

# SCANDINAVIAN VINCENT CLUB

**Dear reader.**

**This is an experiment to find out how our club magazine could be translated into English using Google Translate. Here is an attempt for our magazine INFORMATION no 102.**

**Just one thing: We only made a quick attempt to check and correct what Google Translate accomplished, so there may be things to laugh at.**

**And it does not contain all pictures, so keep your paper magazine next to you.**

**Don't be surprised if you find the name Vincent translated as Wine Cent.**

**We made a translation of the Nostalgia article from our 2021 Rally into German, also using Google Translate. And had a great laugh when we learned that the speed record in USA was set by a Rollie Kostenlos in Badehose!**

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**Front page: You meet the nicest people on a Honda, the commercial once said. And it seems that a Vincent doesn't just draw interest from older guys ...**

**From the left: Anna Kollnert, Ann-Sofi Riedel, Anna-Lena Hultgren, Carola Freier, Ulrike Sievers, Waltraud Burhop and Agnes Löfqvist.**

**Last page: Jimmy's machine in Sardinia hösten 2022. "The trip was 3,000 km in total, with about 1,500 km on the highway. Three ferries, two auto trains. Nice weather, one day I hit a heavy rain shower but then I dried my clothes in a laundry place. The Vincent chopped a little from Livorno towards Innsbruck, so I disassembled the carburetors and it ran fine afterwards."**

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### The best soft gift of Christmas!

Calle has some plans for a "Calletur" that will perhaps go via Norway and Nordkapp. It is a nice trip and just around midsummer, when the meeting takes place, it is possible to experience how the sun circulates almost the entire lap around. You would like to see the Northern Lights as well, but then it should be dark. Norway is stunningly beautiful. When I went to Nordkapp on my Comet, I was amazed that it was 840 km between Luleå and Nordkapp but in practice it took 1.5 days and it's nothing to talk about.

One of the Germans who was involved had a GoPro camera so he filmed almost all the time and it was wonderful.

In the future, the supply of spare parts may be even easier through 3D printing. VOC Spares sends out a time-limited drawing file and then you go to a "metal 3D printer company" around the corner that prints the part. Locally produced and you avoid the postal service's customs fee.

You do not need to bring any parts, you just enter on the phone what you need and you have it. Repair by the roadside will be something completely different from today.

Although the cautious can always bring a small box of stuff that is good to have ...The planning for next year's meeting in Vindeln is difficult for my private part. My son graduates, the middle daughter finishes 3 years of university education in Kalmar and my oldest daughter finishes a 5-year upper secondary school teacher education in Lund. I'll probably have to try to find a deputy in Vindeln to cope with the children myself.

Plan and prepare. It is not impossible to drive to Vindeln! Believe me, I know. I've done it, 😊

*God Jul och Gott Nytt År !*

**önskar Mats Johansson**

**Long-distance riders Calle and Börje have made two long journeys down the continent in late summer and autumn.**

**And you can always learn something new. Like the importance of bringing an extra tire tube. Of the correct type.**

**And that rainwear is very good to have.**

**If you could also have had built-in AC to withstand 42 degrees of heat, it would apparently also have been very handy.**

**Summer weather changes on the continent are not to be played with!**

First on the program was the French Rally in northern France.

The distance was about 1000 km one way.

But first of all, the ferry from Gothenburg to Kiel was involved.

And it started well. Almost.

At the height of Vårgårda and with about 70 kilometers to go to the ferry, Börje got a puncture, a long decking screw straight into the tyre!

He quickly set about changing the tube.

With routine, it would soon be fixed. However, more than routine was required. The

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valve on the tube brought was larger than the hole in the rim! The tube was to be used in conjunction with a tubeless tire/rim.

What to do now? The clock was ticking.

He calls Calle who takes a battery power drill off the shelf and sets off northeast towards Vårgårda and Börje.

They fixed the rim, assembled it all, pumped the tyre, checked and then looked at the clock.

It may still work. Barely.

In summary, it can be said that they drove as fast as Börje dared. It then turned out that the pressure in the rear tire was only 0.5 kg.

