



# The Oz Vincent Review

*Edition #55, October 2018*

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



**Cover Photo – The inaugural gathering of members of the international Vincent H.R.D. Owners Club at the formation of Vincent Riders Victoria Inc, an association of like-minded folk committed to supporting the ideals, objectives and rules of the international VOC.**

**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.

# Breaking News !

Welcome to the latest edition of The Oz Vincent Review. In this introduction there is some breaking news!

As a world exclusive this editions front cover features the members of the newly formed VOC Section-In-Waiting, **Vincent Riders Victoria** Inc. (VRV). A group of like-minded folk with a passion for Vincent's, fair play, a respect for the rules and a desire to have fun.

Any member of the VOC, with a VOC membership number, who is prepared to do the same is welcome to apply to join this new VOC section-in-waiting.

As you can see from the photo VRV is a family focused group, so if that sounds like what you think a VOC section should be and you want to know more about it send your expression of interest to [mem.vrv@gmail.com](mailto:mem.vrv@gmail.com) and a VRV membership application pack will be emailed to you.

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



Melbourne, Australia.  
Email: [ozvinreview@gmail.com](mailto:ozvinreview@gmail.com)

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## Letters To The Editor

Hi Martyn

Just come across your fascinating OVR web-site.....what have I been missing all these years !!!!!!! You have come across my name & association with NRO 365 in your Edition 40 of OVR.....so you may be surprised to know that I'M STILL HERE !!!!!!!.....though somewhat older now (I'm 76), but none the wiser.....

I've still got all my records & photographs from my Vincent ownership, & still have a nostalgic look at those wonderful times, from about 1962 to 1967, yet sometimes it feels just a couple of years back in my memory banks !! I've now got a hell of a lot of catching up to do, by reading all your issues of OVR on line....so. Looking forward to that immensely !!

Best wishes.....Keith Biddlestone (Wolverhampton, UK)

Hello Martyn,

Thanks for another great magazine 54. Regarding the front photo of the young lady on the Vincent, if you noticed the brake adjustment you must be getting old.

The thing that horrified me was the open face helmet she was wearing. When I was looking at buying a helmet I mentioned buying such a thing to a nurse girlfriend of mine. She suggested I come to the hospital and meet one of her patients. He had one, but he was missing his face from the eyebrows down.!

I have since happily worn a full face helmet. Bugger fashion.

Brian Mcmillan, Queensland, Australia

Martyn,

I was very interested to read the piece by Doug Young who I know through AMOC. While I have no direct knowledge of how the Australian Border Force attempt to "manage" their third party asbestos inspections, I suspect I have enough personal experience with similar contracts to be able to suggest it has transpired as follows:

1. The ABF get revved up about asbestos in old cars and bikes, on top of everything else they have been revved up about.
2. Not having the time or know how they go to a commercial tender for the services. The tender is very vague and loosely defined, because the ABF do not know enough about what they are calling tenders for. They get some generic advice which they pay for and the tender is just dollars per hour, dollars per test, etc...
3. Tender gets awarded to cheapest bidder, who probably doesn't have a clue about classic cars and bikes.
4. ABF simply "farm out" the work and fail to constrain or manage the asbestos investigations, budget considerations notwithstanding. Third party soon figures out they will get paid for doing as much as they want to do, and so their low dollar bid for the work turns into a cash cow. Simply put, they can investigate away and the ABF will pay!! Drilling old motorcycle frames to look for concealed asbestos is simply a function of the imagination of the investigator seeking to maximise their invoice, and the ABF simply pays without asking questions! I assume these charges are simply passed on to the importer.

I am reminded of the Chinese when they were hosting the Olympics in Beijing. At that time Beijing had a significant rat problem and the government wanted to clean up. Their solution was to offer a hefty bounty on dead rats but all that was required was to present the tail off the rat to collect the bounty. This culminated in truck loads of rats tails being transported in from as far away as Urumqi to collect the bounty!

My point is that human nature is human nature and is tilted towards self interest. If I'm right about how the bullshit about the ABF asbestos investigations then the root cause has as much to do with capitalism and self interest as it does with government bureaucracy. There is a player in this game who has a clear profit motive and is not being held back.

When I imported my Rapide in 1987 I dealt with a government bureaucrat face to face standing right next to the machine. It was easy. He was as enthusiastic and as interested as I was and he had nothing to gain by making the process difficult or making it take longer than it needed to take. I'm also certain he would have not wanted to attack the Vincent with a drill looking for asbestos in places where it would never have been in the first place.

Regards, "Oscar the Grouch"...



[More on this topic within this edition]

# Event Calendar

<b>2018</b>	
October 27-28	Vincent Riders Victoria Winery Lunch, members only.
November 11	Vincent Riders Victoria Monthly General Meeting
November 16-19	VOC NZ Annual Riders Rally, Northland, NZ. Email to <a href="mailto:beatin@xnet.co.nz">beatin@xnet.co.nz</a> for further details
November 24-25	VRV Annual Riders Dinner, members to contact <a href="mailto:sec.vrv@gmail.com">sec.vrv@gmail.com</a> for more info
December 2	Bendigo Historic MC Club swap meet – email <a href="mailto:madeandpaul@gmail.com">madeandpaul@gmail.com</a>
December TBA	VRV Christmas Event – details to follow
<b>2019</b>	
March 22 -24	VOC NZ 2019 Annual Rally @ Otago. Email <a href="mailto:beatim@xnet.co.nz">beatim@xnet.co.nz</a> for more info
June 3 - 19	VOC International Rally; Belgium and Austria. More info to follow also see MPH
<b>2020</b>	
tba	International Jampot Rally in Nelson, New Zealand for AJS & Matchless bikes. Contact <a href="mailto:nipper@nipper.net.au">nipper@nipper.net.au</a>

## VOC Annual (UK) Rally 2018

Saturday August 4th 2018 and still in the grip of a scorching and unusual heatwave here in the UK!

