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jerry hillman

Joined: 26 Jun 2004

Posts: 23

Location: Brentford, West London

Posted: Fri Jul 13, 2007 10:05 pm Post subject: girder forks

Greetings exalted ones....

I (like many others I suspect) am trying to hunt down a set of girder forks for my 1929 Flying Mongrel. I appreciate these are somewhat thin on the ground, but do forks from other makes/models fit? Please excuse my ignorance on this matter, but I was raised on those new-fangled 'hydraulic' forks. For example, are there any makes (Brampton, Webb etc) or models (eg Brampton No. 637) I should be on the lookout for? There are currently a set of forks for a 1930 Triumph 350 on ebay which look promising, although I suspect these may be lightweights.

Suggestions/advice please...

P.S. I have a pair of Dowty oleomatics if anyone wants to swap. No, didn't think so.

Kind regards to all,

Jerry

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jerry hillman

Joined: 26 Jun 2004

Posts: 23

Location: Brentford, West London

Posted: Wed Jul 18, 2007 10:43 pm Post subject:

Just lost out on a pair of forks on ebay - they went for £670!!!!!! Jeez, I'll be selling that kidney then. I've received some interest in relation to my dowties, but I've no idea how much to ask for them. Any ideas, or should I just put them on the aforementioned ebay and see what happens?

Regards,
Jerry

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lewis onions

Joined: 02 Jun 2004

Posts: 79

Location: Coleshill, west Midlands

Posted: Thu Jul 19, 2007 1:46 pm Post subject:

Hello Jerry, I'm no expert on girder forks (if anything) but as no one else has replied I will put my oar in! As you probably appreciate Scott kite forks are

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like the proverbial hen's teeth so you will need to look for a suitable alternative. The late 1920's Flyer tourers had webb forks and I suspect that quite a few of those supplied with Scott forks had these replaced with webbs quite soon after supply.

I have not been able to work out whether those fitted at the factory were heavy-weight or middle-weight webb forks. I have a 1928 Flyer with heavy-weight forks but these are obviously not original equipment. Early photographs however appear to show heavy-weight webb forks whereas later (mid-to-late 1930's) pictures appear to show middle-weight. I have seen both on bikes and of course Brampton forks were fitted for some time in the mid 1930's.

Webbs of some sort were used by a number of manufacturers. I have never seen a pair of heavy-weight webb forks for sale but middle-weight ones are reasonably obtainable. The closest fit for Scotts appears to be Norton webb-type forks which I believe were manufactured by Norton to webb design. These have (in most cases) extra check springs between the top and bottom links but these would appear to be capable of being removed. The bottom links are also different in most cases but I am not aware whether they are capable of modification to look more like the type used on Scotts. Another difference is that the blades have lugs for lamp brackets.

I have a set of Norton webbs which I bought at Netley Marsh last year for (if I remember correctly £320). This was the going rate as there were another set identical at another dealer's stand for the same price. I also have a very rough set of Norton blades only which (if you are desperate) I could let you have. Unfortunately they are heavily pitted and if they need re-tubing the cost is most likely prohibitive.

I am about to arrange for my Norton forks to be renovated and (if possible) converted. A friend has another set which he needs to convert in the same way for his 1929 Norton Model 18 (no check springs then). We are trying to get around to meeting with Ray Daniels (from Bordesley in Birmingham) to discuss our requirements. I understand that he is re-manufacturing pre-war Triumph girders at a price of £1000 ! You might try speaking with him (details not to hand at present - but he advertises in OBM).

Another option is Royal Enfield forks which are again reasonably available but although relatively similar to webbs have the disadvantage of having blades which narrow at the top above the bottom link.

I have not got as far as considering the possible differences in head stock length as yet, but seem to remember that some time ago on this forum there was an exchange regarding fitting Norton forks to Scotts - you could access this via the technicalities web site.

I hope that these ramblings are of some help to you. I am intending to go to Founders' Day at Stamford Hall on Sunday where I would not be surprised to see some webbs for sale. If you are unable to go yourself I could look out for some for you ?

Regards

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Roy Fisher

Joined: 25 Apr 2006

Posts: 27

Location: Coventry

Posted: Sat Jul 21, 2007 5:28 pm Post subject: Girder forks for sale

See item No. 270145547864 on Ebay - currently at £192.00

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Roy Fisher

Joined: 25 Apr 2006

Posts: 27

Location: Coventry

Posted: Tue Jul 24, 2007 6:33 pm Post subject: More girder forks on Ebay

Also item 150143041161 - currently £102

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jerry hillman

Joined: 26 Jun 2004

Posts: 23

Location: Brentford, West London

Posted: Tue Jul 24, 2007 9:09 pm Post subject:

Many thanks to you all for your advice and suggestions. I will have to be patient until the right forks come along, but at least I know where to look now. I think I'm going to flog the dowlies as there's been some interest in them, and put the money towards the girders.

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Erik

Joined: 10 May 2005

Posts: 410

Location: Moerdijk, The Netherlands

Posted: Fri Jul 27, 2007 10:00 am Post subject:

Hey Jerry,

Accidently I saw on the list with ex Jim Best spares the SOC spares scheme acquired this item:

Circa 1937 webb forks, roughly assembled

Maybe this suits you needs?

I do not know if they are still available but you could ask Gill.

Erik

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BRIAN MARSHALL

Joined: 31 May 2004

Posts: 76

Location: East Midlands, U.K.

Posted: Thu Aug 09, 2007 6:06 pm Post subject: Girder Forks

Velocette type webbs as fitted to 350cc models such as KSS,KTP,MAC, etc., are a straight swap, but usually at least £600 for unpitted, straight sets. Ariel girders as fitted to pre-war Red Hunters are also an easy fit and much less expensive than webbs. Hope this helps.

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jerry hillman

Joined: 26 Jun 2004

Posts: 23

Location: Brentford, West London

Posted: Thu Aug 09, 2007 10:05 pm Post subject:

Brian, erik et al - many thanks, it does indeed help a great deal.

Jerry

PS To the North London Section - Sorry about my non-attendance last night but leg still in plaster and pregnant wife with toddler (quite unreasonably....!!!!) refused to drive me to the meeting. Something about being tired and having to put toddler to bed. Outrageous excuses..

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Erik

Joined: 10 May 2005

Posts: 410

Location: Moerdijk, The Netherlands

Posted: Fri Aug 10, 2007 9:46 am Post subject: Re: Girder Forks

BRIAN MARSHALL wrote:

Velocette type webbs as fitted to 350cc models such as KSS,KTP,MAC, etc., are a straight swap, but usually at least £600 for unpitted, straight sets.

As far as I know, my scott also has a velocette front end and this does fit nicely.

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Roy Fisher

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Joined: 25 Apr 2006

Posts: 27

Location: Coventry

Posted: Thu Aug 30, 2007 3:02 pm Post subject: Girder forks

Jerry - for info se Ebay item 250159436906

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efr215

Joined: 06 Nov 2004

Posts: 215

Location: Leigh-on-sea, Essex

Posted: Tue Sep 04, 2007 8:25 am Post subject:

Just in case you are not sorted yet is eBay item no. 250159441373 of any use?

You think you got problems? I've got rusty Downtys. Nuff said!