Down to Gothenburg, along the traffic routes, towards the ferry terminal.

The margin was not on their side. It was two minutes off. The staff at the ticket office apologised. They then lifted the phone and made a call, but no. The staff responsible for loading said a definite No.

### **Tickets were not rebookable.**

But the girl in the office felt sorry for Calle and Börje and new tickets were still issued for the next day.

So with a day's delay, things didn't turn out the way they intended from the beginning.

That is, no small pleasant rural roads through central Europe towards France!

Instead, it became a motorway via Hamburg and Antwerp.

"What a traffic," Calle said. It was dense with lorries in both right lanes and long queues past the big cities. A tough ride day.

Calle rode on his Egli twin and Börje on his 70-year-old Rapide which was renovated a few years ago. Both machines ran brilliantly. The meeting place was in Merville, Normandy. The 50 or so participants lived comfortably in something resembling a convalescent home.

Nice excursions as well as first-class lunches were arranged. There were about 40-50 visitors and about twenty Vincent machines.

These were hot days with temperatures around 42 degrees.

When they planned the return trip, it would be a little cooler to go via the mountain areas of the Ardennes, they thought.

- Well, hey. It was just as hot there! It is simply not possible to cool off by riding with an open visor when it is above 42 degrees.

Once home, they reloaded for the next trip. Now it was a matter of a three week Vincent meeting in Austria and Italy.

The route involved driving to Ystad and from there taking the night ferry to Swinoujscie in Poland.

"It arrived in Poland early and it was good to get started with the driving."

In Dresden, they made perhaps the trip's most sensible purchase in the form of rain gloves and a rain gear for Börje. Calle had already bought new rain gear at home.

Reasoning: "You can't be lucky with the rain gods for eternity!"

Via small roads, they then made their way through Poland, Germany, the Czech Republic and Austria without single metre of highway driving. Also, without getting much rain. On their way to the meeting in Wagrain, Austria, they visited the firm British Only, among other places.

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They sell a lot of parts for British motorcycles and are also involved in the project to revive the venerable brand Brough Superior, you know the favorite brand of T.E. Lawrence, Lawrence of Arabia, among others.

Once in Warain, Anders L met up with his Rapide. Anders shared his experiences of "losing" his chain on the highway, an experience you can do without.

About 30 participants, but only about eight who ride a bike to the meeting site. Nice accommodation and good food as always at the meeting in Austria.

Among the most impressive excursions in Austria was a trip to ice caves where the guide shone his way with, not a lamp, but with a roll of magnesium band that burned with an intense light.

*Caption: Almost arrived in Wagrain for the first part of the rally. Good roads and nice weather. However, the rest of the week looked to be going bad.*

### Visit to Red Bull

Other memorable goals were a visit arranged by host Mischa Schartner at Red Bull who sponsors, among other things, an F1 team!

There were shown F1 cars and a bunch of other gadgets with a Red Bull connection.

But they also got a special tour of Red Bull's private aircraft hangar where planes and helicopters were serviced, as well as a visit to the workshop where maintenance and manufacturing of aircraft parts were carried out. Do we need to add that the floors there were dust-free and the next mirror-like?

They were allowed to enter a four-engine passenger plane, a 1958 DC-6 aircraft in which VIPs were flown to and from F1 races. The VIP people could relax in a plane with a luxury interior with soft leather armchairs, polished wood with intarsia inlays and more. The renovation of this aircraft had taken 90 men no less than three years!

We ordinary mortals probably play in another league. Something to ponder when your bike gives you a little ache in the rear end from riding!

On the way down to the Italian part of the meeting, they took the opportunity to pay a visit to the newly opened high-rise MC museum in Timmelsjoch, you know the one that completely went up in flames a few years ago! The collections now once again consist of amazing machines, rare and beautiful in every way.

- Strong sun, but only two plus degrees. Calle has mounted a thermometer to the handlebars. The continuation south into Italy included an idiosyncratic scent experience as they drove two miles through huge apple orchards.

