



The Oz Vincent Review

Edition #4, May 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



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What's It All About?

Welcome to the fourth edition of The Oz Vincent Review, an independent, not for profit, e-zine that provides 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.

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. This edition includes a number of reader contributions; Don't be shy, you do not need to be a literary impresario – send me what you have and, only if needed, I will polish it for you.

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, world wide. 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.

Finally, Got an old Indian frame and cycle bits you don't know what to do with, and a spare Vincent twin motor? The next edition of OVR could contain the answer to your problem.



Melbourne, Australia.

Front Cover

Record-breaking Vincent Black Shadow motorcycle tops the bill at £1.4 million Bonhams sale.

The Bonhams auction at the International Classic MotorCycle Show at the Staffordshire County Showground topped £1.4 million on Sunday 28th April, 2014 with the top-selling lot a 1952 Vincent Black Shadow, which realised £113,500.

The fully-restored, ex-works machine formed part of the factory's bid to set a new 24-hour speed record at Montlhéry in France in May 1952. Although mechanical failures prevented the bid from being successful, the British team returned home with eight new records, including six hours at over 100mph.

Ripper Robe, Ripper Ride and You are Invited



The "VINCENT RIDERS DINNER" is coming up again. This year it will be held at the Robe Hotel in Robe SA on the 29th November, 2014 at 7pm. The Robe hotel has en suite rooms plus cheaper rooms with shared ablutions. Behind the Hotel is the Best Western Melaleuca Motel. There is much more accommodation available in Robe as it is a tourist town.

Remember it is a rally for Vincent riders so you must ride your Vincent or Vincent powered bike from your home to the dinner. No trailers, no modern bikes, no cars, no if's and no buts. Pillion and sidecar passengers are welcome – but the same requirement applies – you must make the entire journey from your home to the dinner in or on a Vincent powered motorcycle.

We are trying to encourage people to get out and discover the pleasure of touring on their Vincent. So you have all winter to prepare you machine and plan your route for the ride to Robe. Last year's Riders Dinner was really good fun, ensure you do not miss out this year.

So if you wish to attend please contact Brian Hale now, via email so he has numbers for the dinner - brianh1967@yahoo.com . And remember – you must make your own accommodation arrangements.

If you are concerned about travelling from your home to Robe alone, mention that in your email to Brian and he may have some sensible suggestions to assist you.

An Outfit Outfitted?



Ingenuity to the fore following a touring disaster.

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.

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.

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 (Melways 410 R7)</i> Koo Wee Rup, South Gippsland; 10am – 4pm
May 23-25 <i>Fantastic Vin/Velo event</i>	Annual NSW Vincent/Velocette Clubs Rally, to be held at Moss Vale, NSW, Australia. Accommodation at the Moss Vale Village Park. Contact Joanne Wenden on 0423 205 288 or Rod More on 0407 333 840 for more information.
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 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
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 th . More info call Elaine 03 5475 1668
Remember	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 .

Ethanol And Old Bikes Really Don't Mix

Following on from the recent OVR Newsflash on the effects of ethanol on old bikes (and cars), USA reader Glenn Shriver penned the following tale of his experience with Ethanol.

Yep. We Yanks have been living and dealing with ethanol in our fuel since the early 1980's--or so.

I must admit that I haven't waded thru the whole article, (the OVR NewsFlash) but what are our options? Not much: either park it, or ride it--or completely drain the fuel if you don't ride your bike for awhile. You just deal with it. Generally our fuel is about 10% ethanol. In some corn-growing/ethanol-producing states like Iowa, etc. the % can be even higher. Since then, I haven't really noticed any detriment to any metal that comes in contact with it.

1st Experience with Ethanol: Back in the mid-'80s, the Chicago Section VOC had a weekend group ride out to visit friends in Iowa City, Iowa [500 miles return.] As it happened, we stopped for fuel just West of the Mississippi, just inside Iowa. Within 5 miles of our gas stop, the Rapide cut out on one. Long story cut short, it turns out that the ethanol had dissolved the 10+ year old tank sealant that I had put in the tank as a 'temporary' measure years earlier, while in Southern Illinois, coming back from a rally in Tennessee.

