



# The Oz Vincent Review

*Edition #1, February 2014*

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



Pete Talabach at the 2014 Philip Island Classic with his immaculately prepared Vincent outfit. Read more about Pete's fabulous machine inside this edition of The Oz Vincent Review.

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# Editorial Musings

Welcome to this, the first edition of The Oz Vincent Review. I have created this independent, not for profit, e-zine to provide a forum and voice for all folks with a particular interest in Vincent motorcycles as well as an interest in classic British bikes in general. In addition to the periodic issues of OVR which will be distributed as an email attachment, I am also intending to provide short topical items in the form of subject specific emails called The Oz Vincent Review NewsFlash service, or OVR NewsFlash for short. Initially I am targeting to produce the e-zine at least once every couple of months; OVR NewsFlashes however will be more frequent, sent out as required.

Any e-zine is only as good as its content thus I encourage all readers to submit items on any related subject for inclusion; this could be ride reports, humorous or otherwise incidents, technical information, details of your bike(s) or even reprints of historical material. Given the electronic format of OVR there is little restriction of the inclusion of photographs and such like.

OVR will always include an "Around The Traps" section listing upcoming events; so if you are planning any events, rides or such here is a place where, for no more than the effort of an email to the editor [OzVinReview@gmail.com](mailto:OzVinReview@gmail.com), you can have them promoted for free.

Likewise, if there is some information you want to get out promptly to the readership I will also be hosting a OVR NewsFlash service where single subject emails can be distributed to all readers. In this case all you need do is contact the editor (that's me) with details of the item you want broadcast and I will then create the OVR NewsFlash and distribute it.

On the subject of distribution you will note, from the email this inaugural edition of OVR was attached to, that the OVR distribution list will always remain confidential.

You have received this first edition as someone I have communicated with in the past; if at any time you want to cease receiving The Oz Vincent Review and the OVR NewsFlashes all you need do is send a email, with the subject "UNSUBSCRIBE" to [OzVinReview@gmail.com](mailto:OzVinReview@gmail.com) and the email address you send it from will be removed from the OVR distribution list.

If you have received this copy of OVR indirectly from another reader you can easily have your very own future editions; just send an email to [OzVinReview@gmail.com](mailto:OzVinReview@gmail.com) with the subject "Subscribe". It would help if you included your name and location in the body of the message.

So folks, that's about the entire story – save to emphasise that OVR is independent, not for profit, and is not connected in any way with any other publication or any organisation.



Melbourne, Australia.

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## The Front Cover

On the front cover is a shot of the magnificent Vincent outfit conceived, designed, constructed and raced by Pete Talabach. Here is Pete's story of his outfit:

After a number of years racing a poorly constructed Yamaha 650 powered outfit my Bride, Denise and I decided if we were going to go any faster we needed a better outfit.

I had a Vincent that was sold to me as a basket case but could more accurately be described as a collection of clapped out swap meet parts comprising about 80% of a C Rapide. Denise urged me to build an outfit around the Rapide engine. Since all the parts were in such poor condition I was

reluctant to do that until I found out that I could buy complete top ends and complete new cranks from Terry Prince. With so much of the engine being brand new I thought that it might be feasible.

It took me about 7 years from drawing the first lines on the floor to the finished product. Everything but the brakes, wheels, shocks and engine are my own design and construction. I have had a number of engine difficulties since first racing it in 2008. Most resulted from my lack of experience assembling Vincents for racing.

It turns out that fits that make for a quiet, long lasting street engine will seize under racing conditions; But the most serious failure was due to a replacement two start oil pump that was improperly manufactured. That required a complete rebuild.

Judging from the recent results at Phillip Island I am cautiously optimistic that the engine is sorted. It ran all weekend and after I diagnosed a bad ignition amplifier it made tremendous power. The chassis is absolutely brilliant; it steers, handles, stops and slide beautifully and with excellent control. I still have some shifting difficulties that I am going to have to sort but that seems minor. Looking forward to next season.

The engine is a 1951 Series C Rapide with Terry Prince heads cylinders and crank, the pistons are CP@ 9-1 C.R. Bore and stroke are standard giving 998 cc, cams are a Megacycle copy of Mk 2 cams and the carbs are 34mm DeLorto PHFs. It is equipped with a multi-plate clutch and a modified ESA and primary chain tensioner all made by Neal Videan. This is approximately the state of tune of a Lightning and when everything is working right it has plenty of power!

