



The Oz Vincent Review

Edition #2, March 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



In 1982 Yamaha Motor Corp launched this bike with the promotion message “The Vincent for the 1980’s”. Read more about this short lived wonder in this edition of OVR

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What's It All About?

Welcome to the second edition of The Oz Vincent Review, an 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, 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 edition of OVR was attached to, that the OVR distribution list will always remain confidential.

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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 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.

The Vincent for the 1980's ?

OVR reader Jack Youdan responded to the request, in the last edition, for material for inclusion in OVR. Thanks Jack, here is hoping you inspire other readers to share their stories.

"Hopefully this will not upset some Vincent devotees, as many were very upset in the early 1980s.

In 1981 Yamaha released a motorcycle and committed heresy by promoting it as a "Vincent for the 1980s". The design acquired (pinched--a long term Japanese method) its features from Vincent's as designed by Phillip Vincent and Phil Irving as outlined below.



The XV1000 (TR1 in UK) is a 981 cc wet sump V-twin with a fabricated steel structure, incorporating the headstock, with the engine bolted to it by the heads. The structure supplies air, rather than oil, to the engine. There was no frame as such, but a rear swing arm triangulated set up with the suspension shock almost horizontal under the seat and attached to the above structure. The rear mudguard is "live"--follows the wheel arc-- and the engine-gearbox is integral.

All sound familiar? Well at least Yamaha's conscience caused the model to be discontinued in 1984, morphing into the many Virago cruiser models.

My XV1000 is an Australian delivered 1982 bike and no, I have not attached Vincent stickers!"

Jack Youdan.

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.



PENRITE BROADFORD BIKE BONANZA EASTER 2014

Double-Barrelled Broadford Bike Bonanza 2014
19-20 April
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

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 6pm 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

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

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



www.cloudentries.com.au

www.ma.org.au



Irving Vincent 2014 Revival Challenge

The Irving Vincent team are heading back to Goodwood, this time to participate in the 2014 Goodwood Revival with a painstaking restored Vincent Rapide they recently acquired from long time Australian Vincent owner and rider, Bob Williams. Shown here with Ken and Barry Horner, this newly acquired Vincent will be ridden by Irving Vincent riders Craig McMartin and Beau Beaton for this display



Me and my Shadow

Roy Harper reflects on the history of HRD Vincent

MY Black Shadow combination hurtled across the road out of control and just missed an ugly pillar box. Immediately ahead—and unavoidable—was a pair of new wrought iron gates. (I would have preferred to open these doomed gates by a more conventional method.)

Upon impact, a strut flew the length of the garden, decapitating roses on the way, and banged on the front door. Meanwhile, the bike headed for the only tree in sight and bent its front wheel against the trunk.

Draped over the handlebars and covered in rose petals, I had a close-up of the Girdraulic front forks and was impressed by their strength—an impression not shared by the suburban householder when he emerged and saw his battered door.

This incident proved the unrivalled toughness of the undamaged Vincent frame members, which Philip Vincent stated would "Last a million miles".

The frame was the first unconventional feature of the Vincent motor cycle, the prototype dating back to 1927, and it was fitted to

all models until production ceased in 1955. (The Japs have recently copied the design, but their versions are inferior.)

The frame didn't encourage the public to come across with the readies at Vincent's first bike show in 1928. None was sold. Nevertheless, Vincent was undeterred, and for six years produced motor cycles incorporating JAP or Rudge engines, total output being just 385 machines.

Then, in 1934, the little firm in Stevenage produced its own engine—a 499cc ohv single owing most of its ingenuity to Phil Irving, a genius who joined PCV in 1931. Sales promptly shot up and output during the next two years nearly equalled that of the preced-

ing six. Then in October 1936 was born the first of the most famous V-twins in the world. The Series A Rapide's one thousand cubic centimetres of naked brutality swept its rider to 108 miles an hour—the world's fastest production vehicle on two, three or four wheels.