Having given our 1950 Comet a quick check over and filled up with fuel the day before we decided to set off for Westbury on Severn and the Apple Orchard camping and caravan site where the Mid-Glos section had arranged the Annual UK Rally.

We are not campers and had booked a room for the night in a Premier Inn about 10 miles from the campsite. We were travelling fairly light with a full top box and tank bag, setting off mid-morning in glorious sunshine. The first 20 miles went smoothly before encountering a huge queue down in to the Tiverton roundabout. It is single lane and double white lined but there was no way we could sit in the traffic so we had to break the rules and trickle down the outside frequently the wrong side of the lines. On to the motorway M5 heading North first stop Taunton Deane services for a sandwich and for Linda to have a stretch.



*Ken Phelps superb Norvin*

Our route was to take us over the old Severn Bridge and then up the A48 on the Welsh side of the river but chatting to a truck driver he said the bridge was closed Plan B then! Right up to J11 on to the A40 and check in the hotel before riding down to the rally. By now the Comet was playing up and reluctant to start each time we had to stop, adding to that the road we wanted back down to the rally site was closed and it had taken so long to ride the 150 miles that it was

now 16.30 in the afternoon. We had missed the run out and also the concours we then wimped out left the bike at the hotel and took a taxi to the site with the arrangement for him to pick us up again at 22.30 after the meal and entertainment.



*Top photo: VOC Chairman, Jacqueline Bickerstaff's, unrestored Tourer*

*Other photo: David Stanley and daughter. The bike took third place in the Concours*

The Apple Orchard site was perfect for the rally with level field for the numerous tents and motorhomes. We checked in and straight to the bar for a drink and to be greeted with 'where

have you been ? ‘ from our friends. Everyone had experienced the heavy traffic and road closure problems especially on the run out where some riders got lost and a few broke down and had to be recovered. Peter and Sue Holmes, Roger and Jane Stretch from our West London section were camping, Peter had brought the club ‘A’ Nigel as well as his ‘D’ Comet replica in their van. Roger and Jane were on their ex Ken Bagley outfit. Peter let R and J ride the ‘A’ for the runout.



*Roger and Jane Stretch from VOC West London Section*

Overseas were represented by Ken Phelps from Australia with his beautiful Norvin and our friends from Germany, Erik and Sybille Schellhaas who had an unusual motorhome mounted on a Land Rover chassis and towing a trailer with their Comet.

Eventually we were called to the barn for the delicious meal and entertained by a Country and Western group called ‘The Stories’. They were really good and there was some spontaneous dancing down the middle of the barn. All too soon the evening was over and our taxi was waiting for us and back to the hotel.

A huge thanks to the Mid-Glos for a very successful Rally on a lovey site, a pity we were late.

*Ron and Linda Thomas, UK*

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Thanks to the generosity of Alyn Vincent, from Australia, OVR is able to bring to you in serialised form, the continuation of the reproduction of the Vincent H.R.D. Instruction Book for the Universal Two Stroke Engine originally published over 60 years past.

2nd EDITION

OCTOBER 1956

1/9

POST FREE



Universal Two Stroke Engine



Instruction Book  
and Spare  
Parts List



Vincent Engineers (Stevenage) Ltd.

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Now adjust the gaps in accordance with the engine makers' instructions. Always remember the golden rule: never try to move the central electrode. It is embedded in "Corundite" which cannot bend. Move the earth electrodes only.

- (d) **Decarbonize** the engine approximately every 250 hours. This time is dependant on the type of use the engine has had and the type of petrol and oil used. A good indication that an engine is in need of decarbonization is a noticeable falling off in power.
- (e) **Cylinder Head.** Remove the sparking plug and undo the four nuts and washers securing the fuel tank bracket and the cylinder head. On Direct Drive model also remove the aluminium cowl. The head can now be removed and it will be noted that NO gasket is fitted between head and barrel. All carbon deposit in the head and on the piston crown should be carefully removed with a suitable tool taking great care not to damage the soft aluminium piston.
- (f) **Cylinder Barrel.** With the cylinder head removed, it is possible, with the piston at the bottom of its stroke, to clean out the exhaust and transfer ports. This can best be done with the silencer removed. Note the gaskets that are fitted should be replaced when they are disturbed to ensure an air tight seal on re-assembly. Care must be used when cleaning the ports to ensure that the shape and size is not altered in any way.
- (g) **Piston Rings.** Should it be necessary to remove the piston, the following procedure should be carried out: with the cylinder head, etc. removed as above, undo the four nuts that secure the crankcase end plate. The big end assembly is visible now that the plate has been removed. Note the gasket which is fitted to ensure an effective seal. Hold the mainshaft in a vice with soft jaws, taking particular care not to damage this shaft. Unpeen the socket countersunk screw and remove with Allen key. Remove the big end outer thrust washer and now lift off the crankcase and con rod, still holding the mainshaft. Take care not to lose any of the fifteen  $\frac{3}{16}$ "  $\times$   $\frac{3}{16}$ " rollers and take off the big end inner thrust washer. The piston complete with con rod can now be pushed up through the barrel, *but* before withdrawing this assembly from the crankcase it is important to remove all the carbon ridge at the top of the barrel with a scraper. Failure to do this will probably result in broken piston rings.