*Pete Talabach*

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## 2014 Broadford Bike Bonanza

2014 heralds a new era for the Broadford Bike Bonanza as Motorcycling Australia (MA) confirms Penrite Oil has signed on as the official naming rights sponsor. The event will become known as the Penrite Oil Bonanza and in 2014 will pay tribute to the historical Castrol Six Hour Desert Race and BP Sunraysia Desert Rally eras. MA Chief Executive, David White said the partnership between Penrite and the Bonanza is a perfect marriage and that the future of the Bonanza is in great hands with Penrite on board.

“The Penrite Oil Bonanza is such a unique event on the historic motorcycling calendar. It’s a chance for bike enthusiasts to catch up with old friends and a showcase of some pretty interesting bikes that spend most of the year in people’s garages.” White said. Penrite is an iconic, Australian owned and manufactured brand who has backed motorsport events and teams since it joined the market in General Manager, Toby Dymond says, “Penrite prides itself on its involvement in motorsport and the affiliation with the Bonanza will allow us to highlight a specific range of products that suit the specialist bikes which turn up at the event.”

The Penrite Oil Bonanza is held over Easter weekend on 19 and 20 April 2014. Entry forms are available from the Penrite Oil Bonanza website at [www.ma.org.au](http://www.ma.org.au)

### **About the Penrite Oil Bonanza**

The Penrite Oil Bonanza is held at the Victorian State Motorcycle Complex (in Broadford, Victoria).

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The event is a non-competitive event (ego's not included) using all the circuits within the complex.

Track time is allocated to riders and machines according to factors such as speeds, abilities, and the period the bike falls into.

There are a range of activities during the weekend including the popular swap meet, specific marque displays and the annual gala dinner.

The event is in its sixth year and growing in entries. In 2014, organisers are expecting around 4,000 entries.

Camping is available at the venue or accommodation can be found in nearby Broadford.

**PENRITE BROADFORD BIKE BONANZA EASTER 2014**

**Double-Barrelled Broadford Bike Bonanza 2014**  
19-20 April 2014  
Broadford VICTORIA

Pre-90 Historic Motorcycling Celebration

Castrol Six Hour Production Race  
- and -  
BP Sunraysia Desert Rally

The sixth Broadford Bike Bonanza  
BIGGER AND BETTER THAN EVER - BE THERE!  
[www.ma.org.au](http://www.ma.org.au)

Road Bikes  
Motocrossers  
Trail Bikes  
Speedway  
Dirt Trackers  
Roadracers  
Scramblers  
Sidecars  
Enduros

TWO FEATURE DISPLAYS  
Six-Hour and BP Rally

Bikes and memorabilia

Book Launch

Two Reunion Parties  
Friday from 6 pm

**NO RACING JUST FUN!**

### THE PENRITE BROADFORD BIKE BONANZA

Easter Weekend, Saturday April 19 to Sunday 20 2014

State Motorcycle Sports Complex, Broadford, Vic

- Celebrating historic (pre-1990) motorcycles of all types:  
Road Racers - Speedway - Road Bikes  
Scramblers - Trail Bikes - Enduro Bikes  
Motocrossers - Dirt Trackers - Sidecars
- Especially for people with older bikes who don't compete.
- Two days of non-competitive on track ride and try sessions for solos and sidecars up to 1989, racing and non-racing machines on Broadford's tracks. Rego only necessary for the Sunday 'Red Plate Trailride'.

Dirt Track / Speedway Circuit

Trials Area - MX Track - Roadrace Circuit  
Vintage Enduro Bush Loop & RPT Sunday

Saturday Evening Speedway Spectacular including sidecars (2 stroke screamers, supercharged Vincents) and sliders from 4-6 pm.