### Special overnight stay

Overnight at Lake Garda. The hotel was a bit special. Price tariff for renting rooms overnight was probably one thing. But there were also options to rent rooms by the hour! The few hotels in the surroundings were all fully occupied so they just take what was offered. Mirrors in the ceiling both over the bed and the jacuzzi were included in the concept.

(Since this is a family oriented magazine you hold in your hand, let us refrain from more accurate descriptions of the possibilities of the flexible tariff, or the current deals that the establishment allowed. So to speak ...)

The venue for the Italian meet was in Asti, near Turin. About 25 participants. The number who actually drove their Vincent there has thinned out, this year there were five.

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During the meeting, the Italians arranged, among other things, an excursion where they learned almost all there is to know about grappa. This was serious business. No smelly moon shine junk. The aged grappa was treated as the finest whiskey and sold to naive tourists in bottles, stated to be 35 years old.

### **The first plan was to return via Poland , but ...**

To avoid the three-lane highways, a more easterly route was chosen, almost the same as on the way down. As soon as they entered Austria, however, the rain began.

With the recent news of an attack on gas pipelines in the Baltic Sea, they then suspected that their ferry from Poland might not depart. Therefore, there was now a change of course, now aiming for Kiel.

Torrential rain and 2-9 degrees all the way from southern Austria to Kiel. Ok, they actually had a dry spell between Lüneburg and Hamburg, about 100 km.

As mentioned, it was a wet event. In the form of German rain, that is.

"We drove 600 km in pouring rain," Börje recalls.

However, the rest of the trip home to west Sweden went well. A total of about 6000 km and the machines ran flawless all the way.

## **Bike riders in pants arrested!**

In 1916, the two sisters Adeline and Augusta van Buren became the first women to cross the United States on solo motorcycles. They had to deal with many obstacles. One of them was that they repeatedly were arrested by police. Because they were dressed in pants!

Saying that times were different, seems to be today's Understatement!

Refer to the book "Grace and Grit. Motorcycle Dispatches from Early Twentieth Century Women Adventurers".

## **Scandinavian Vincent Rally 2022**

**Good organization, Good luck with the weather and many participants on interesting machines!**

**Can it get any better?**

**The annual meeting in Sjögestad outside Linköping was a nice meeting for everyone involved.**

About 60 participants had arrived there on 32 Vincent machines.

Extra interest was drawn by Anders Håkansson's home build in café racer style. A Hedlund 1000cc sidecar cross engine in an ISR frame (Ingenjörfirman Sven Rising).

A test start was, of course, done, to everyone's delight.

Some members had made it to the meeting on machines other than Vincent. And that's OK, too..

Worth mentioning are Nimbus, BSA pre-warrior, Ducati, Triumph, HD, Honda and BMW.

### **As 60s rockers**

It was otherwise a special experience for those who kept a little track of the parking lot in front of the motel rooms.

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People gradually arrived in thunderous gangs like the worst 60's rockers. The Danish gang arrived with a lot of noise and after a while the Småland gang came with Tomas Johansson, Lennart Pettersson and Stig Gustavsson who had not let themselves be stopped by something as simple as a puncture.

Then the Skåne gang came from the south on four machines and after them the couple Anna and Börje Kollnert on Börje's Rapide. The couple Henry and Ann-Sofi Riedel came together on Henry's 1000 cc Egli.

A Long Distance award should have gone to Klaus-Dieter Sievers who came from Norrland on his Comet. A neat trip of 900 kilometers, one way! But somewhere that awards ceremony was forgotten! Apologies to you, Klaus-Dieter!!

The restaurant served really tasty food in the evening. We could choose between chicken in cream sauce and pork tenderloin with fried potatoes.

Then the crowd of interested people around Anders Håkansson's ISR machine thickened. Yes, the 100 horsepower engine started with a rumble!

Many were the questions and Anders described in detail the design and his contacts with Hedlund about modifications.

Patrik Olsson offered another show when he unveiled his 1330cc engine from Fritz Egli Jr. He had brought the engine in the trunk of the car!

### **Various excursion destinations**

Saturday's breakfast was of pure hotel standard (!) with most that a newly awakened, hungry SVC club member could desire!