Mark the inlet and exhaust sides on the crown on underside of piston as well as the left hand and right hand side of the con rod. Whilst on initial assembly both parts may be installed either way round, it is recommended to re-fit the piston and con rod in the same way as they have been removed from a used engine.

The closed gap of the piston rings when new is '009" ('23 mm); a slightly wider gap will not affect the running of the engine in any way. Side clearance of the rings in their grooves is '003"- '0035" ('076-'089 mm.). Rings which have developed excessive side clearance or lost their strength in service, should be re-newed. Both rings should be completely free in their grooves but the keepers which prevent them from rotating should be tight in the piston.

Wire circlips retain the gudgeon pin in the piston. It is essential that these circlips are a good fit in their grooves; the use of new circlips is recommended whenever disturbed.

## **Re-Assembly**

This is merely the reversal of the dismantling procedure. The points needing special attention are as follows :

- (a) Ensure that the piston and con rod in the barrel are in the same position as originally and piston rings are in correct position.
- (b) Note that the crankcase is re-assembled with the induction port in the same position as removed.
- (c) When the eye of the con rod is slipped over the crankpin ensure that the inner thrust washer is in place on the crankpin and the fifteen rollers are liberally oiled. The outer big end thrust washer is securely held in position by locating peg and Allen screw, the flange of which is staked into a drilled hole in the outer thrust washer.
- (d) Ensure that the gasket either side of the crankcase is in good condition and that the cutaway on inside of cover plate faces the cylinder liner.
- (e) The cylinder head can be fitted in any position, as it is symmetrical. Tighten down evenly, taking care not to over tighten. Do not over tighten the silencer securing nuts. Renew exhaust flange gasket to ensure air tight seal.
- (f) Pack the outer mainshaft roller bearing with good quality high melting point grease; it is necessary to pull the pulley fan off the mainshaft on the belt-drive models to carry this out.

## IGNITION EQUIPMENT

Should it be necessary to replace any component of the "Vincent" magneto, the following procedure should be followed:

**Condenser:** After removal of the inspection cover, merely undo the 4BA cable clip screw and lead wire.

**Contact Breaker:** The removal of the contact breaker as a unit is accomplished with the bearing housing and condenser removed. Detach the low tension lead of the stator from the contact breaker 4BA screw. Unscrew the 2BA nuts and lift off the contact breaker complete. Further dismantling of the assembly for cleaning or renewal of points merely involves removal of the split pin and spring retaining screw. The moving arm can then be lifted off; the adjustable contact point is removed by undoing the 4BA screw.

**High Tension Lead:** The lead is a press fit on the stator end wire, the joint being insulated by shellac after attachment to avoid shorting on the bearing housing. The cable used is 7 mm. dia. 18" (46 cm.) long.

## TRACING FAULTS

If it should be necessary to use this list, follow the instructions carefully and it will save time and trouble.

Symptom	Cause	Remedy
<b>Engine will not start.</b>	Lack of fuel.	Check fuel contents in tank. Open fuel tap. Clear any obstruction in fuel filters or hose.
	Engine cold.	Prime carburettor for ten seconds
	Air lock or neat oil in carburettor due to oil and petrol not having been pre-mixed.	Unscrew jet and allow petrol to flow through carburettor for 20 seconds, re-assemble and make sure that oil and petrol are correctly mixed.
	Jet blocked.	Unscrew jet and clean by blowing through. Do not use wire to clear jet as this is likely to cause enlargement of the calibrated jet orifice.
Carburation.	Air leakage on carburettor mounting.	Rectify any air leaks on carburettor mounting clip or induction pipe flange.

Symptom	Cause	Remedy
Ignition faults.	Sparking plug defective or fouled.	Dismantle plug, clean thoroughly (also inside of body), re-assemble re-gap and re-fit. Always fit <i>new</i> plug washer if available.
	H.T. Lead adrift or shorting.	Check all connections for tightness.
	Defective interference suppresser.	To locate fault, run engine temporarily without. Renew the suppresser cap if necessary.
	Contact breaker sticking on pivot, points oily, dirty, or not seating squarely; spring fractured.	Remove parts, clean contact breaker points, oil pivot, re-assemble and re-gap.
	Electrical breakdown.	Have stator and condenser tested by local electrician, ignition expert or Vincent Service Depot.
<b>Engine runs erratically.</b>	Obstruction in fuel supply.	Dismantle fuel line and/or carburettor, clean thoroughly.
Splits through carburettor, mixture weak, air leaks.	Carburettor loose on adaptor.	Tighten clip.
	Carburettor induction pipe loose on barrel.	Tighten nuts of retaining studs, renew gasket if damaged or defective in any way.
	Crankcase air leaks.	The two-stroke engine relies on crankcase compression for correct operation. The crankcase pressure will be seriously reduced by any gas leakage on the faces of the cover plate or inner bearing housing. It is also essential for the mainshaft oil seal to be in first class condition. Dismantle engine and re-assemble carefully, paying particular attention to good sealing of the joint faces. Re-new oil seal if necessary.

