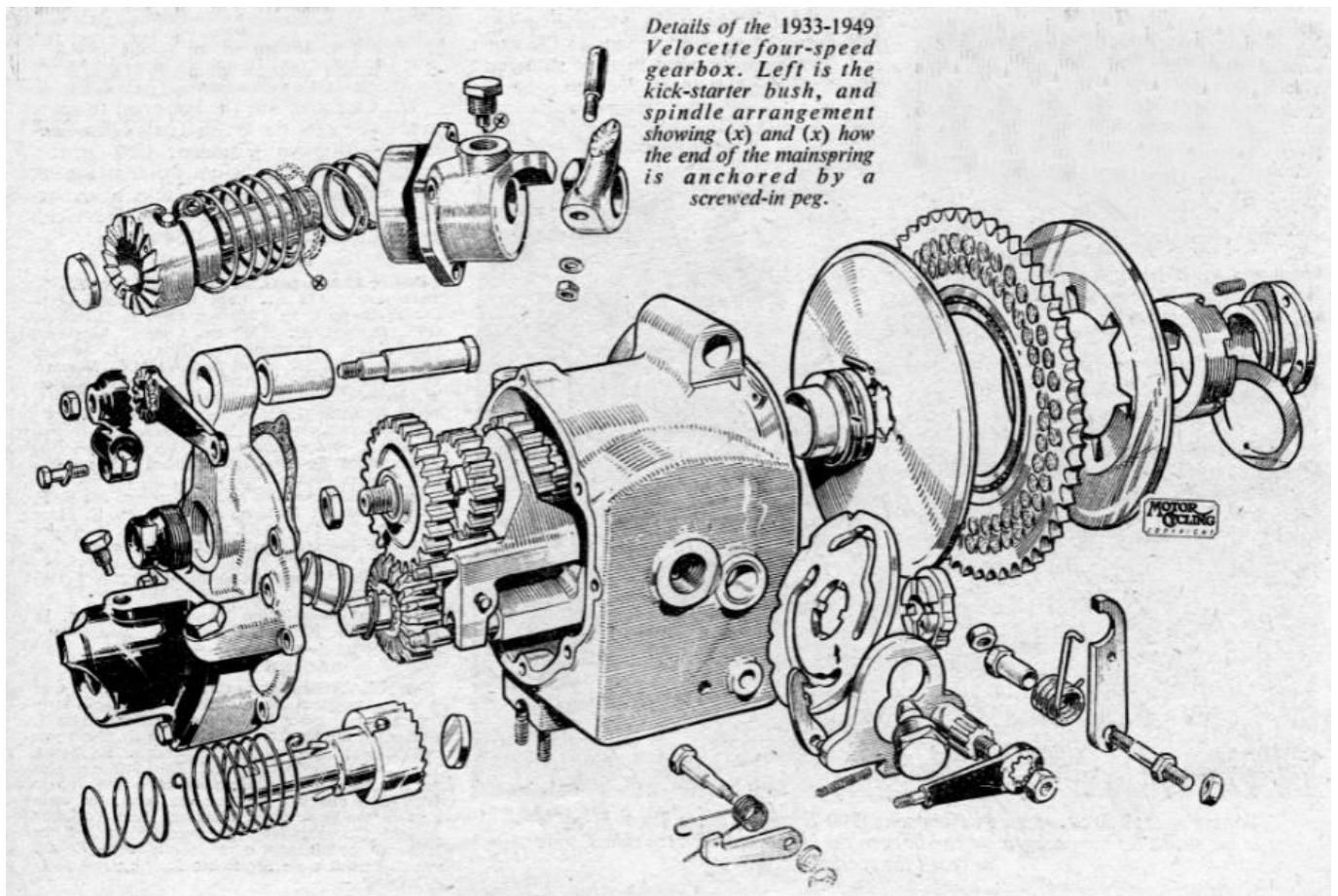
The initial setting must be checked when the complete clutch and final-drive sprocket has been built up, and during the checking, it is desirable that the operating cable be perfectly slack. On no account should cable adjustment be effected by screwing out the cable-stop holder in the top of the gearbox; instead, thread a tommy bar through the hole provided in the final-drive sprocket and engage

the end in one of the spring-carrier serrations. Turn the carrier clock-wise to decrease clearance between the thrust ring and the pins, or anti-clockwise to obtain the opposite result. The first adjustment compensates for a very slack cable, but, carried too far, causes clutch slip; the second improves the gripping quality of the clutch, but may result in drag. Finally, fit the operating cable and make sure that there is at least 1-in. slack at the lever end, with the cable-stop holder screwed right home in the gearbox shell.