Afterwards, participants prepared for various excursions. The editor ended up with Kjell Malmström and Jan Stigsén at the Air Force Museum in Linköping. No connection at all to two-wheelers but worth a visit anyway.

A tribute to the organizers Anders Håkansson, Mikael Amundin, Göran Jakobsson and Dag Fraser for everything, including them following the new idea of not arranging a joint excursion but instead recommending excursions to different destinations worth seeing. Help from Jan Stigsén should also be mentioned. Among the excursion destinations were Motala Motor Museum, Vadstena Castle and Boxholm Mill Museum.

The annual meeting did not offer big surprises. Re-election of five members.

Jörgen Rutegård talked about the Eezer project with practical light motorcycle ambulances to help people in Africa in remote villages. A simple system for getting, for example, soon-to-be mothers to a clinic in an environment where roads can be bad and ambulances few.

The next meeting will be brimming with nature experiences. Jörgen Rutegård talked about the planning and promised flowing rapids and midnight sun for the 2023 SVC meeting in Vindeln north of Umeå.

Jimmy Clemmensen then held the popular auction and carried out the job with finesse.

And we have gained several new members! Among them are Lars Frandsen and Jacob Garder, Denmark. From Sweden Inge Jonsson, Patrik Ellert, Nisse Berglund and Gustaf Ormin.

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Saturday's dinner. It didn't go off for hacks! Veal fillet with red wine sauce with, among other things, raw fried potatoes and browned black cabbage. After that, vanilla pannacotta with raspberries.

### **Nocturnal entertainment?**

Saturday night passed much like Friday night with a lot of "hygge" as the Danes say.

Discussions, questions, new discoveries on machines you haven't seen before!

Perhaps the only question mark was what happened late at night! Who on earth was it that started his machine with a roar in the middle of the night, revving his engine as if in an emergency!! And woke up almost everyone who slept! Well, gradually the machine fell silent and the owner climbed off his long-distance machine with his dented gas tank! Only our good upbringing refrains us from revealing your name! But please note, mister, your actions have been observed!

(Ok, just joking!)

### **Sunday. Travel Day.**

As before, a hefty breakfast for those who wanted to!

Then followed the packing of machines. Farewell to friends, new and old. Discussions about the itinerary homewards.

And the time to go. Group after group left a well-organised annual meeting with, hopefully, good memories and plans to come to next year's meeting in northern Sweden!

No significant breakdowns during the journey home appear to have occurred.

A Nimbus couldn't stand the Swedish fuel. However, the driver was able to roll down a hill back to the gas station and rectify the matter.

Jan Stigsén tightened an exhaust nut and Torbjörn Nilsson had a fuel stop. Something that was quickly sorted out by Anders Lincoln who stopped and helped.

A tire explosion on a Danish machine also occurred. A little unclear how it went.

Now Michael Burkert from Hamburg tells us about his long journey here and what it was like on Sjögestad.

Text: Johan Ulff

## **Some were lucky. Lucky enough to get a prize!**

My latest big trip was to the Scandinavian Rally in July. I went with the bike to Kiel and took the night ferry from there to Gothenburg where I was picked up by Calle Sjöblom for one of his famous "Calle-Tours" to the rally site.

The weather forecast was frightening with gale winds and rain, but in the end it was sunshine from the first mile to the last. Johan Ulff and two others joined us during the ride so we reached with four Vincents and one modern bike relatively trouble free the

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motel in Sjögestad.

Relatively because at the last stop for refueling I felt my kickstart crank going easily down without engaging the engine to turn. A friendly push start helped to overcome the problem and we reached safely our destination.

The morning after I took the kick start cover off just to find a broken circlip G27 smiling back from the bottom of the cover. Cheap little part, but if you don't have one in spare, fun is over!

Calle took his phone and found a friend nearby who was also coming to the rally and would bring a spare one. So we waited quite some time for his arrival just to find out that another fellow had taken his luggage in his car hours ago and a little box of circlips was already since long on the rally site! Well, in the afternoon the problem was fixed and everything nailed together again.