Symptom	Cause	Remedy
Engine "four-strokes" under load, mixture rich.	Carburettor floods.	Re-new float if punctured. Check for distortion or damage of the needle and/or seating.
	Starter rod not seating.	Re-new cover with starter rod assembly if rod worn or damaged in any way or if the return spring is too weak.
	Air cleaner clogged.	Dismantle air cleaner, rinse element in clean petrol or re-new filter gauze element.
Engine misfires when warm.	Excessive arcing at contact breaker points indicating condenser failure.	Re-new condenser.
	Wires shorting inside outer bearing housing due to damaged wire insulation.	Re-new wires as necessary.
	Wires slack on terminals.	Tighten retaining screws as required.
Engine lacks power.	Sparking plug loose.	Tighten sparking plug, re-new washer if necessary.
	Cylinder head loose.	Tighten cylinder head nuts evenly.
	Piston rings worn, fractured or stuck in their grooves.	Re-new rings as required.
	Piston scuffed or seized.	Remove slight signs of scuffing with a smooth file dipped in methylated spirit. Never use sand paper or emery cloth. Re-new piston if damaged or badly scored.
Engine overheats.	Piston, exhaust port, pipe or silencer badly carboned.	De-carbonize engine and exhaust system, not omitting to thoroughly clean transfer and exhaust ports.

Symptom	Cause	Remedy
<b>Engine is sluggish in response to throttle.</b>	Throttle cable stretched.	Take up cable adjuster on carburettor cap, not omitting to tighten the locknut. Remove air cleaner to make sure throttle slide is fully lifted when the lever is open.
	Jet partly blocked.	Remove jet, blow through to clear. The use of wire for cleaning the jet is not permissible, but a bristle may be used.
	Contact breaker points burnt or incorrectly gapped.	Re-face points with an oilstone and re-set gap to '014"-'016". The gap tends to decrease in service and <i>must</i> be re-set if smaller than '012" (3 mm.)
<b>Engine Noises.</b>	Stator limbs loose, fouling magnet.	Tighten stator.
	Cylinder head joint leaking.	This will produce a whistling noise. Rectify as indicated above.

## NOTES

(1). It is possible to run this engine on Vaporising Oil, with a minimum octane rating of 50, with the same proportion of recommended lubricant added to the fuel. Unless the engine is originally supplied to run on Vaporising Oil, it is *essential* that the following alterations be made:

Main Jet size altered to No. 52 ('520 mm.)

Low Compression Cylinder Head (4'8 to 1 instead of 6 to 1).

To complete the conversion it is necessary to purchase the fuel tank with two compartments, and a double banjo and bolt for the carburettor. The engine will only start from cold on the normal Petroil mixture; switch over to Vaporising Oil after approximately 5 minutes. Turn off Vaporising Oil and allow the carburettor to run dry to stop the engine.

(2). The whole of the foregoing instructions apply equally to the 100 c.c. Vincent Universal Engine which is identical except for the following:

Carburettor: Choke 12 mm., Main Jet 54.

Bore: 50 mm. (crankcase width increased  $\frac{5}{16}$ " )

Power Output: (continuous) maximum 2'1 b.h.p. at 2,500 r.p.m.

# Asbestos - some heartening news.

After eighteen months of relentless bad news on asbestos and eye-watering horror stories of destructive testing at Australian docks, there is finally some good news for importers of vintage and classic vehicles.

Hope comes in the form of a small asbestos certification company located in a quiet leafy lane in rural Gloucestershire. It's not exactly the sort of location that springs to mind when mummified in Australian red tape, but the UK is full of surprises and the principal - David Sollis - is a pioneering character who thrives on challenges. David also happens to be a vintage and classic car enthusiast with a passion for speed at historic Pendine Sands, the legendary home of Babs and numerous world land-speed records throughout the 1920's.

I first met David in the small village of Newnham-On-Severn in 2015 when he was out for an evening stroll with his two children. Newnham is a pretty if unremarkable village situated on the banks of the River Severn - a long and meandering watercourse famous for its unusually high tidal bore. The bore is often tackled by wayward Aussie surfers looking for something different, but I was in Newnham for an annual tour of duty. My mother lived there before she passed away in 2016 and David lived just a few streets away.



*David Sollis on the Pendine sands*

Having imported a number of classic cars myself over the years, I can say the tough Australian asbestos laws were a challenge to negotiate when they were unleashed in 2017. Early advice was confusing and difficult to obtain, import agents were scrambling to make sense of it all, and as far as I could tell, no-one had actually imported a vintage or classic car without coming to grief at Australian docks. So when a good friend and myself decided to import two classic cars in June 2017, we had no idea what to expect on arrival in Brisbane.

Fortunately, we were capable of tackling most of the necessary mechanical work ourselves, but the list of items kept growing and it soon became evident that we needed an asbestos specialist to help with the import approvals. We needed someone to tick off replacement parts, approve the work carried out, and provide the essential documentation - an Asbestos Survey. Naturally, David Sollis was the first point of call, but at that stage he had only tackled building and industrial products. Not surprisingly, he was bemused when he heard about the new Australian restrictions, but he was all ears. In fact, it would be fair to say that he experienced one of those elusive 'light-bulb

moments'. A new business opportunity was up for grabs and David had no intention of letting it pass by.