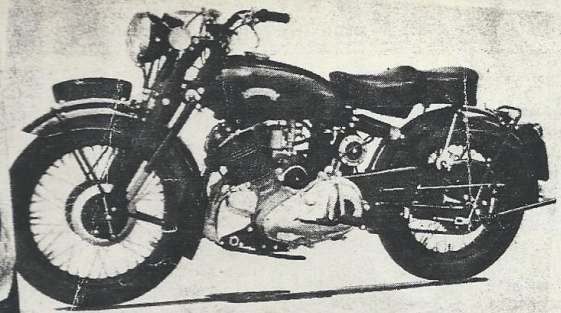
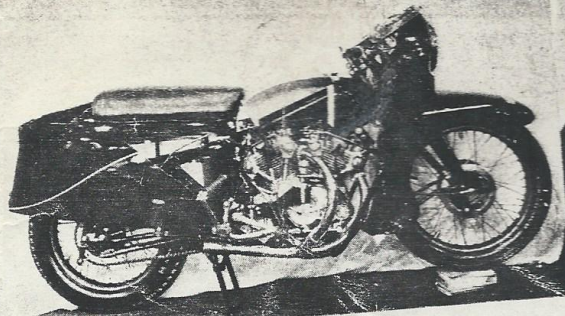
Yet one man was unimpressed. H R Davies, whose famous monogram had been bought by Philip Vincent in 1928, did not care for

the Vincent HRD's looks; neither did those who dubbed it the "plumber's nightmare". About 80 were made before it was time to down tools in 1939 to sort out Hitler's BMW boys; then, in 1946, Vincent and Irving designed the revolutionary Series B Rapide.

Using a massive 1000cc engine/gearbox power unit without a diamond frame, they attached an oil tank steering head unit above and the proven rear frame member behind, added a few useful items like Brampton front forks, petrol tank, dual-seat, lights and wheels and the Series B rapide was ready to do its stuff. With 1 1/16th inch carbs, 6.5:1 cr,



Above: 1000cc Vincent, 1970 record breaker. Opposite top left: the Black Knight—fully-faired version of the Black Shadow. Top right: 499cc Comet—used most of the twin's frame as well as many engine parts. Bottom right: Black Shadow and rider circa mid-50s.



and weighing, at around four cwt, less than a modern Jap five-hundred, the Vincent had a top speed of 110mph, while lesser makes struggled to reach the ton.

A tuned production version of the V-twin, the "Rapide Black Shadow", appeared early in 1948 and for maximum speed one road tester recorded a terse, "not obtained".

While the production bikes ridden by private owners were shattering records around the globe, George Brown was in devastating form on a tuned up old Rapide named *Gunga Din*. Sprints, races and hill-climbs yielded armfuls of trophies to the formidable duo. The bike was really the prototype of the fastest production bike ever built—the Vincent Black Lightning. Produced late in 1948, this beautiful black beast could thunder along at 150mph and captured

enabling owners to lead useful lives instead of sitting about nursing hernias, broken ankles or twisted knees. (A pal got the starting procedure wrong and was hurled over the bars against his garage wall.)

The modified rear suspension gave a more comfortable ride, especially for the long-suffering passenger, and the centre stand was easier to operate than the rear stand of the B and C. The controversial enclosures enabled the rider to maintain higher cruising speeds in rainy weather, but the changes were cosmetic rather than basic. The engine design incorporated few modifications since its introduction a decade before, and one good result for owners is that most spares made by the VOC Spares Company (founded by the Vincent HRD Owner's Club in 1975) are suitable for B, C or D engines.

Vincent were never a mass-production outfit. Sales rarely exceeded 60-odd per week, mainly due to the cost—about a year's wages! During 1955, output was

less than 10 per week, when each machine sold lost money despite the Vincent legend, a legend learned the hard way by some (Phil Irving recalled that in New South Wales a Rapide owner pursued by a police motorcyclist overtook another policeman chasing another speeding miscreant).

The bikes were not only fast—they were economical. My Black Knight returned 52 mpg for all-round work and every part lasted a long time except for the tyres and brakes!

Satisfied

This longevity meant that few owners part-exchanged their old bikes for new, and PCV told me that he knew "many people who wouldn't buy a new one because they were satisfied with the bike they had."

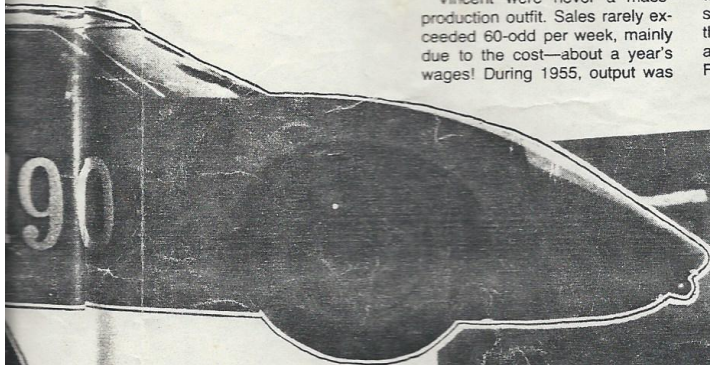
The firm tried to survive by making products complementary to the big twins. A reliable 499cc ohv single (the Comet) used most of the twin's frame and engine parts and a racing version (the Grey Flash) was raced with success by

John Surtees. In 1950, Ken Bills gained a TT Replica in the firm's only post-war Senior TT attempt. More recently Brian Chapman on *Mighty Mouse* has proved the potential of the Vincent single.