Lubrication: Oil of an S.A.E. 30 or 50 viscosity rating is recommended for the gearbox, which should be filled up to the level permitted by the plug—a long, hexagon-headed bolt screwed into the end-cover just to the rear of the K.S. assembly. Engine oil may be used for the primary chaincase.

Hub Details: Sizes and types of bearings used in MOV and MAC hubs are indicated in the Useful Data panel. The rear wheel is quickly detachable by the removal of the three dome nuts securing the nearside flange and brake-drum.





This concludes the item by Bernal Osborne that first appeared in "The MotorCycle" in 1954

Pannier Possibilities



Thinking of touring? Not sure just how to manage the luggage? Here are some ideas that may inspire you.

An idea from Jock English in 2008:

Is a Top Box more your style?



Paul Ennis came up with an innovative solution using a pair of off the shelf travel cases and a simple 'throw over' home made frame



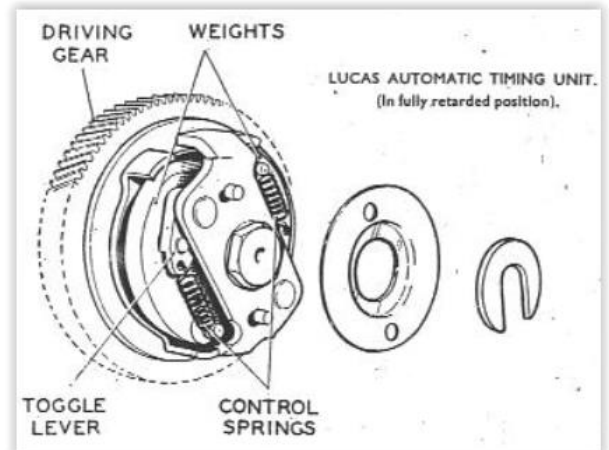
Lucas ATD Refurbishment – Bob Weight Friction

Over recent editions of OVR there has been an examination of the original ignition used in the B and C series Vincents, a system based around a Lucas magneto and a Lucas mechanical Automatic Timing Device. Of course, with almost all modern electronic ignition replacement systems available for our Vincents you are stuck with whatever the maker provides as ‘adjustment’ is frequently not an option.

Refurbishment of the magneto windings and capacitor is best entrusted to a specialist in that area.

What we have covered in OVR so far is what ignition timing to use for easy starting and great on-road touring performance. We have also looked at what owners can do to measure what their ignition advance range is and how to then ‘tune’ a Lucas mechanical Automatic Timing Device to give the optimal ignition configuration.

There is just one bit of the magneto based ‘puzzle’ still to be covered and that is the reduction of internal friction in the operation of the ATD itself. Excessive friction will prevent the ATD from operating correctly.



Sources of internal friction that impact the operation of the ATD are:

1. The interface of the fixed shaft of the ATD (the bit that is bolted to the magneto shaft) and the moving sleeve that is part of the ATD attached to the driving gear;
2. The pivot point of the toggle lever that controls the movement of the bob weights and
3. The underside of the bob weights where they move across the surface of the base plate