As we boys from the Calle Tour arrived one day early, we could welcome the next day the other participants from Germany, as there were Ernst Hegeler, Thomas Frahm with Carola, Holger

Reeder with Waltraud, and Klaus Sievers with Ulrike. They all came by vans for one or the other reason. Michael Kamper and Erhard Rüttgers had planned to come with Ernst in his van but some days earlier Michael's mill in Grevenbroich had burnt down, leaving him without any motorcycle and a lot of troubles with police and insurance. Erhard had some Covid problems earlier and decided to stay back for safety reasons.

Later also the other participants dropped in and we could enjoy a nice dinner in the motel's restaurant. The motel was said to be the oldest one in Sweden while the one we were hosted in 2016 in Fleninge was said to be the first one! Now you can choose...

Saturday morning I did a nice tour with Jimmy Clemmensen and his friend to an automotive museum with lots of interesting cars and some motorcycles, but nothing about Vincent. Thought I, but after visiting the rest room which also was made up in some historic style I saw a magazine there opened up at a page explaining the history of the two Phils! Well then, at least... Back at the site we arranged for the lineup which showed an impressive number of 32 Vincents!

In the evening the usual annual meeting of the SVC was held where I was granted the "Lucky Bastard" award for my little circlip problem.

Well, a bottle of Australian wine in exchange of a broken circlip is not such a bad deal after all!

Sunday morning. I skipped my plan to go back to Gothenburg and take the ferry, instead I loaded my bike into Ernst's van so he would not have to go all the way back driving alone. Another Scandinavian Rally was over with the utmost impression that, although you see the guys just once a year, when you get there you are integrated in their community in lightning speed as if you had just seen them last time yesterday. Thanks for the hospitality folks, and hope to see you again in 2023!

**Michael M. Burkert**

Foto: Johan Ulff, Jan Stigsén.



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# Anders built his own ISR café racer

Admittedly, this is a Vincent meeting, but sometimes very interesting machines appear among the members. Anders Håkansson, who also owns a Vincent 1000, brought his ISR with Hedlund 1000 engine to the meet. Nisse Hedlund built engines that were mostly used in sidecar motocross in Sweden. But it was in connection with a drag race that Anders saw teams with Hedlund engines roaring away down the strip. And a seed was planted about 20 years ago.

Anders was looking for an engine for many years and at the same time had thoughts of a Featherbed or Seeley frame. About five years ago, he got his hands on a Hedlund 1000 engine. He also got a tip from the seller about the Rising frame. The engineering firm Sven Rising is best known for its production of racing brakes, but has produced frames as well.

- The construction itself probably took two years. Then, from first start to full operation, another two years. Thought I had to redo everything three times.

*Caption: Cleverly recessed blinkers in the frame tube.*

The gas tank came as it was from England. A mid-size Manx tank, but in order to fit a carburettor there was no hesitation. With both Hedlund's and Rising's ideals of putting function first, Anders put the saw in the new aluminum tank! A friend of Anders' welded and the cutouts were a fact. The engine's breathing is taken care of by two Dell'Orto 40 mm with both accumpump and floater from Ducati 900 desmo -70s. Anders has made the exhaust pipes himself from stainless parts for a car exhaust system. Getting the motor into the frame and getting the chain to track was not the easiest thing. A 70s Ducati has contributed with the rear swing. The electrical system comes from German company Sachse and has variable ignition curves. Fontana 250 mm takes care of the braking and in the rear sits a Triumph/BSA conical hub. Damping and suspension are managed by Öhlins in the rear and Ceriani in the front. Ingenuity was necessary and the oil tank solution was a reverse Manx oil tank.

- The idea was to make a café racer that suits my everyday use, says Anders. And it seems that Anders has succeeded!

Text and photo: Johan Ulff

## New member

### Jacob Garder

I am very grateful to be a member and was happy to meet most of you at Linköbing meet-up last too. I have always loved British motorcycles. And my first bike was a Norton 750 featherbed Commando when I was 18 years old, some 25 years ago. I have always been a big featherbed fan and ever since I first lay eyes on a NORVIN I was sold. I absolutely have had this as my dream bike for years.