Further down the scale (way down!) were mopeds and lightweight motorcycles that failed commercially despite many innovative features.

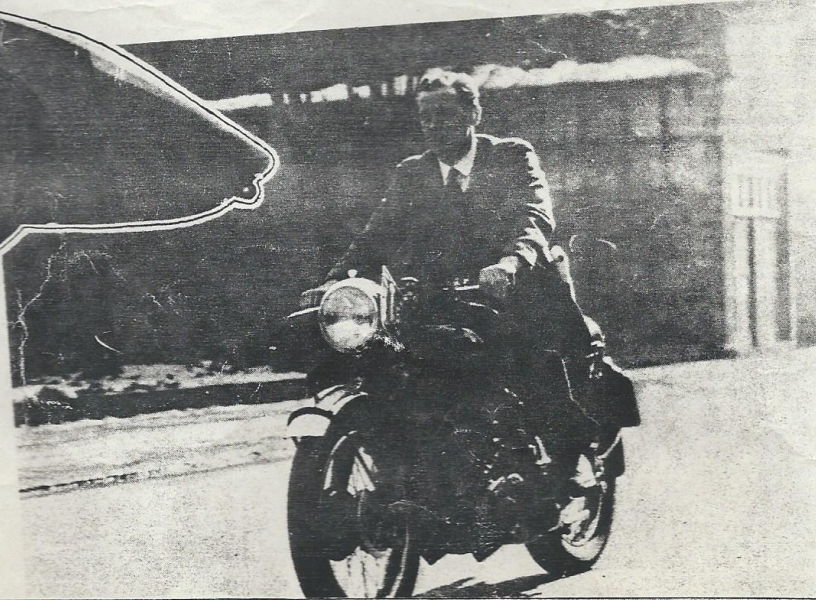
The final throw was a two-stroke industrial engine used, for example, in water scooters, lawn mowers and dairies. The tough, rugged, high-speed road testers suddenly found themselves sailors, gardeners and milkmaids.

The company had won a huge order for the water scooter (the Amanda) but the hull had developed the disconcerting habit of melting while carrying impressionable clients on demonstration runs. The order was promptly cancelled and the firm went bust. But the motorcycle refuses to lie down—and thanks to the efforts of the Vincent HRD Owners' Club will be kept on the road for the foreseeable future.



many national records before achieving the ultimate crown—the world solo and sidecar records set up in 1955 by Russell Wright and Bobbie Burns. (On a wet road, no less!)

Yet these records did not boost sales of the Vincent V-twins. Only about 460 were made in 1955, roughly half being enclosed in glass-fibre panels for weather protection. This range, the Series D, incorporated several improvements over the Series C models. Coil ignition solved the problem of difficult starting with a magneto,



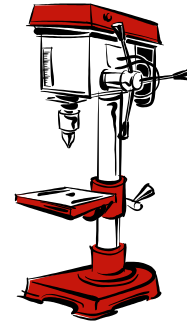
Event Calendar

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 .