Anyway, within minutes, the tank sealant turned into a stringy, gooey, gluey mess. I have a Steib on my '51 Rap, so in 'spirited cornering'--to quote Phil Irving--there is a lot of sloshing of the fuel in the tank from the side-to-side cornering thrusts. A large chunk of the old, now partly softened sealant came loose inside the tank, and knocked the screen off the petcock. This let the mucky sealant into the carbs, and it totally blocked the little passages in the carb.

We limped the 50 miles on to the rally site on one cylinder, and proceeded to spend the entire weekend trying to clean out the carbs & tank. We tried everything, but nothing seemed to get the carbs 100% clear. We scraped as much as possible out of the tank with a stick, and cleaned and re-cleaned the Amal 276's innumerable times. Ultimately, I had to pillion back to Chicago on Sunday night, get the car & trailer and go back to Iowa on Monday to rescue the Rapide. Once home again, the carbs were gone thru again the umpteenth time, but there seemed to always be more. Later in the summer, we rode out to the Annual North American VOC Rally in Ohio, and literally had to stop about every half hour to clean out the carbs again.

About that time, new Amal type 276's came onto the market, and I bought a new set that winter. [Not cheap!] I had the tank boiled out at a radiator shop, and when I saw it, the 30+ year old container was so beat up and bashed in, that it was near unrecognizable. I had not realize that some P.O. 'previous owner', had, after doing shocking damage to the tank, simply smoothed it over with plastic body fuller! I opted to put the damaged veteran under the bench and I ordered an aluminium alloy copy of a Vincent tank. [Again not cheap!]

2nd experience with Ethanol: A couple of years ago, we noticed that this same muck in my '36 Series 'A' tank had gotten thru the petcock screens somehow, and thru the Amal type 89 carb, and had burnt on both the carb's throttle slide, and onto the inlet valve's stem! Another mess to clean up!

Rubber Fuel Lines w/ Ethanol: There are all sorts of rubber tubing on the market. Some is made specifically for fuel, and some aren't. Be sure to get the good stuff that you know is made to transfer ethanol laced fuel. It'll cost you a few pennies more, but it'll be OK with ethanol. We've found that the type that has a braided pattern externally, is OK, and in many years of use does not appear to be adversely affected by ethanol.

Fiberglass: Ethanol in fuel has made the use of fiberglass tanks a thing of the past here. It makes the fiberglass go all soft and squishy. Not good.

Also: Ethanol fuels burn hotter; We have also discovered that 'bargain priced' exhaust valves have been known to burn their seats away, especially if the tappets are adjusted a bit too snug, so they are unable to fully seat (dissipate heat) sufficiently. Better alloy valves are not as prone to have this problem.

Lesson Learned: Ethanol in fuel here in the USA is a 'given'. So never use that tank sealant crap--ever again! If you do get a leak, do the right thing, and have it welded up. They say there is now a variety of sealant that works with ethanol fuel, but what happens in a few more years when they change the fuel formula again? No thanks.

And remember to keep your tappets a wee bit on the 'loose' side. In 1980, I burnt a section of the rim out of both exhaust valves on a 6,000+ mile ride from Chicago to Los Angeles, California and back. The first one went on the way out in Pocatello, Idaho, and the other one went in Albuquerque, New Mexico on the way back. On long rides and thru the mountains, where the bike is really working--especially with a sidecar & two-up plus luggage, add a small dollop of 'lead additive' to every, or every other, tank-full of fuel. It makes a big difference. Also some swear by a few drops of a 'top end' lubricant in the fuel like 'Marvel Mystery Oil' or something similar--but don't over-do it.

That's some of our experiences in dealing with ethanol-laced gas/fuel/petrol for 30+ years of riding (and enjoying) old bikes.