I am fortunate now to have 2 NORVIN 1000 projects in the making. Ever since I made a NORVIN 500 with a friend, the 1000 was a definite target for the bucket list. Dreams coming true with great help from people in this great Vincent club. First of the 1000 NORVINs is a genuine 60s series D build from Hasting in oily rag condition, ready to ride next summer.

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The other is a project in the making. A '62 Manx rolling chassis with a series D engine, that Egil recommissioned and Martin is building with me. Hopefully on the road next summer too.

My fascination of the Vincents also go for the more pure bread Vincents. I lucky to carry on the responsibility of Jimmy's very correct '48 Series B originally sold to Copenhagen and now still riding in Copenhagen. A very beautiful, reliable and powerful bike. Hope to see more of you on the road and when we have the chance to meet again.

### The English Miller's Vincent

Remember the rumor in the last issue about the forgotten Vincent machine? Member Micael Kyander has investigated the matter further.

It must have been shortly after I moved from Malmö to Södertälje to start a job at Scania's export department, after March 1981 that is.

Can't remember who it was, but apparently a well-initiated person, who mentioned it.

We would probably have been on a motorcycle tour and come back via Järna which is just south of Södertälje and passed Saltå Kvarn which is visible today from the highway. I'm probably on my shaking machine Laverda 750 SF.

"There's a Vincent Black Shadow in there, barely visible it under all the flour." said this "someone."

### Left behind

"There was an Englishman who came there on it, applied for a job at the mill and got it. The Vincent was only put in the mill and left there:"

So what, I thought, not very impressed with Vincents. The thing is, in the early 70s, I got into a "gang" where everyone, and everyone they knew, rode or owned Vincent/s. As the youngest and also riding a mere 500cc, I was not at the top of the ladder. That my bike was a beautiful silvery Velo Thruxton didn't help much. Maybe I even became a bit of a bully victim, maybe. The guys were Karl-Axel "Pipp" Klarberg owning both an Egli and a Rapide and later also a Comet, Bo "Wasa" Olsson with a Serie D, Roland Fröjd, Rapide, Oskar Ekstrand with Rapide, Torbjörn Nilsson, Mats Munklinde, Kalle Borg, Arne Johansson, Bo "Ribban" Andersson.

### Long-lived reputation

So the Shadow in the mill was just something I terrorized my fellow passengers with when I for some reason passed Saltå Kvarn, which has happened countless times. And even though I was alone in the car, the thoughts popped up on the Vincent in the mill. Why had he, the Englishman, come here? Tired of Thatcher? Unhappy love in England, or happier such in Sweden... or just unemployed? How did he get here? With any of the ferries that served Sweden / Denmark and the UK in those days? Or via the continent, but not so likely with a continent tour on a Vincent, well ... Though maybe that was the reason he ended up in Järna, the Vincent might have broken down, when he got there, that's probably why it was also standing there, in the flour pond...

In the end, the unlikely happened, I became Vincent owner. Pipp's Egli, the only stylish Vincent I knew of and which I had been yearning for since first I saw it at the Motorcycle Fair in Malmö in 1970, became mine after about 45 years of nagging. And just by chance, a Rapide from Norrland also entered the garage. Don't really know how I was thinking

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there, but obviously Vincent's interest had woken up.

Saltå Kvarn stands where it stands and while commuting between my homes in Österlen and Stockholm it was inevitably passed.

One day last spring, I turned on my blinker, slowed down, and turned off. Now damn, the truth about the miller's Vincent would be revealed! Maybe it was just a myth! A silly rumor.

Getting into Saltå Kvarn's office was not easy. First, understanding where it is located, was a challenge. When that difficulty was overcome, there were locked doors that stood between me and the truth.

A phone list at one of the doors gave clues as to how to reach key people at the company. The top four on the list didn't respond so I was about to give up, but a gardener stood raking leaves at a house. "How do you find someone who works at the mill?" I asked. "They have a board meeting today, so it's probably hard right now. But that's the CEO over there. But maybe it's not him you're looking for," she replied. But indeed it was.