- 6 Hour Session** will feature rare roadrace motorcycles and riders.
- Meet the greats of yesteryear and see them ride at all tracks.
- Shuttle buses to take you around the circuit and for the campers to the Gala Dinner and return.
- Special guests Croz, Magee, Cathcart and the Goddard Clan.
- Sunraysia BP Desert Rally Display and Castrol 6 Hour Display.
- Bigger Swap Meet, Trade Stands, Club Displays too.
- Friday Night Booklaunch 'Desert Downunder' in the Speedway Shed at 8pm followed by the 6 Hour Afterparty in the RR Shed.
- Gala Dinner Saturday night at Broadford Hall. Special guests.
- Natural terrain VMX track for pre 1975 bikes only. Minibike track open.
- Riding activity will be by pre-entry, **early bird entries** in before 31/1/2014 \$80, \$100 by the 4/4/2014, or \$120 on the day. Entry forms and tickets are available at [www.ma.org.au](http://www.ma.org.au)

**TICKET PRICES (more details on entry forms)**

	Sat 19 April	Sun 20 April	Both Days
Riders	\$80 until 31/1/14 \$100 until 8/3/13		\$120 on the day
Spectators	\$30	\$30	\$50
Gala Dinner	\$95		
Camping	\$10 per head per night		\$20

#### FOR MORE INFORMATION

Email: [pd@ma.org.au](mailto:pd@ma.org.au)

Phone: Peter Drakeford (03) 9684 0515  
or 0422 299 003



[www.cloudentries.com.au](http://www.cloudentries.com.au)

[www.ma.org.au](http://www.ma.org.au)



# From the Past

## PHIL IRVING WRITES . . .

In the test report of Laurie Binn's Black Shadow (TWO WHEELS, October) it was said that the Girdraulic fork blades were aluminium castings. That is not quite accurate: They were forgings, made from RR56 aluminium alloy, a very expensive material with a tensile strength of 35 tons per sq inch, nearly as strong as mild steel and getting on for twice as strong as any cast alloy. I cannot recall a single instance of these blades failing in service, and many have been racing for 20 years on speedway sidecars.

With regard to the brakes, the recorded stopping distance of 30 feet from 30 mph could scarcely be called inadequate and any Vincent can duplicate this figure, provided the lining material is correct. The dual front brakes are operated by a balance-beam which ensures that both are applied with equal force, but when released one brake may tend to rub slightly while the other is quite free, unless the return-spring strengths and the friction in the cam mechanism are equal on both sides. This slight defect, which is common with balance-beam systems, seems to worry some people but it does little harm and certainly does not diminish the real stopping ability.

In his account of machines with which I have been connected, Rab Cooke remarks that the Vincent record sidecar speed of 128 mph was only 4 mph faster than Leaping Lena, but one must remember that Lena was supercharged at 12 psi and had a streamlined shell and aerofoil sidecar body with faired-in wheel, whereas the Vincent ("Gunga Din" in fact) was just a stripped road model, with a rudimentary sidecar body. Moreover, it had done around 10,000 miles as a factory hack before preparations for the record, which only involved changing pistons, cams and carburettors.

In case anyone wonders what sort of an Indian I'm sitting on in the lead picture, it's a Super Chief with a Vincent power unit, which was the prototype of an Indian-Vincent, which, but for some financial skulduggery would have been marketed in place of the Super Chief.

—P. E. IRVING, Warrantdyte, Vic.

TWO WHEELS, March, 1973 75

This "From The Past" item was kindly provided from the private archives of reader, Phil Pilgrim;  
Thanks Phil.

# Around The Traps

*An overview of some upcoming rides and events that may be of interest.*

If you are planning any rides or are aware of events that readers may be interested in, you may invite others to participate via the "OVR NewsFlash" service and also the "Around The Traps" column in OVR. Just drop the editor a line at [OzVinReview@Gmail.com](mailto:OzVinReview@Gmail.com).