David would undoubtedly resist describing himself as a knight in shining armour, but he was certainly a sight in a shiny asbestos suit, especially when practicing asbestos alchemy in the inner sanctum of his workshop at Flaxley. It was there that I witnessed some remarkable non-invasive testing techniques. The exact procedures are a closely guarded secret and my life would be at risk if they are revealed here. Suffice to say, David was instrumental in helping us achieve a successful and relatively painless import approval for both cars without any anticipated hiccups along the way.

I called in to see David again this year and the 2017 light-bulb moment had grown into a full-scale operation to cater specifically for Australian Import Approvals. It was yet another example of an overseas business benefiting from over-regulation in Australia. This was a tale worth telling and David was happy to answer a few questions over an obligatory cuppa and a generous supply of chocolate digestives from the bottom drawer.

When did you first become interested in vintage cars?

*"At the age of 9 at Pendine Sands in Wales. I learned to drive there in my dad's Moskvitch and I've been going ever since. This year I managed to squeeze 117 mph out of a 1930's Ford, but I hope to top that next year!"*

How long have you been working in the asbestos industry?

*"I started my Asbestos Consultancy in 2003. Before that I was a building surveyor with 30 years experience in the building industry."*

How many cars have you tested for Australia since the asbestos laws were implemented?

*"My 20th car just arrived in the workshop this week and another one is due in later today."*



What cars have you tested so far?

*"A Bentley Continental, a Borgward Isabella, an E-Type Jaguar, a Ferrari 456M, an Iso Rivolta Lele, Triumph Stags, MGB's, a Jeep Wagoneer, several Mercedes, Porsches, and a Porsche Tractor! Oh, and a Triumph Tiger and a Brough Superior SS100."*

What was the most challenging?

*"A Mercedes 450 SEL. The engine bay is particularly tight and obtaining samples for testing was a real challenge."*

Did you uncover any unexpected horrors?

*"Some cars that have been 'restored' are anything but. One even had some MIG welding wire still attached to the sills! Others were bought sight unseen at auctions and they were supposed to be rust free, but they weren't. Wiring is the most shocking. No-one seems to know how to make a proper crimped / soldered joint these days and heatshrink seems to be a thing of the past."*

I meant asbestos. Did you find anything nasty?

*"It's pot luck. Some cars are asbestos free, others have it everywhere. Not only gaskets and brake or clutch linings, you can find it in underseals, insulation, Bakelite knobs, even bonnet tape!"*

Do you enjoy your work?

*"I have a small team of mechanics and we also work on classic cars for hill climbs and routine maintenance; anything to keep classics on the road really. That's over 40 years playing with cars,*

bikes and trucks. To be able to combine my passion for classic cars with my day job is a dream come true."

Do you see the asbestos industry as risky business?

Yes. The asbestos industry is undoubtedly a high risk environment, but as with any hazardous material there are different degrees of risk. For example, the exhaust heat shields on a 1960's E-Type Jaguar are a very high risk friable material that readily releases asbestos fibres. However, with asbestos based bituminous vehicle underseal it's almost impossible to release the asbestos fibres from within the material and it's also unlikely to degrade.

How do you see the future?

"I can't speak for Australian regulators, but our business is growing rapidly. We recently booked 10 Bristols for an Australian tour in 2019 and more cars are coming in every week as word spreads."

At that point, David suggested starting up the Pendine Ford, but the terrifying machine was only fitted with stub exhausts and the noise was ear-splittingly painful. I was thankful that it was buried behind a line of customer cars otherwise he may have insisted on a demonstration run. Besides, I had another appointment to keep.

Warren Mitchell - aka Alf Garnett - once said,

"If medals were awarded for red tape, Australia would win Gold, Silver, and Bronze."

He certainly had a point, but in this instance David Sollis and overseas parts suppliers have struck gold as Australian car enthusiasts are forced to fork out yet more money from the sidelines.....

For more information contact:

David Sollis, **Survey Services Ltd**, The Old Forge, Flaxley, Gloucestershire, GL14 1JR.

<https://www.survey-services.co.uk/>

Tel: +44 1452 762721. Mob: +44 7919 100629

E: [david@survey-services.co.uk](mailto:david@survey-services.co.uk)

*An OVR contribution from © David Fryer, Sept. 2018.*

## BHMCC MOTORCYCLE ONLY SWAP MEET



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# Detailed Restoration Routine for the CYCLE PARTS OF THE Mk. II KSS AND KTT VELOCETTES

by DENNIS HARDWICKE

ALL Mk. II Velocette frames were basically unchanged throughout their life, although one or two minor modifications were made to the steering damper, fork damper and horn bracket.

Fitted with Webb forks, the frame was of the cradle type and was sturdily constructed. With one or two exceptions, the factory holds stocks of spares and, even where a part is not replaceable, an alternative arrangement is available, ensuring that the machine can be kept on the road.

Bronze bushes were used in the forks, and, as these bushes and corresponding spindles can be obtained from the factory, reconditioning should be a reasonably simple proposition.

The frame-head angle was 63°, and the solo trail 2½ in., at which figure the wheelbase was 55 in.