### The mill had burned to the ground

Jonas Regnér is relatively new to the post, he was not there in the -80s. He had never heard of a motorcycle in the mill, and if there had been, it would have been in the old mill, which burned to the ground many years ago.

So that is it, I thought, but Jonas promised to check with an employee who has worked at the mill since she was 13 years old and recently retired.

Jonas Regnér then showed me around. And it became quite clear that in these shiny well looked after rooms there could not possibly be an dusty old Vincent hiding.

A bit depressed, deprived of an old myth, I continued in my car south. One myth less but a nice acquaintance richer.

### A turnaround?

But I hadn't reached far before the phone jingled!

A text message from Jonas: "What is your e-mail? I have something to tell you!"

Almost ditch driving out of excitement. yes, I know. No texting when driving, but this was important!

Had it existed? Had it burned in the fire? Had the bike been moved to another shed and forgotten, just waiting to be "discovered"? Or? The imagination ran wild, and I almost floored it, to quickly get home and read the email from Jonas.

Once home, this was in the "mailbox":

"Hey Michael!

Now I've been doing some nosing around, and one of my co-workers Lena E, who started at Saltå Kvarn as a 13-year-old, has some memories to share. The mill villa mentioned below still stands between the dwelling and the mill, and was for many years the residence of the mill manager and his family.

Today we use the villa's rooms both as conference rooms and for receiving guests. So here, too, is a story...

Lena has just retired after many years at Saltå Kvarn, but works a few hours a week as an "active" pensioner and because she is a fantastic senior who still has a lot left to give.

Like so many others who have crossed the "retirement line".

Below truncated what Lena wrote...

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"Yes, there was a miller, M! And he had his motorcycle in the living room of the mill villa. He was not English but the motorcycle was a Vincent. M had a company in Åkersberga that sold plant-dyed yarn. Yes, he dyed the yarn and sold. When he got the job as a miller at Saltå, he took the yarn stock with him. It was a bunch of sacks of yarn! At some point, he took the motorcycle into the living room of Kvarnvillan to tinker with it. Then it was left standing there.

And on another occasion, all the yarn was to be sorted, so it ended up in the living room as well.

During sorting, the yarn was poured out and so it remained there. We could go in and get yarn if we wanted to, so you waded in the yarn while choosing your color. It probably reached up on the thighs.... The motorcycle stuck up some distance away.

Yes geez!

(Maybe it was that story that turned into flour instead of yarn?)

*Later he took care of the yarn and even the motorcycle was moved out of the mill villa – maybe further out into the mill, no one knows.*

*The motorcycle probably sat first in the hall of the mill villa, and later in the living room, where the fireplace is. I have the image of it sticking out of the sea of yarn.*

*M was a bit of a bohemian you could probably say but he was a kind soul and a jack of all trades. He was very technical and was the one who built the control panel for the "new mill". The one that was replaced with our new control system only a year ago.*

*The control panel showed all the features of our seven-story mill and was the size of a wall. The control panel was also built in the living room of the mill villa. At the time empty of yarn and motorcycle."*

*I've asked Lena to see if there are any old photos of the motorcycle, M or the sea of yarn. We'll see if anything turns up.*

*As you may know, our shop, sourdough bakery and café in the area are very popular destination during spring-summer-autumn. Maybe you should plan a stop the next time all Vincent motorcycles pass by for a coffee and a small tour of the area and to hear about Saltå Kvarns Vincent and visit Kvarnvillan? Just get in touch.*

*Best wishes, Jonas"*

Yes, so it had existed! Now it was just a matter of finding out where it is today, or was it moved into the mill that burned...? In the next issue of Information, the last part of the truth behind the myth of "The English miller's Vincent" is revealed.

## Reminder of the risks with our hobby

Many stories in the Vincent Club are pleasant memories of various excursions. With or without hardships. Here's Jimmy's machine after an April crash on the highway at home. The upper bracket to one of the front fork's struts had broken. Probably cracking.

Jimmy made it but there was a lot to repair!