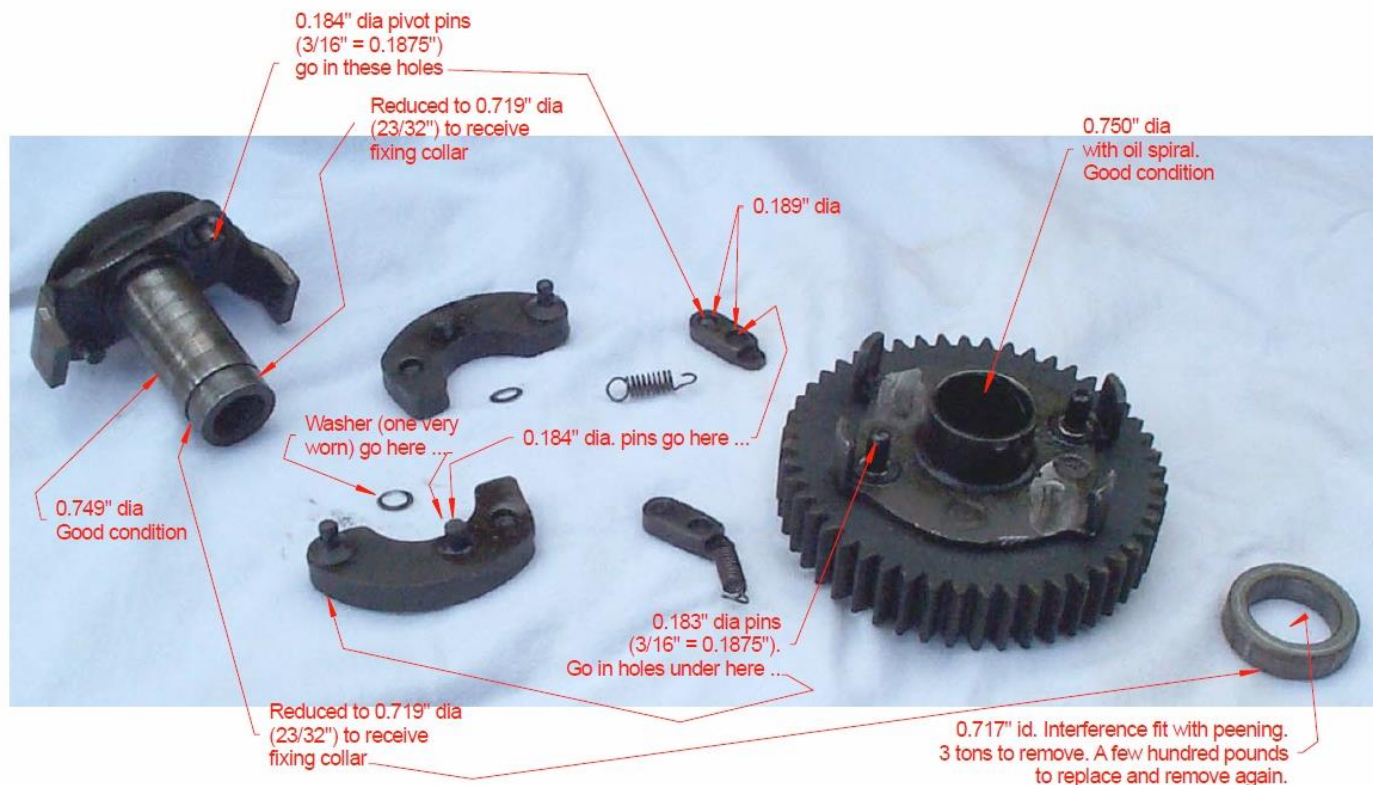
In order to minimise the friction of the fixed shaft, original ATD's supplied back in the 1940's and 50's have an oil distribution groove machined on the inside of the sleeve that the shaft moves in and a hole drilled into the side of the sleeve to allow for the oil to move within that groove – unfortunately modern reproduction ATD's frequently do NOT have this. If such a setup is not present in your ATD you should consider adding oil distribution grooves and the hole to what you have. See the photo's below.



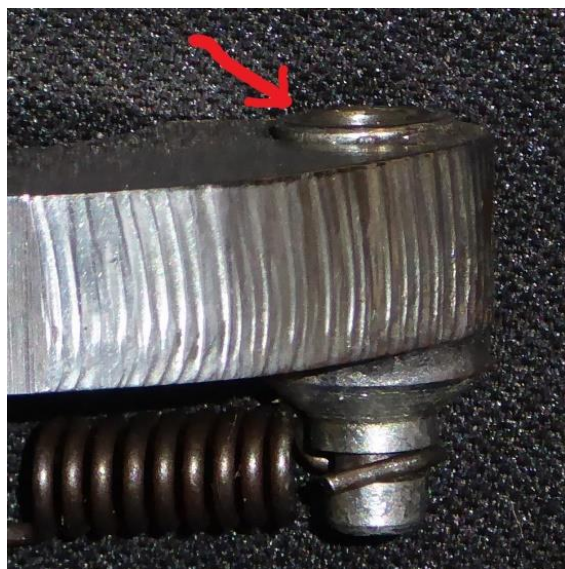
If the fixed shaft is not free to move within the sleeve use some valve grinding paste to ‘lap’ it until such time as free rotational movement is achieved. You should also check that the bob weights move freely on their pivot posts – if they do not then you can give that point the valve grinding

paste treatment as well. Remember to remove ALL traces of the valve grinding paste before final reassembly of your ATD.