## Front Forks

Between 1936-38, the two models were fitted with a Webb 650 B. and D. (DS) fork; this had link-spindle centres of 3¼-in. top and 3 11/16-in. bottom, respectively. The spring length was 8½ in., with a rate of 140 lb. per in. An alternative top link for side-car work had spindle centres of 3 in. and was used with an 8½-in., 160-lb.-per-in. spring. In 1939, the fork was changed to a Webb 650 SS, in which form the 8½-in. spring had a rate of 150 lb. per in., and, later, a single-plate, bolted steering damper and side links in which the section had been increased from ¾ in. to 9/16 in.

Both top spindles were 7/16 in. in diameter, both bottom spindles ½ in.; all were made from a toughened steel with a tensile strength of 45 tons per sq. in. If replacement spindles are made up, cast-steel bar should not be used. Obviously, longer spindles are needed for the forks with the 9/16-in. side links.

The early forks had a multiplate damper with a forked centre plate; the fork engaged a boss on the head lug. On later forks, the damper had a single friction disc and the steel plates were attached to the frame and forks by set screws.

For those who contemplate fitting Velocette telescopic forks, it must be noted that the forks used on the current spring-frame machine have special head brackets and cannot be used with rigid-framed machines.

It is unlikely that the owner will contemplate straightening bent fork tubes, for in this case the assembly should be returned to the factory. Reconditioning is likely, therefore, to be limited to the replacement of steering-head bearings, fork spindles and fork bushes. If any one of these items is worn enough to need replacement, it is probable that the others will also require attention. In any case, spindles and bushes must be renewed together.

Although pitted bearings can be detected without dismantling the fork, it is preferable to inspect each part separately. To do this the forks will have to be removed.

## Dismantling

It is assumed that wheel, mudguard and headlamp have been taken off and that the forks are ready to be dismantled. Unscrew the steering damper rod, pull it out and take

away the star spring and locating plate. Loosen the head bracket clamping bolt and take off the lock nut. Undo the bolt securing the top fork spring lug about ¼ in. and tap it smartly with a wooden mallet (this will loosen the lug), then remove the bolt. As the top head clip is tapped upwards, hold the forks in the head lug. When the head clip is free, the forks can be lowered from the head lug.

Each head bearing contains 19 quarter-inch balls and these, together with their cups and cones, should be replaced if pitted.

The lower end of the spring need not be removed from its lug unless it is intended to renew it. It may be said that the spring will only require renewing if, when in action, the steering damper is "bottoming" on the mudguard, or if it is noticed that two adjacent coils are closing independently of the remainder of the spring. This indicates local fatigue and the spring must be renewed or it may fracture.

Each pair of spindles—top and bottom—must be removed together. To do this, take off the nuts on the nearside of the spindles, remove the nearside link, grasp the offside link and pull both spindles clear. Do not lose the four spacing washers. The lower spindles can be dealt with in the same way but, in addition, the bolt that secures the shock-absorber plate to the girder must be taken out.

Use a 7/16 in. drift to remove the lower bushes, tapping each one out from the opposite side. A ¾ in. drift will be needed for the top pair. New bushes can be pulled in with a suitable bolt and should be line-reamed when installed. A pilot reamer is available only to "works fitters," but an alternative solution is to use a machine reamer, 7/16 for the top bushes, ½ in. for the bottom, in a lathe. Set the reamer to run true in the chuck, centre the opposite bush with the tailstock centre and feed the reamer through slowly, maintaining pressure from the tailstock. It is important not to "lose touch" with the tailstock centre.

## Re-assembly

Re-assembly is a reversal of the dismantling process and there are only two points to watch. When assembling the lower rear fork spindle, remember to engage the steering damper saddle. Fork adjustment is effected by turning the squared end of each spindle, and it must be remembered that all threads are normal right-handed threads. Thus, from the offside, turn the spindle anti-clockwise to eliminate clearance, clockwise to increase the clearance. The spacing washers should be just free to turn without side play, when the nearside links are locked firmly against the shoulders on the spindles.

Turn the spindles a little at a time when making the adjustment, for this is an operation where it pays to "hasten slowly."

## The Front Wheel

Taper roller bearings were fitted to the front hubs of all Mk. II Webb-fork machines. The part number for these bearings is KS 18/2. To remove them, take off both wheel spindle nuts and withdraw the brake backplate. Unscrew both the locknut and the bearing adjustment nut from the spindle at the end opposite the brake, and remove the dust cap. With a soft drift, drive the spindle through toward the brake drum during which process the inner part of the bearing on the brake side will, with its dust cap, come out with the spindle, and the nearside inner bearing will fall free.

If replacement is necessary, the outer tracks will have to be driven out of the hub from opposite sides; this will destroy the inner grease retaining washer, so new washers should be ordered with the replacement bearings.

Do not intermingle the new bearings—keep each inner and outer section together on re-assembly. Put the new grease-retaining washers in first with the concave side outward, press or tap in the outer track until washer and bearing track are hard up against the shoulder machined in the hub. Repeat this process on the other side. Slide the inner part of the bearing on to the brake end of the spindle until it abuts against the ground shoulders, and slide the spindle through. Assemble the remaining inner part of the bearing, push both dust caps into the hub and put the dust-excluding washer, the adjusting nut and lock nut on to the spindle. Adjust the bearing so that there is the barest minimum (about 1/64 in.) play at the wheel rim, ensuring that the wheel revolves freely on the spindle at all points.

New linings should be fitted to the brake shoes—the brake is 7-in. diameter—and the pull-off springs checked to ensure that both are undamaged. If the brake-cam lever is removed, do not forget to replace the felt washer that is located between lever and the bush. Grease the cam spindle sparingly.