<p>April 1</p> <p><i>Ride some of Victoria's best bike roads!</i></p> <p><i>Up to 630 miles over 3 days</i></p>	<p>You are invited to be part of the inaugural Oz Vincent Review Dinner on Tuesday the 1st 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) Monday March 31 (immediately after the conclusion of the 2014 Vincent National Rally), returning to Melbourne April 2. Participants should travel to the dinner on a Vincent, though any classic British bike is acceptable. For more info Email: OzVinReview@Gmail.com or ph: 0419499901</p>
<p>April 6</p>	<p>Zorro's Show n Shine: Factory 10, 95 White Street Mordialloc, noon till 6pm.</p>
<p>April 7</p> <p><i>Be early or miss out!</i></p>	<p>Vintage Motorcycle Club, Motorcycle only Swap Meet. National Steam Centre, 1200 Ferntree Gully Rd, Scoresby. Gates open at 6 AM!</p>
<p>April 12</p>	<p>Echuca & District Historical Vehicle Club Swap Meet Venue - Rotary Park, Rose St, Echuca</p>
<p>April 11-13</p> <p><i>Great Fun and a super weekend</i></p>	<p>Bendigo Historic Motorcycle Club, Rushworth Rally. More info call Elaine 03 5475 1668</p>
<p>April 19-20</p>	<p>Broadford Bike Bonanza, a pre-1990 Historic Bike Celebration @ State Motorcycle Complex, Broadford. Camping available on-site. For more info email pd@ma.org.au</p>
<p>April 26 - 27</p> <p><i>Simply Spectacular</i></p>	<p>BSA club, All British Rally, Newstead. Full details are provided elsewhere within this edition of OVR.</p>
<p>May 4</p>	<p>Seymour Swap Meet; Seymour Showgrounds, Tallarook Street Seymour VIC</p>
<p>May 5</p> <p><i>Great rally for Classic British Bikes</i></p>	<p>Triumph Owners Club Link Rally: <i>Bayles Recreation Reserve (Melways 410 R7)</i> Koo Wee Rup, South Gippsland; 10am - 4pm</p>
<p>May 24 & 25</p> <p><i>Always fun</i></p>	<p>Austin 7 Club presents Historic Winton Races, Winton Racetrack, Winton VIC</p>
<p>September 14</p>	<p>Goulburn Valley Motor Vehicle Drivers Club; Shepparton Swap Meet. Venue - Shepparton Show Grounds, Midland Highway</p>
<p>October 24 - 26</p> <p><i>Ripper weekend</i></p>	<p>Philip Island; Australian Motorcycle Grand Prix</p>
<p>November 29</p> <p><i>To Good To Miss out on; around 800 miles over 4 days</i></p>	<p>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 MUST travel to the dinner on a Vincent or a Vincent powered machine. Make your Robe dinner reservation now; contact Brian Hale by email; brianh1967@yahoo.com</p>
<p>December 7</p> <p><i>Gets better every year</i></p>	<p>Bendigo Historic Motorcycle Club, Motorcycle specific Swap Meet @ Llanelly. Camp on site O/Nite on Dec 6th. More info call Elaine 03 5475 1668</p>
<p>Remember</p>	<p>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 .</p>

Workshop Wisdom



Lubrication

How It Works

On the timing-side of the engine, beneath and to the rear of the timing chest, is a large hexagon-headed brass plug which seals the pump sleeve flange down on to the crankcase. Within this sleeve there is a reciprocating steel plunger operated by a spur gear which is driven by the oil pump worm on the mainshaft. The rotary movement is used to produce axial motion by means of a scroll groove formed in the plunger. This engages with a fixed, hardened steel peg let into the crankcase wall. One end of the plunger act as a feed pump, the other as a scavenge. The pump plunger (OP30) can be withdrawn with a ¼in. B.S.F. bolt after removing the scroll screw, the head of which is punch-locked. The sleeve can be extracted and renewed; sleeves and plungers are supplied only as mated pairs.

There is a banjo union in the feed line secured by a hollow bolt (A22). On either side of this banjo there should be a 'Klingerit' washer (A27). Three such bolts are used in the twin-cylinder oil lines and one in the breather pipe. Drain the oil from the bottom of the feed line (the thicker one of the two) taking care that an airlock is avoided - do not tighten the bolt until fresh lubricant has been allowed to run through. Light-alloy feed bolts replace the early steel variety, so minimizing the risk of stripping threads in the crankcase.

The felt oil filter element, located below the magneto, should be changed at least every 8,000 miles. Make certain that the pressurising plate seats squarely on the element. Soak a new element in engine oil; fit it, and lay the machine over to fill the chamber before the plug is replaced, so reducing to a minimum the period during which no oil is being delivered to the engine. Oil flows via the hollow feed bolt (A22/1) below the magneto into the timing cover. This bolt has a washer beneath it. It is similar to, but longer than, the other bolts. Within the cover, the oil follows two routes: some passes to the big-end quill and relief valve. The quill must be kept clear and renewed when wasted. At its end is a small screw by which to check that oil is reaching this point.

Oil Control Jets

The remainder of the oil flows vertically up the timing cover to a jet holder which meters the feed to the cylinders and camshafts. Reduction of the standard Amal jet used at this point to cut down the cylinder feed will also reduce the camshaft supply. Too big a jet will starve the big-end side. The best compromise is a 170 jet, though a persistent 'oil-burner' can be cut down as low as 140. Many riders go up to 180 or 190 during running-in to bleed a little more through the piston skirts. The holder is simply screwed into place; it is finally sealed by an acorn nut (OP40). No washer is used.