Regarding the pivot of the toggle lever, it is essential that the small washer – heck it could be described as a shim – must be in place to minimize any friction there. These washers are tiny, I measured them at 8mm OD x 5mm ID x 0.25mm thick. In Australia they are available from Precision Shims www.precisionshims.com.au at a surprisingly low cost.



In the close-up picture you will notice there is a protrusion at the base of the hinge post and ideally that 'tit' should match that height, causing the underside of the bob weight to travel parallel to the base. If that configuration is achieved then there will be minimum friction on the pin itself and also on the underside of the bob weight. With my bob weights that protrusion at the base of the spring post was 0.022" above the underside surface of the bob weight.



I had a set of modern replacement bob weights to work with. As described in an earlier edition of OVR I had modified them in order to broaden the rev range over which the ATD moved. I also noticed that the anti-friction 'tit' was not present. The question was how to reproduce the 'tit' without the massive press tools used over 60 years back?

When you take a close look at an original bob weight you will notice a punch depression on its upper surface, furthest away from the post the spring is attached to. That was done in order to create a small mound or 'tit' on the underside of the bob weight to ensure the bob weight remand level in operation and that there was only a small area of the underside in contact with the base plate. On original bob weights it is most likely that the 'tit' on the underside has been worn down or totally worn away and that there may also be 'witness' marks attesting to this on the base plate. Modern replacements may not even have had the 'tit' in the first place.

I had an old small needle roller bearing in my junk box that I dismantled, freeing the individual rollers. These rollers measured around 3mm in OD and 5mm in length. As you read on you will realize the roller dimensions are not critical.

Then looking at the base plate of a dismantled (and bugged) ATD I noted that the witness marks from the original bob weight 'tits' were 1 3/8" away from the bob weight pivot pin.

Using some scrap metal, I started drilling some holes using whatever drill bits I had to hand till I found a drill bit that created a hole that was a snug fit for the roller end on.

Then using the chosen drill bit, I tentatively drilled a hole in the underside of the bob weight, 1 3/8" away from the pivot pin hole. The hole also needs to be close to the inner face of the bob weight, that will in position be closest to the centre.

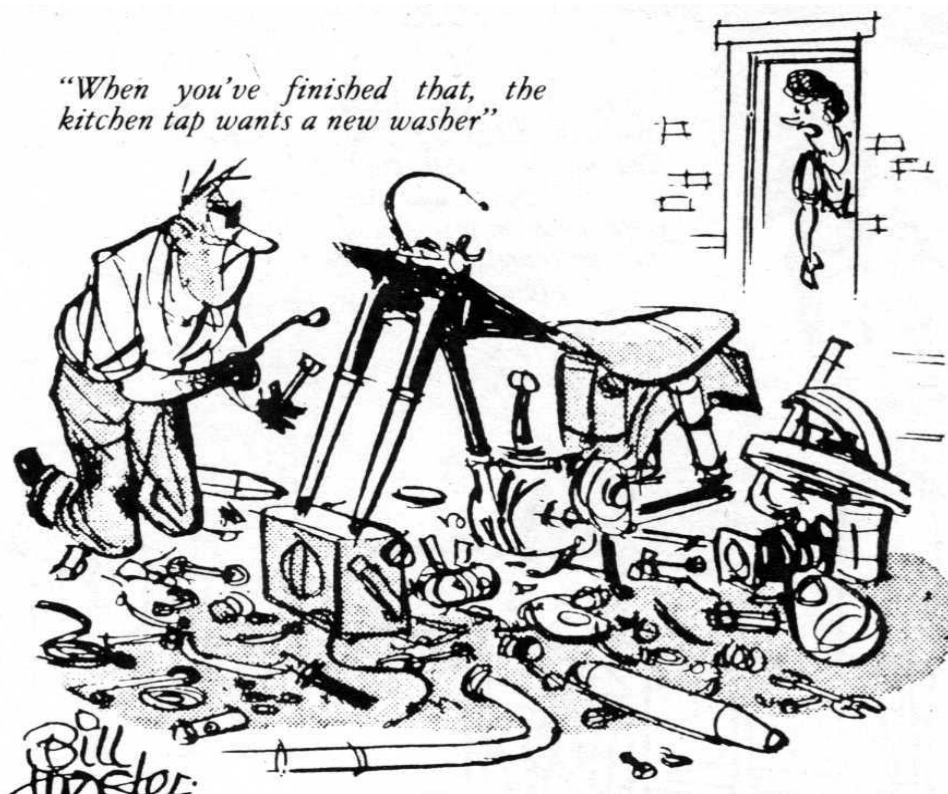
The drilled hole needed to be deep enough for the roller to go into it with a bit more than 0.030 protruding. With the roller out of the hole I applied Loctite 660 retaining compound to the roller then quickly pressed it into place – you need to be quick as the 660 is also very quick in 'grabbing'.