Cheers,
Glenn Shriver
(Chicago)

A Classic Ride to a Classic Event

The 2014 All British Rally – April 26



Around 25 bikes and riders from the Classic Motorcycle Club of Victoria assembled at the BP servo near Calder Park and at 9:05 am, after a coffee and refuel, headed up the Calder highway, turning off thru Castlemaine where one of our number had a small incident involving a oil spill in the middle of a fortunately low speed corner; minor damage to bike, major damage to pride, no damage to person. Its been some time since the backup trailer was needed – and this was the day. After Castlemaine it was then directly on into Maldon, where we arrived at 10:30.

On arrival in Maldon the main street was closed off for bikes, with less than 100 bikes scattered along both side of the Main street – but it was not to stay that way as there was a steady and solid stream of continuing arrivals. Our group spent its time strolling around, renewing old acquaintances and admiring the bikes. By 12 noon, when we were about to depart, the place was jumping with well over 1,200 bikes crammed into the street. The bikes were packed along both sides of the street and then there was an extra line of bikes stretching the full length of the centre of the street. Then there were the people – thousands of them. Riders and spectators alike.

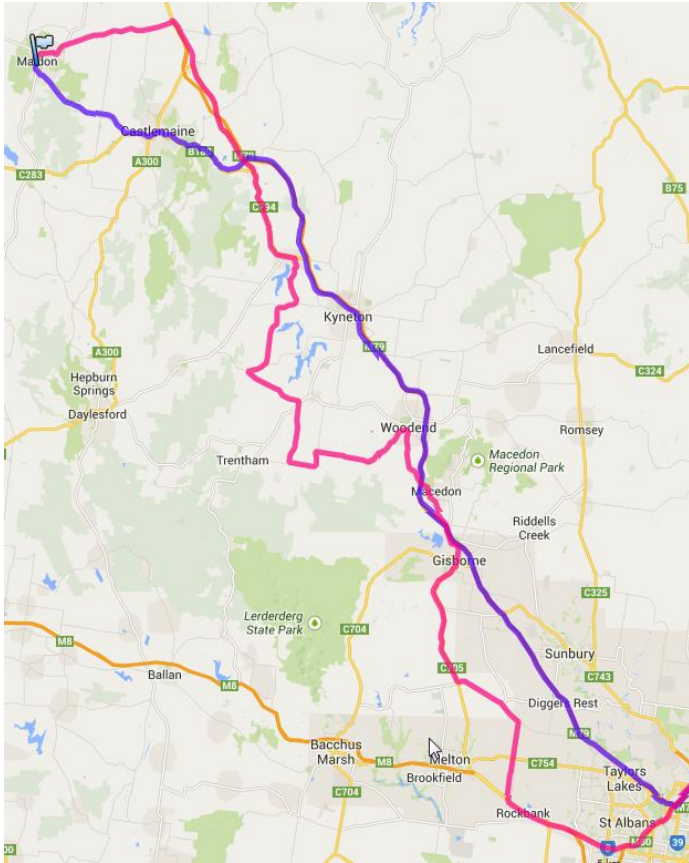


With the Maldon catering facilities struggling to cope we headed off to Malmsbury to have lunch at the bakery there; with a quick stop en-route at Elphinstone for fuel for those who's bikes needed it.

Prices at the Malmsbury Bakery have gone up in recent times and more than one of our number expressed surprise at \$6-70 for a regular pie; \$7-70 if you wanted it on a plate.



We waited around Malmsbury for some time as it was reported that one of our troupe had run out of fuel back down the road – all the information we had was that he was “on top of a hill somewhere”. After an hour or so there being no sign of the missing rider, no sign of the backup trailer and with neither being able to be contacted by mobile phone, our ride leader decided we should head off as the day was slipping away.

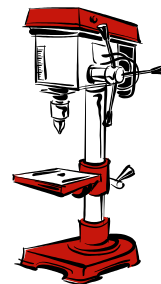


After Malmsbury we had a most pleasant run along almost empty, country lanes passing through Lauriston, Spring Hill, skirting around Tylden, on past the “Pig n Whistle” pub at Trentham East, thru Ashbourne and on to Woodend. After Woodend we traversed through Macedon, then Gisborne ending up at Rockbank which was the end point of the ride.