February 21-23	Superbikes at Philip Island; more information available here <a href="http://worldsbk.com.au/world-sbk-home.html">http://worldsbk.com.au/world-sbk-home.html</a>
March 9 <i>Huge</i>	Vintage Drivers Club, Yarra Glen Swap Meet - Venue - Yarra Glen Racecourse
March 21-23 <i>Always good</i>	Bendigo Historic MC Club, Girder Fork & Singles Rally @ Llanelly. Information and Entries to Rex or Pam Jones, 80 Specimen Hill Rd. Golden Square 3555 Ph. (03) 5441 4473 or 0407 683 376
March 23	Latrobe Valley Branch of Gippsland Historical Automobile Club, Morwell Swap Meet - At Toners Lane, Morwell
April 1  <i>Ride some of Victoria's best bike roads!</i>  <i>Up to 630 miles over 3 days</i>	You are invited to be part of the inaugural Oz Vincent Review Dinner on Tuesday the 1 <sup>st</sup> of April 2014 at Bright, in part travelling the length of the Great Alpine Way from Bairnsdale to Bright; this one of the best bike roads in Victoria. Departing from Narbethong (near Marysville) at 10:30 am on Monday March 31, returning to Melbourne April 2. Participants should travel to the dinner on a Vincent, though any classic British bike is acceptable. Contact Martyn for more info and to book your place at the dinner; Email: <a href="mailto:OzVinReview@Gmail.com">OzVinReview@Gmail.com</a> or ph: 0419499901
April 7 <i>Be early or miss out!</i>	Vintage Motorcycle Club, Motorcycle only Swap Meet. National Steam Centre, 1200 Ferntree Gully Rd, Scoresby. Gates open at 6 AM!
April 12	Echuca & District Historical Vehicle Club Swap Meet Venue – Rotary Park, Rose St, Echuca
April 11-13	Bendigo Historic Motorcycle Club, Rushworth Rally. More info call Elaine 03 5475 1668
April 19-20 <i>Great Fun and a fabulous weekend</i>	Broadford Bike Bonanza, a pre-1990 Historic Bike Celebration @ State Motorcycle Complex, Broadford. Camping available on-site. For more info email <a href="mailto:pd@ma.org.au">pd@ma.org.au</a>
April 25 – 27 <i>Simply Spectacular</i>	BSA club, All British Rally, Newstead
May 4	Seymour Swap Meet; Seymour Showgrounds, Tallarook Street Seymour VIC
May 5 <i>Great rally for Classic British Bikes</i>	Triumph Owners Club Link Rally: <i>Bayles Recreation Reserve</i> (Melways 410 R7) Koo Wee Rup, South Gippsland; 10am – 4pm

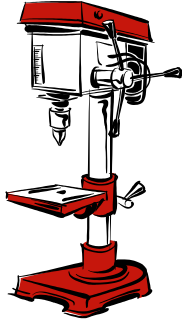
May 23	Benalla & District Classic Car & Motorbike Tour In conjunction with Historic Winton weekend activities, join the Benalla & District Classic Car & Motorbike Tour assembling 9am on Friday 23 May at the Benalla Art Gallery. The tour concludes with a 'Shine & Show' display outside the Benalla Civic Centre from 3-5pm. Further information, phone Graeme McDonald on 0417 306 332
May 24 & 25 <i>Always fun</i>	Austin 7 Club presents Historic Winton Races, Winton Racetrack, Winton VIC
September 14	Goulburn Valley Motor Vehicle Drivers Club; Shepparton Swap Meet. Venue - Shepparton Show Grounds, Midland Highway
October 24 – 26 <i>Ripper weekend</i>	Philip Island; Australian Motorcycle Grand Prix
November 29  <i>To Good To Miss out on; around 800 miles over 4 days</i>	You are invited to a dinner for Vincent Riders on Saturday the 29th of November 2014 in the small fishing village of Robe, South Australia. Diners <b>MUST</b> travel to the dinner on a Vincent or a Vincent powered machine. Make your Robe dinner reservation now; contact Brian Hale by email; <a href="mailto:brianh1967@yahoo.com">brianh1967@yahoo.com</a>
December 7 <i>Gets better every year</i>	Bendigo Historic Motorcycle Club, Motorcycle specific Swap Meet @ Llanelly. Camp on site O/Nite on Dec 6 <sup>th</sup> . More info call Elaine 03 5475 1668
<b>Remember</b>	If you are planning any rides or are aware of events that readers may be interested in, you may invite others to participate via the “OVR NewsFlash” service and also the “Around The Traps” column in OVR. Just drop the editor a line at <a href="mailto:OzVinReview@Gmail.com">OzVinReview@Gmail.com</a> .

**Wanted:** Your ideas about format or content of OVR. What about submitting your constructive suggestions or better still your contributions in the form of Ride Reports, Original Stories, Your Technical Experiences and such like to the OVR editor ? You do not need to be a literary wizard as the editor will, only if essential, tidy things up for you.

Likewise, if you are thinking of arranging any rides or events, again drop a line with details to the editor who can then publicise them through OVR newsflashes and/or entry in the “Around The Traps” section of OVR.