Oil eventually finds a way down into the bottom of the sump wherein is located a small compartment of which one wall forms a flywheel scraper blade. The scavenge pump keeps the compartment, and, therefore, the sump, dry. It returns lubricant by way of the overhead rocker feeds which bleed off oil according to the size of the orifices in the feed bolts.

The tank has an effective capacity of five pints. On 'B' and 'C' models the level should be maintained so that the crossbar directly below the filler cap is kept covered. Returning oil issues from an orifice in the neck of the tank. A check on the flow at this point shows whether the pump is working, but it does necessarily prove that the big-ends are being supplied.

Beside the return orifice is an adjusting screw, bleeding to a pipe at the rear of the tank to direct lubricant to the rear chain. The setting is determined by experiment; one turn open is a good

starting basis but it may be necessary to screw it right down to reduce the flow to an acceptable level.

Because the 1,000 cc. engine is a large one, working easily, the oil may not get as hot as it will in other power units. This may mean that combustion impurities are not evaporated quickly, especially on stop-start running. In these conditions, the oil-change interval should be 1,000 miles. Otherwise an interval of 1,500 to 2,000 miles is in order. A sump drain plug, threaded ¼in. B.S.F. is located in the left engine plate. The addition of colloidal graphite to all mineral oils is permissible.

Gearbox Lubrication

The gearbox is lubricated by splash, the twin box holding two pints. This brings the level to the bottom of the flat on the dipstick. To assist in determining the quantity of fresh oil to be added when the level is so low that it does not reach the standard dipstick, a home-made slick with a longer flat should be used-provided that the level mark is made in the right place, i.e. measured from under the head of the dipstick. The drain plug of the 1,000 c.c. gearbox is fitted horizontally behind the pivot plate. It is threaded ¼in. B.S.P. The suggested change interval is every 5,000 miles.

Engine-grade oil is used in the primary chaincase of all twin models, the case having a ¼in. B.S.F. level plug. No drain plug is fitted to the twins. The oil should be changed at least every 10,000 miles as there is a tendency for condensation to take place. This may result in sludge formation. Too much oil may cause clutch slip. With the singles – Comets and Metors, ATF (Automatic Transmission Fluid) is an excellent alternative to engine oil in the primary drive case.

The Speedometer

The speedometer cable should be oiled very lightly at the lower end every 10,000 miles. Too much lubricant too high up the cable inevitably results in dirty marks appearing on the mileage recorder numerals.

The speedometer gearbox located in the front wheel can be greased with one stroke of the gun every 2,000 miles. Vigorous greasing will flood the hub and impair braking. Inside the hub are two gears. One is a simple interference fit on the hub itself and drives the spur gear attached to the gearbox. No lubrication is required for these gears.

On the 'Black Shadow' a subsidiary gearbox is used on the back of the 5-in. head. No oil is needed. Cable breakage can usually be attributed to an early type of this gearbox and can occur if the machine is wheeled backwards, causing the cable to run the reverse way.

PC Pinkerton

A reader Contribution from Geoffrey Bourne-Taylor, UK

Way back in the 1980s, I was serving in the Metropolitan Police in London, at their training establishment at Hendon. With retirement imminent, they had put me out to grass in the Media Resources department, which included a film unit. A colleague and I came up with an idea that we thought might address the increasing problem of police access to schools in London (in Hackney Borough, police had actually been banned from entry without permission: an interesting shift from the old days when some coppers actually had locker space in school staff rooms and could pop in at any time for a cuppa!).

We produced a rather amateurish rostrum camera film with a voice over, about a policeman called PC Pippin and his feline chum Mc Cavity. It was a gentle little number about the cat stealing Pippin's sardine sandwiches and how they both shared them for lunch. A nice little tale and, we thought, rather police-friendly.



Well, the hierarchy were not prepared to put any cash into the idea, but we were allowed to hawk it round ourselves (there was a regulation then that police could not have second careers without permission). To cut a long story short, the BBC jumped at it and in no time, the series P.C. Pinkerton was born. Pippin was not a good name as the BBC already had a children's comic by that name. What fun we had for the next twelve months writing and making those thirteen episodes! The relevance of this tale is that one Pinkerton's best mates was a certain Vincent Villiers and his girlfriend, Frances Barnett, names with which any biker will immediately relate.