In all a great day with great company. Bring on 2015!

Workshop Wisdom

Heavy Breathing



This is the story of how I transformed my Comet from a wheezing, oil consuming, oil leaking fiend into what today is a reliable and completely oil tight motor that uses almost no oil – well I figure less than a half pint per 2,000 miles equates to almost no consumption. Many aspects of this tale also are directly applicable to twins as well.

When I first received my Comet it had a home made version of an elephant trunk breather; inside the timing chest the timed breather had been removed and the outlet of the timed breather was fitted with a blanking plug. Also there was a blanked off gaping hole where the magneto should have been (removed by a prior owner when converting to bike to Kettering). Anyway I restored then reinstated the magneto (and also the original Miller generator) and fitted a “D” series breather. The bike leaked oil from almost every pore and it almost gushed out of the breather.

Months and months went by as I tried just about every breather type and configuration known to man, but still the leaks and oil use persisted. All accessible gaskets were also replace – some more than once, but to no avail. After a particularly long run, one day, with the sun in just the right position, I observed fumes, nay smoke, pouring out of the breather hose that a WWII destroyer, laying down a smoke screen, would have been proud off! But when the sun went behind a cloud, that smoke was almost invisible. So it appeared that there was more than a healthy amount of ring blow-by (compression) pressurising the bottom half of the cases.

After many hard learnt lessons and a finally a failed big end bearing I eventually stripped the motor right down followed by a bottom up rebuild; new mains, new big-end and new small end bearings, new muff and liner, new piston and rings, new cam, valve seats and guides, new valves – the list was never ending – I figure the only bits I did not replace were the crank cases and the head casting! For the record, amongst many other things, I installed a 7.4:1 CP piston with the piston to liner clearance at 0.003”; I also installed valve stem/guide seals. When it came to reassembly of the motor I sparingly used Loctite 510 on all joint and gasket faces, allowing well over 48 hours for it to cure.

During the rebuild I located the required parts and installed an ‘original’ timed breather; though I did follow the advise of Phil Irving in “Tuning for Speed”, which was:

Better crankcase ventilation is obtained by filing straight across the breather-valve sleeve until the slot is fully $\frac{3}{8}$ in. wide, then rounding the outer edges of the flat so that the outgoing air has a clearer passage; the edges of the slot should be left sharp to act as oil scrapers. Replacing the external banjo and pipe with a straight union and a large-bore pipe running upwards and rearwards also helps ventilation.

In my case I did not use a straight union, but rather a conventional hi-flow banjo. The other aspect I was careful about was breather positioning and timing.

Combining information from Irving, Richardson and Stevens I learnt that the breather spindle needed to be installed in my Comet with the breather spindle slot pointing downwards. In twins the slot in the spindle should be pointing forwards directly towards the top magneto stud.

With the spindle correctly installed and with PEI’s mods made to the breather valve sleeve (in fact in my Comet I may have made the slot a whisker wider than Phils’ recommendation), I rounded and polished all of the faces of the breather valve sleeve and made sure that both the edges of the opening in it were knife sharp. I then timed the breather so that it was closing at or just after bottom dead centre; on my Comet this meant it was opening at around 24 degrees after top dead centre. On a twin, you should set the breather timing so that it closes at 30 degrees after bottom dead centre of the REAR cylinder.

I ran-in the rebuilt motor with considerable care and can report, now with over 10,000 miles on the rebuilt motor it remains oil tight and oil consumption is so low as to be almost impossible to measure.

As to the breather hose – I followed Phil’s’ advise about a large bore hose running from the breather outlet banjo upwards till it touched the bottom of the fuel tank, then it arches downwards, behind the battery where it exits into my home made catch tank (made from a small discarded plastic juice bottle). 1,000 miles of spirited running see’s around 2 teaspoons full of milky emulsion in the bottom of the catch tank.