Contact the editor by email [OzVinReview@gmail.com](mailto:OzVinReview@gmail.com).





# Workshop Wisdom

## Setting Up your Carbs

Adjusting both carb sync and idle mixture on your twin, a simple method that works .

Firstly a twin rotor throttle with the double cable adjustors positioned a couple inches below the grip assembly works best , far better than the original single cable to splitter layout. No comparison when setting up new cables and all that's related with getting throttle function working nicely. You should have the adjustors both in mid position at this point to allow later adjustments either way.

Syncing is best achieved by stand alongside the tank on the right, your right hand on the throttle, your left middle finger poked up the rear cylinders carb, it's tip resting on the slide. Leaning over towards the left to watch the front carbs slide lift you roll on a little throttle just taking up the slack (they should have been closely set and with a bit of slack in both when fitted), now rotate the grip a bit to just take up the slack and a bit more should have them BOTH lift off their stops at the same instant. If one leads correct for that at the appropriate adjustors, lengthening one or shortening the other as necessary to achieve unison in lift off. Your eye on one and a finger tip on the other allows this to be gauged perfectly. Easy to do and very effective.

The correct air screw setting is best learned on a single cylinder bike but a keen ear can sort it out on a twin with some practice. With your motor warm after a turn around the block (not really HOT ) starting from a screw position of half to three quarters out from snugged in gently but fully, you while listening carefully to the change in idle beat slowly begin rise as this is done, as the air screw is turned further out. It will hit harder on each beat . As you approach one and a quarter (generally , some slightly more others less) the increase in idle beat will reach a peak and begin to fall back as the peak is passed , sounding weaker as it slows. At this point turn the screw back in til you return to the earlier peak , and then continue inwards about an eighth turn , as the idle speed drops a bit but remains strong and regular. That's the sweet spot! The earlier peak was maximum lean , this sweet spot is described as " slightly rich from peak " and gives the most regular idle and easy starting.

Usually the idle speed will be too fast now so back off on the slide screw to lower it a bit. Redo the mixture peaking exercise now to play it off the altered slide position because it will have slightly changed by moving the slide. That's really the heart of the matter and results in a sweeter running motor, best learned on a Comet as earlier noted without the second cylinder easily hiding the subtle changes that go on in the process. As your ear sharpens up doing it on a twin will become easier.

A further note on setting up a twin . Armed with a spoke to slide beneath the slides cutaway, it's tip resting on the floor of the choke just past the cutaway opening. Standing at the rear you can gently tilt upwards , lifting first one slide and then the other, this will tell you which cylinder is hitting harder and greatly aid the carb tuning process on a twin.



# Making Two Bikes Into One

*By Kevin Norbury*



Indian motorcycle maverick Peter Arundel maintains he's never sat on a Harley-Davidson, let alone ridden one. "That's my claim to fame," he says, likening the rivalry between Indian and Harley fans to that of Holden and Ford. Arundel agrees that he is "fanatical" about Indian bikes. He's been riding and collecting them for nearly 30 years, although it's amusing to hear him admit that the first Indian he ever rode he crashed into a neighbour's fence.

Well, OK, he was an exuberant 16-year-old and his mate's 1928 Indian Scout had a sidecar. Being American, as well, it was different to the old Jawa he rode along the drains of Hawthorn. "Everything was backwards," he says. "The throttle was on the left-hand side rather than the right, the clutch was on the left, it had a right-hand side gearshift. I was used to the right-hand throttle."

Nonetheless, that old Scout made quite an impact and he wanted one. "I guess it was just the red paint and the gold pin-striping." His first Indian was a 1925 Chief he bought at 17 and, because he was always looking for parts, started collecting and restoring them. Arundel, 45, a builder by trade, now has one of the largest collections of Indian motorcycles in the country. One of the most uncommon is not an Indian at all but a Vindian, a sort of motorcycle hybrid — half American Indian, half British Vincent. Arundel built it himself. That doesn't mean this bike is any less collectable. To the contrary — it is a replica of a Vindian built in 1948.

The original bike was built by engineer Phil Irving, who worked for the British motorcycle company, Vincent. If Irving's name sounds familiar, it should: he was also the man behind the F1 Repco-Brabham V8 that won Jack Brabham the world championship.