Vincent rode a Shadow-engined Chopper and indeed, the sound track (which can still be found on you tube) is of a genuine Shadow. Amongst his exploits with Pinkerton, Vincent helps a traffic patrol motorcyclist who has broken down "We bikers must stick together" comments Vincent to the bastard on the bike (known as "black rats" in the Met), with some irony. Frances was a sexy little teenager, perched on the pillion who never did more than giggle. The series ran for seven years on BBC2 Children's TV and VHS copies still can be found on E Bay. Several hundred thousand books were also published by Collins. The slide that you have appeared on the front cover of MPH in 1989.

Readers may be interested to know that I was the previous owner of your Editor's immaculate Comet. My first Vin was a 1952 Comet (GUN 952), then a 1949 series C Shadow, followed by a brand new Rapide, a Grey Flash and then Martyn's Comet (MUC 408).

Geoff

BSA Motorcycle Owners Association Inc. All British Rally
PO Box 2400 Oakleigh, Vic, 3166

38th All British Rally

26th to 27th April 2014

Held at **NEWSTEAD** near *Castlemaine, Victoria*

Gate Prize
BSA B44 Shooting Star



The largest All British Motorcycle Rally in the Southern Hemisphere!

Gates open 12pm Thursday 24th
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All welcome

- To avoid having to pay \$60 on the day please be sure to **Pre-book Online Early**... www.bsa.asn.au
- Saturday lunch, rally badge and gate prize draw, limited to pre-paid entries only
- Camping Only (strictly **British Bikes Only** inside the camping grounds)
- Toilets and showers on site
- Organised rides
- Maldon ride Saturday morning
- Live band and bonfire Saturday night
- Old movies screened
- Trophies Presented Sunday Morning
- Food and beverages available on site including Alcohol (at bar prices)
- Official Merchandise sales
- Campsite Security patrols
- Zero tolerance for non paying attendees (this only increases the cost for everyone else)
- No glass or attitudes please!

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.

Spares:

V3 Products, Australia: (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

Vin-Parts International, UK: (aka Russel & Debbie Kemp) has an extensive range of excellent Vincent Spares. Ships Worldwide. Email for a price list to russell.kemp@btconnect.com and see their web site for additional information: www.vinpartsinternational.co.uk and their facebook page is www.facebook.com/vinpartsinternational

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, Comet Multi-Plate clutch conversions plus an extensive range of excellent Vincent Spares. Ships Worldwide. Email for more information steve@conway-motors.co.uk

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

Euro-Brit Motorcycles, Australia: Large range of Vincent and other spares including Miller 6 ½" headlight glass/reflector assemblies. Also stocks hard to find bits for Moto Guzzi, Royal Enfield, Brough Superior and Ural. Ships Worldwide. More info at their web site <http://www.eurobrit.com.au/>

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

Nuts n Bolts:

Acme Stainless Steel, UK: All stainless steel fasteners are machined to original samples supplied by customers and clubs over the years to enable us to keep your machine looking authentic and rust free! Ships Worldwide. More info at their web site www.acmestainless.co.uk

Peter Barker, UK: Extensive range of nuts, bolts and fittings in Stainless Steel for Vincents and other classic bikes; all hand made in the UK by this enthusiast. Email for a catalogue barkers@wanadoo.co.uk

Classic Fasteners, Australia: Classic Fasteners is a family owned business, established in 1988. 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/>

Services :

Woody's Hydroblast, Australia: Woodys Engine Services / Hydroblast is a small Melbourne, Australia based business dedicated to helping car and bike restorers repair and detail their componentry to the highest standards. With 40 years experience in the engine business, Greg is involved in all sorts of interesting repair jobs. Woody had searched in vain for an effective means of restoring that original finish to well used parts - in particular aluminium - finally turning to aircraft technology. The wet abrasive blasting used to finish jet turbines now provided by Woody is able to clean the most intricate components without degradation to the original surface. For more information visit their web site www.woodyshydroblast.com

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.

Cylinder Heads, Australia: Cylinder Heads are highly skilled engine experts with 30 years of experience operating from their Box Hill North workshop. They have extensive experience in complete reconditioning of motorcycle heads, including Vincents plus installation of hardened valve seats, valve guides and valve stem seals. For more information see <http://www.cylinderheadsvictoria.com.au>



“Happiness...
...isn't around the corner,
it is the corner!”