The only downside is I no longer have a constantly refreshed film of oil covering most of my bike, so I need to be a little more diligent about chain lubrication and drying the bike off after rain and washing.

Basic lesson learnt: Poor breathing and oil leaks are not faults in themselves, they are symptoms of more fundamental problems relating to crank case pressurisation which MUST first be resolved before the oil leaks and breathing can be addressed.

(Right) A high-performance, high quality machine in the 500 c.c. class, the "Comet," with its 25-degree inclined single cylinder, is a popular clubman's model.

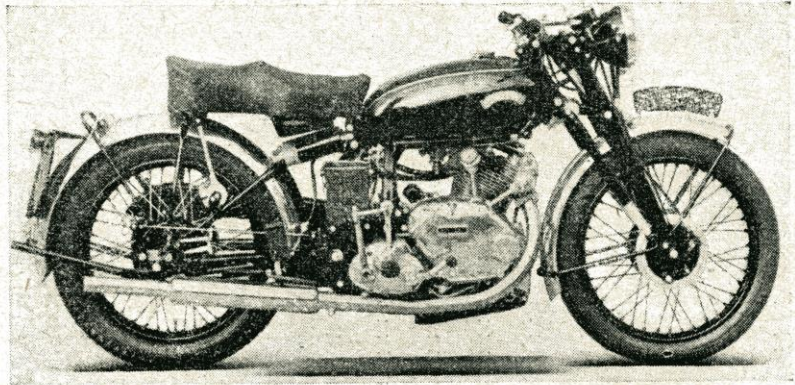
VINCENT'S post-war policy of a compact, series programme, carried out with a modern factory geared to quantity output of high quality, is justified by the striking result that more firm orders were received in 1950/1 than had been the case during the Company's previous 20 years of history!

Inevitably the supply position has kept production somewhat below the level of this substantial demand, but, because of the healthy trend thus indicated, none will cavil at the continuance in 1952 of what is basically a four-model range—a 499 c.c. "Comet," and 998 c.c. "Rapide," "Black Lightning" and "Black Shadow" twins.

An extended specification gives touring characteristics to "Comets," "Rapides" and "Black Shadows." Wider, upturned handlebars are fitted; moreover, enhanced weather protection is given to these machines by the use of deeply valanced mudguards and, on models marketed in America and distributed through the Indian concern, there is the added refinement of sealed-beam lighting units fitted to the Miller headlamp shells.

Avon tyre sizes for the standard "Comet," "Rapide" and "Black Shadow" models are 3 ins. by 20 ins. front and 3.50 ins. by 19 ins. rear. In the touring versions the modified dimensions are 3.50 ins. by 19 ins. front and 4 ins. by 18 ins. rear. It will be seen, therefore, that the touring specification provides mainly for added comfort without detracting from considerations of speed or in any way altering the now-famous luxury specification of the Vincent range.

This range has as its most modestly



A FOURSOME FROM

The 499 c.c. "Comet" and Three 998 c.c. Twins Continued with Gear-change Modifications and Minor Refinements