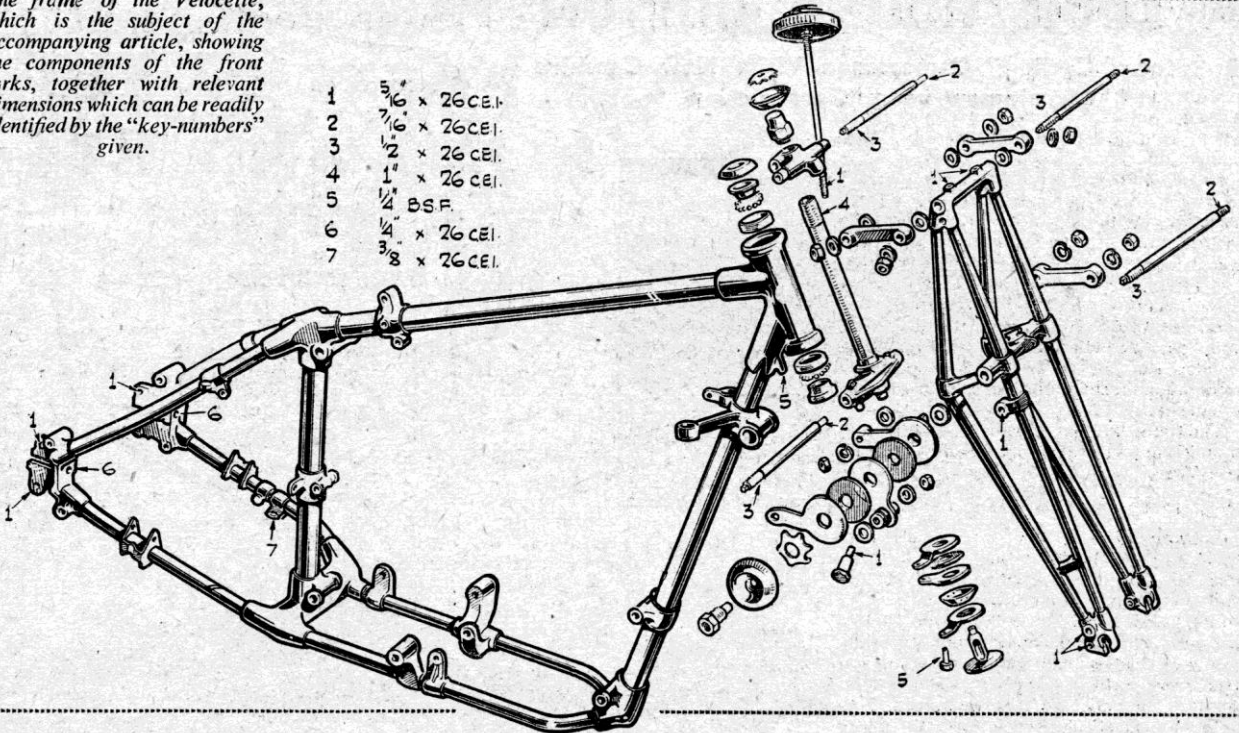
A flat distance washer separates the brake backplate and bearing, and when this is in position, the backplate can be installed. Take care to mesh the driving gear of the speedometer gearbox with the gear pressed on to the hub. Replace the distance piece outside the brakedrum, the two spindle-nut washers and spindle nuts.

## The Rear Wheel

Ball journals were used in the rear hubs, which were, therefore, non-adjustable. These journals are Velocette part number KS 18/3.

The frame of the Velocette, which is the subject of the accompanying article, showing the components of the front forks, together with relevant dimensions which can be readily identified by the "key-numbers" given.

- |   |                  |             |
|---|------------------|-------------|
| 1 | $\frac{5}{16}$ " | x 26 C.E.I. |
| 2 | $\frac{7}{16}$ " | x 26 C.E.I. |
| 3 | $\frac{1}{2}$ "  | x 26 C.E.I. |
| 4 | $\frac{1}{4}$ "  | x 26 C.E.I. |
| 5 | $\frac{1}{4}$ "  | BSF.        |
| 6 | $\frac{1}{4}$ "  | x 26 C.E.I. |
| 7 | $\frac{3}{8}$ "  | x 26 C.E.I. |



Rear wheels were quickly detachable, the hub being secured to the brakedrum with three capped nuts. A replacement chain sprocket could be fitted if wear made this necessary, for the sprocket was bolted to the brakedrum.

To remove the wheel, the wheel nuts must be taken off and the spindle unscrewed from the offside. As the spindle is withdrawn, the distance piece will fall away. Lift the wheel off the studs on the brakedrum.

A soft punch is necessary before the bear-

ings can be removed, and this, made of brass or aluminium, should be 9 in. long, reduced at one end to just under  $\frac{1}{8}$  in. for a distance of  $\frac{1}{2}$  in.