When Arundel heard about the Vindian, he was curious and when Irving came

back to Australia he quizzed him about it. He wanted to know its colour (sea foam blue) and what difficulties he had putting the engine in the frame. He (Irving) said it went "straight in".

Irving died in 1992, three years before Arundel started building his Vindian. As he says, he had an Indian Chief frame but it took him two years to find a Vincent motor, which came from the United States. But as he was to discover, all was not as straightforward as Irving had led him to believe. The 1000 cc Rapide engine did not go straight into the Chief's frame at all. He thinks now that Irving may have been gilding the lily, as Vincent and Indian both needed the Vindian to succeed.

Arundel took his engine and frame to a friend's place to get his help but there was "no way known" the Rapide engine would fit.

So it was out with the hacksaw and we started cutting the frame," he says. They cut off the lower tank tube and moved it up higher and cut out sections of the fuel tank to fit the carburettor and rocker box. The chain guard also had to be shortened. The conversion took six months. From what Arundel says, his bike is exactly the same as the original Vindian, right down to the twin Vincent mufflers and modified controls. The Indian Chief had a car-like gearstick on the right and foot-operated clutch on the left; the Vindian has foot-operated gears on the left and a hand-operated clutch on the handlebars.

Arundel has tricked the motor up a bit "just to make it a little bit nicer": a mild port and polish, Vincent Mk111 cams. "I've had this one up to 110mph (177kmh)" he says. It's different to ride, he says, "because 'you've got a right-hand throttle and a hand clutch" and it's a little bit more powerful. It's a very easy motorcycle to ride. It's a lot easier than riding an Indian".



Phil Irving, seated on the first Vindian, later helped Jack Brabham to F1 victory.

The Vindian is not the only unique bike Arundel owns. He also has a 1914 one-owner bike so original the tyres are rock-hard flat strips. "A bike like that you'd never touch." Another bike in the same category is a 1941 'Sport Scout, a 750 side-valve machine with only 66 miles (106km) on the speedo bought in Los Angeles. It had belonged to 'a young American who soon he bought it was killed in action. A US dealer told Arundel about it in 1995. "I just told him to go and get it. I've got to have it," he says. Arundel admits it probably owes him about \$70,000 but who's caring, it's unique. It even has its genuine little Indian spark plug and California 1941 number plates. "The whole bike is totally original," he says. Arundel has "60-plus" bikes spread around his Camberwell home, including the 1924 eight-valve factory race bike on which he set a world record of 158.73mph (255kmh) on salt flats in South Australia last year.

He has old Indian motorcycles under the stairs, one in the hall. He treats them like ornaments. As he says, some people collect paintings, he collects motorcycles. They're his "three-dimensional art". In the loft, a long row of restored Indian bikes

are lit by spotlights. He must have an understanding wife? He does. Does she say anything about them? She doesn't. "That's what worries me," he jokes.

"The Indian just captures my imagination." But they are not just there to be looked at. "All my bikes, they're all ridden." He's even still got the first Indian Chief he ever bought. But what of that Jawa, the bike he had as a 13-year-old? "I've still got that out the back, next to the sandpit," he grins. "The kids play on it".

### **AUTOBIOGRAPHY**

*In 1948 the Indian Motorcycle Company shipped an Indian Chief Frame to Vincent in England rather than develop a new V-twin of their own. Phil Irving, Vincents Engineer, fitted a 61 cubic inch Rapide engine to the Chief's frame and a 4 speed Vincent gearbox, increased the compression ratio to 8:1 and the Vindian was born. The stock Indian V twin was capable of 85 mph (136kph). The Irving built Indian could easily do that in third gear. It tested at 170 kph! That original Vindian was shipped back to the USA but the joint venture lapsed. It is believed that it was subsequently dismantled by the Yanks.*

Reprinted from The Age, February 27, 2003

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## Classic Bike Service Providers

The Service Providers listed have been used with a degree of satisfaction by OVR readers in the past. Just because they are listed does not imply an endorsement of them by OVR. Service providers are not charged a fee for this service nor can service providers themselves request that their information be included, though they may request that an entry referring to them be removed.

### Vincent Spares:

**V3 Products** (aka Neil Videan) has an extensive range of top quality Vincent Spares including multiplate clutches, 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)

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