He got the machine together for the meeting in July 2022 in Linköping. Well done!

But most importantly, there weren't any major injuries.

Photo: Jimmy Clemmensen

## SCANDINAVIAN VINCENT CLUB

### Locking ring mounting tool

The locking ring to the valve shaft on Vincent can be really tricky to mount.

Anyone who has a lathe can produce a similar tool as in the picture. A sleeve and a conical stick. The locking ring is first threaded onto the conical peg. You then have more opportunity to push over the locking ring on the valve shaft. Without tools, it's easy for it to say sproing, and the ring is gone forever! The tip is from Facebook where unfortunately no measurements were given.

### Tomas' place was the meeting point in 2022

The Skåne man Torbjörn (dark sweater with red sleeve) saw no problem in taking his Rapide the 240 km to the spring meeting. Well done!!

**In the spring, a small spring meeting was arranged at Tomas J in Småland.**

**Neville Higgins entertained us with short stories from his races on various tracks and hill races in England in the 60s. Numbers and other things were carefully recorded in now somewhat yellowed notebooks.**

We had an excellent lunch at the local golf club and afterwards we got coffee and homemade cake in Tomas' "man cave" where a four-valved Comet engine was also on display. We visited the workshop and checked out his various projects.

Everyone was happy after this full day. A tribute for a nice meeting to Tomas and Ann-Sofi!

Also later in the year, in October, the idea of a similar get together came up in connection with the birth day of the club's nester Neville Higgins. A reason as good as any.

22 participants were greeted with coffee and buns by Tomas and his Ann-Sofi.

Tyre kicking and a visit to Tomas' man cave. Later on a visit to Tomas' workshop and inspection of different engine blocks and cylinder heads that were in for processing.

Then it was time for pizza that Tomas and Ann-Sofi have prepared. Even kebab sauce for some of the pizzas!

Afterwards, birthday child Neville showed slides of how to install an American Ford V8 in an English car after making his own reinforcements in the body.

- Rear axle had to be an Aston Martin. Neville took brackets from the original shaft, clamped them onto the new shaft and transported it all to a welder who welded them to the shaft.

Then breathtaking pictures were shown from Scotland and several hikes. Neville and his buddy basically climbed every mountain range they found. A packed day and a nice birthday.

*Caption: Discussing cylinder belonging to Sten B(left). Birthday child in white.*

## SCANDINAVIAN VINCENT CLUB

### Lars Rydberg

Unfortunately, we have to announce that long-time member Lars Rydberg, Hedemora, has died.

He was instrumental in the club's early period and has shared a series of tips on repairs in past club magazines.

Lars and his partner Agneta Haglund (Comet rider) attended basically all meetings up until somewhere in 2015. Most recently, he and Agneta joined us at the 50-year reunion in Hökensås.

Lars kept his machine running in the way they could in the -60s, -70s and -80s when there was a lack of both generators and ignition devices as well as almost all wear parts. For example, timing devices, ATDs, in good condition, were sought after.

Pistons could be taken from a Volvo model, etc. Creativity thrived and it wasn't far between renovations. It was always done at the meetings in the past and it was not small adjustments but large jobs that were carried out on the parking lot with extremely simple tools and not the deepest knowledge.

In addition to other memories, we are reminded of Lars every time we can read his clever tips that can now be found on the club's website.

## 2023 – Vindeln

The first planning meeting for SVC's annual meeting in 2023 has been held.

As mentioned, it will be in Vindeln, 60 km north of Umeå. The location will be Vindelns campsite, with cabins and hotels, right by the river Vindelälven and the rapids, on 16-18 of June. We promise 24 hours daylight and plenty of water in the river.

As usual gathering with food Friday evening, excursions, annual meeting and dinner on Saturday, and departure after breakfast on Sunday. We are looking at a Saturday trip to the motor museum in Vännäs, but also at other options for those who want, such as Buberget in the nearby area and the rapids Mårdsele-forsarna. Prices will be announced after update. The meeting general is Sune Lindberg and there are several of us who help out.

For more information, please refer to [vincenthrd.se](http://vincenthrd.se)