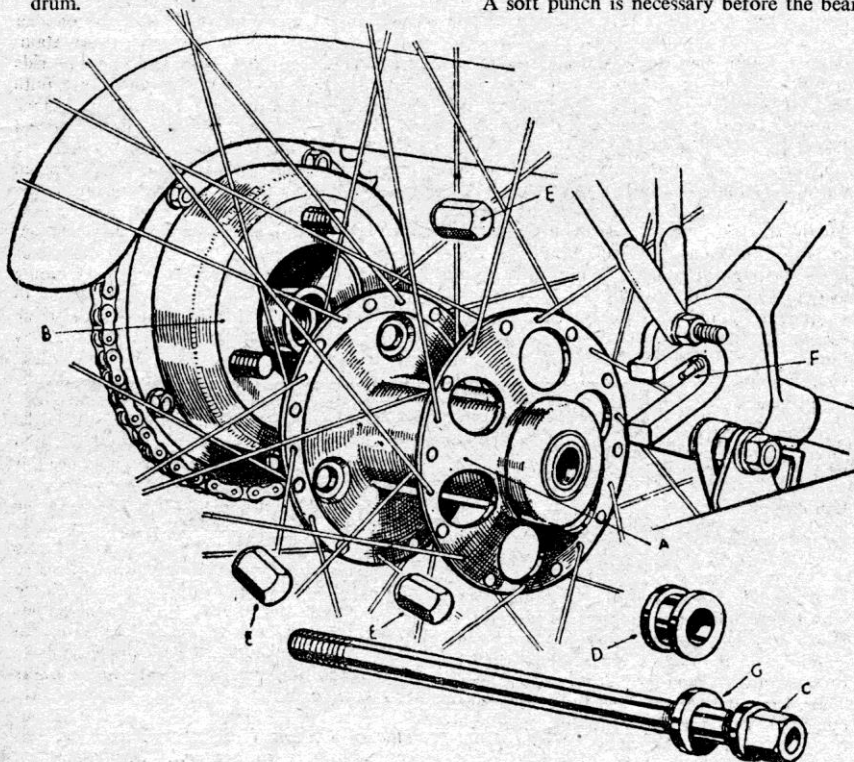
A hollow axle will be seen in the hub and the reduced end of the punch must be fitted into this axle from the offside of the machine, and the axle, together with the journal on the brakedrum side of the hub, can be driven out with a hammer. The nearside dust cap will come out with the bearing. Returning to the offside of the hub, a retaining ring, which locates the offside bearing, will be seen beneath the dust cap. This must be removed with a peg spanner; it has a right-hand thread.

Replace the hollow axle from the nearside, and with the drift, knock out the offside bearing.

Grease-retaining washers, similar to those used in the front wheel, will be noted behind each ball journal and, if they are damaged when the bearing is driven out, replacements must be ordered.

If new bearings are to be fitted, the offside race should be pressed into the hub, packed with grease and the retaining ring screwed in and tightened. Fit the nearside bearing to the shorter of the two ground, reduced sections of the axle, and drive the longer end into the offside bearing. Repack the nearside bearing with grease and install the dust cap. Push the offside dust cap into position and the wheel is then ready for installation.

The rear brake shoes can be relined (the brake diameter is 7 in.) and the shoes reassembled. On 1939 models the rear brake-cam spindle was increased in diameter from  $\frac{1}{2}$  in. to  $\frac{3}{8}$  in. If the backplate is damaged and needs renewal, the replacement parts must therefore include a new cam spindle and brake-cam bearing steady.



Hub details of the Velocette q.d. rear wheel. A. Hub. B. Brake drum. C. K.O. spindle. D. Distance piece. E. Wheel nuts. F. Chain adjuster screw. G. Washer.

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

**Post war Vincent twin gasket set** includes:ET106, PD14, ET105, 2 each ET102, ET182/1, ET1801 and 2 each ET181. US\$52.46. Also ET 140 Clutch cover gasket available, US\$14.56

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Pack and post is additional

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



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### Spares:

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

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

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

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

**Fastline Spokes**, based in Broadford, Victoria, can supply Australian made spokes for just about any bike. Owner Bruce Lotherington manufactures spokes to order with a turn around time of less than 1 week. For more info see [www.fastlinespokes.com.au](http://www.fastlinespokes.com.au) or phone (+61) 0411 844 169

**Union Jack Motorcycles**, Australia: Full range of Triumph, Amal and control cable parts, plus an extensive range of Vincent parts. Ships worldwide. More info at the website [www.unionjack.com.au](http://www.unionjack.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](http://www.norbsa02.freeuk.com)

**VMS**, Holland: 2x2 leading shoe brake kits for Vincents; high quality 30mm wide 4 leading shoe system. Email [vspeet@vmsmetaal.nl](mailto:vspeet@vmsmetaal.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](mailto:pontricoul@gmail.com) for more info.

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

## *Nuts n Bolts:*

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

**Precision Shims Australia**: All types of shims made to your requirements, ships worldwide. More info at their web site [www.precisionshims.com.au](http://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](http://www.keables.com.au)

## *Restoration Services:*

**Steve Barnett**, Australia. Master coachbuilder and fuel tank creator who does incredible workmanship; located in Harcourt, Victoria. Ph +61 3 5474 2864, email [steviemoto@hotmail.com](mailto: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 E-mail: [ogrilp400@hotmail.com](mailto: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](mailto:grantwhite11@bigpond.com)

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

**Terry Prince Classic Motorbikes**, Australia: Specialises in development and manufacture of high performance components for Vincent motor cycles. For more information visit the web site [Click Here](#) or telephone +61 2 4568 2208

## General Services :

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

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

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

**Dyson M/C Engineering**, Australia: Wheel building, Crank rebuilds, Bead blasting, Rebores & Engine Rebuilds and more. Located at 12 Chris Crt., Hillside, Victoria. Phone 0400 817 017

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