



## THE SILVER SPOKE

THE NEWSLETTER OF THE GRAMPIAN CLASSIC MOTORCYCLE CLUB

April 2016

[www.gcmcc.co.uk](http://www.gcmcc.co.uk)

*Lang may yer lumb reek!*

### Barry's Conundrum....a reply of sorts.

*Last month member Barry Milliner wrote in requesting assistance to identify this engine. Our communal club brains failed to come up with much so I asked around a bit...no-one is certain but some thought the combination of open valve gear in that configuration, and a big flywheel hinted at something French and very old. An alternative suggestion is that it's a Blackburne. Here is the latest update from Barry in his own words:*

John Addison has done quite considerable research through contact with the VMCC which appears to show that it is a **AKD ( Abingdon King Dick)** engine vintage 1928 / 1932. The Blackburne is very similar but mine has gear driven timing gear ?. I had to make a quick trip to Gloucestershire recently so on the way back I made a visit to Sammy's Museum as John had found that they had a 174cc AKD, however the engine turned out to be somewhat different to mine in that the pushrods were at the rear, mine are at the RH side ?. I tried to speak to Sammy but he was at lunch then busy riding a trials bike around the paddock , time was pressing so could not wait. Next stop on the way home was the National Bike Museum at Birmingham as I had info that they had a bike, after explaining my "mission" to the kind man at the entrance he gave me free access ( don't tell the boss), I eventually found the Abingdon but it was a earlier and bigger bike 696cc twin. John is waiting for more

info from the Mark specialist at VMCC, so the saga continues.

It was not a nice run back from East Sussex 560 miles which took 16 hours, M6 was close for 8 hours and then the M74 was also closed south of Glasgow with a 20 mile detour, Ugh!! I should have been on a bike !

See page 2 for a pic of the AKD

### Navigating a mystery object

Crawford Logan asked for suggestions for the identity of the mystery object in the pic below, uncovered during his Norton rebuild.



No-one got tit right, Crawford writes

"After I looked at it all ways and tried to shift it gently (to no avail) I eventually unbolted the mudguard and got it out.

As you can see in the photo it turned out to be a heavy galvanised hinge. It certainly looked as if it might have had a purpose which is why I did not just force it out.

Now how a hinge got wedged behind the oil tank at the front of the mudguard is a total mystery - or was it deliberately put there to confuse storers?"



## EVENTS AND INFORMATION

### Cairn O' Mount

SUNDAY 8<sup>th</sup> May

Deadline for entries Monday

2<sup>nd</sup> May

Be there for one of the key club events of the year!

### FOR SALE/WANTED

Advertise your sales and wants for free! Want a part, got a bike to sell? You can do all that here for FREE! Ads by email please.

### TECHNICAL QUERY?

Need to know how to start your new Zundap or what gunk to seal a tin chaincase with? Ask here!

### WEBSITE

The GCMCC website has information on events; photos and more [www.gcmcc.co.uk](http://www.gcmcc.co.uk)

### CONTRIBUTIONS

Material needed for the MAY [Newsletter](#)

Please send contributions by email!



# THE SILVER SPOKE

THE NEWSLETTER OF THE GRAMPIAN CLASSIC MOTORCYCLE CLUB

April 2016  
www.gcmcc.co.uk  
*Lang may yer lumb reek!*

## BARRY'S ENGINE - ABINGDON KING DICK (AKD)

LEFT: Great picture of an AKD - were King Dick spanners made by the same company I wonder?

RIGHT: Barry's engine. Note the large flywheel, exposed valve gear etc



AND FINALLY.....

.....SOME PICS FROM THE NESCB EGG RUN 2016 - WELL DONE TO EVERYONE WHO TOOK PART AND THANKS FOR THE PICS ALEX RAINNIE