After allowing 24 hours for the Loctite to fully cure, using very fine jewellers' files, I reduced the 'tit' created by the end of roller down to approx. the same height as the protrusion at the base of the hinge post, I also aimed for a domed profile in order to minimise the size of the contact patch – aiming for minimum friction.

The picture, left, shows my 'finished' bob weight with the 'tit' recreated as described. Also pictured are some of the rollers I salvaged in order to help create the missing 'tit'.

Of course, you need to do this to both of the bob weights.



Buy, Swap n' Sell

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

SELL: Mercedes-Benz Valente 2012

Will fit two Vincents easily for rallies. It's been serviced on a consistent basis, and accident free one owner car. I am only selling this car because I'm buying an upgrade (another Benz). This 2012 Mercedes-Benz Valente is in fantastic condition as it has been regularly maintained with below 52,000 km on the clock only that's under 5,700km's a year! Can accommodate 8 people or 2 large motorcycles and 2 people, I have removed the quick detachable seats for all of its life to carry bikes so they are in as new condition; the car still has the plastic carpet protection fitted which is normally taken out on pre-delivery, a couple of light supermarket trolley "dings" are on the door, beside that the body is fine. All shackles fitted for tie-downs and storage space is considerable

SAFETY FEATURES:

This car has passenger airbag. This car has driver airbag, ABS brakes, rear parking sensors, side airbags, rollover stability control, brake assist and front parking sensors. It has 6 airbags fitted for your protection with an ANCAP safety rating of 5.

Optional Vision package fitted (Bi-XEON headlights) and a genuine tow bar and weather shields fitted You don't get that in a Korean knock-off!



MORE FEATURES: Using the multi-function steering wheel, listen to your favourite music and answer calls without taking your hands off the wheel. This car has leather steering wheel, rear air conditioning, hill holder, power steering, front power windows and cargo tie down hooks/Rings. Luxury of 2 zone climate control. This car has 17" alloy wheels, bluetooth, cruise control, iPod connectivity, USB audio input, front colour display screen and remote central locking. New \$500 Century AGM Battery just fitted, as well as a genuine MB towbar and MB factory weathershields.

It will come with a Victorian roadworthy certificate. The Victorian registration is paid for the next 7 months until Dec 2021. All books & spare keys with vehicle just A\$35,000 firm.

Ring Phil Pilgrim in Australia: 0400 009 252

Service Providers

The Service Providers listed have been used with a degree of satisfaction by OVR readers in the past. Just because they are listed does not imply an endorsement of them by OVR.

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 Taking 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 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

Paul Goff, UK: A massive range of electrical spares and replacements including 6 and 12V quartz Halogen bulbs, LED lamps, solid state voltage regulators and lots lots more. Ships Worldwide. PayPal accepted. See Paul's website for more information www.norbsa02.freeuk.com

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

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 use these. Contact Paul Holdsworth of the VOC Chicago section c/o pl_holdsworth@yahoo.com Located in Chicago IL USA.

Nuts n Bolts:

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

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

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

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

Small Parts & Bearings, Australia: Has an extensive range of small parts and bearings and also spring steel shims an an amazing range of sizes. More info at www.smallparts.com.au

Restoration Services:

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

Ken Phelps, Australia – Qualified aircraft engineer and builder and daily rider of Norvins for over 30 years, who has the skill and experience to carry out overhauls, rebuilds, general repairs and maintenance to Vincent HRD motorcycles. Full machine shop facilities enabling complete engine and chassis rebuilds, Painting, wiring, polishing, aluminium welding and wheel building. Ken Phelps Phone: (61+) 0351760809 E-mail: ogrip400@hotmail.com . Located in Traralgon, Victoria, Australia

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

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

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

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

Tyreman M/C, Australia: Highly professional and reasonably priced motorcycle (and car) tyres, 102 Chifley Drv., Preston, VIC. Ph 03 9480 0911 ask for Ari ([disclosure – OVR gets its motorcycle tyres here](#)). www.tyremanmc.com.au