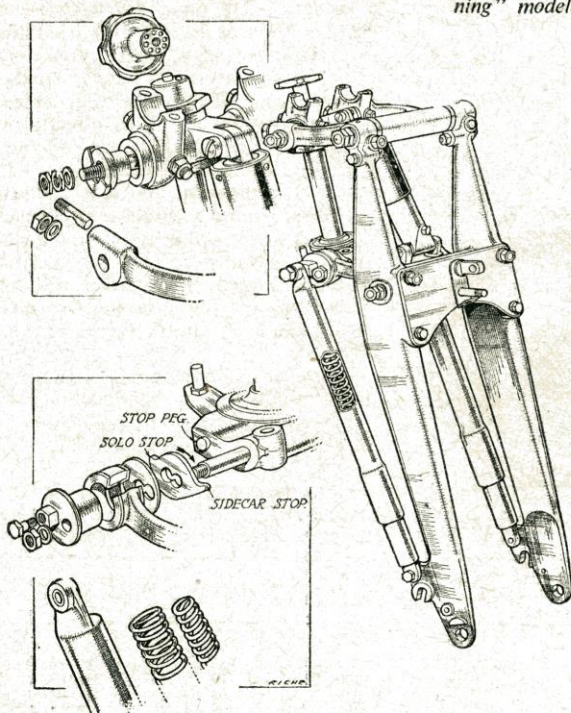
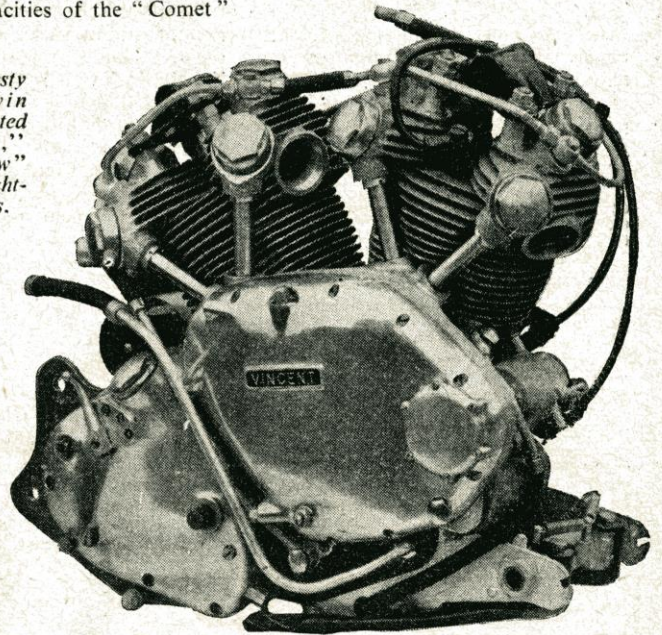
dimensioned member the 499 c.c. "Comet," a single-cylinder model measuring 84 mm. by 90 mm. The engine is of the dry-sump type with separate Lucas magneto and Miller D3 dynamo. The "Comet" uses a 229E/1DV Amal carburetter, whilst the Burman CP-type gearbox provides ratios of 12.4, 8.17, 5.94 and 4.64 to 1. The model, probably one of the fastest of its type, weighs 390 lb.

The tank capacities of the "Comet"

are similar to those of the whole of the Vincent range—3½ gallons of fuel and six pints of oil.

Other dimensions repeated throughout the range include a 56-in. wheelbase and a 6-in. ground clearance. Exception is found in the case of the "Black Lightning" where the ground clearance is 6½ ins. The "Black Lightning" is a law unto itself as far as seating is concerned, for a racing-type dual-

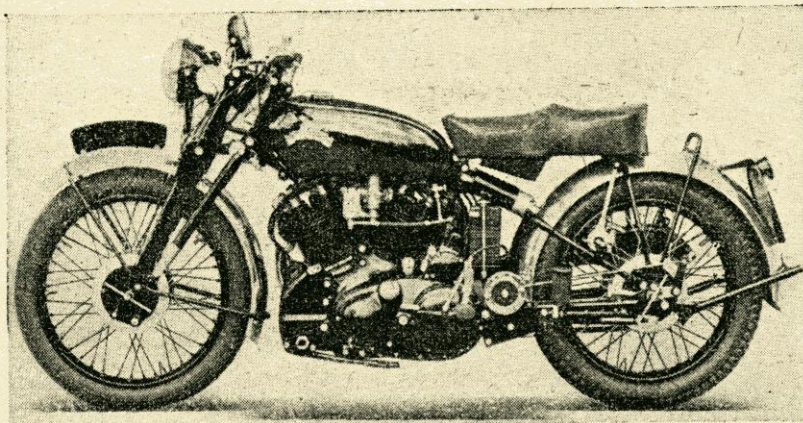
(Right) The lusty 998 c.c. V-twin power unit fitted to "Rapide," "Black Shadow" and "Black Lightning" models.



(Left) Great strength is a characteristic of the patent Vincent "Girdraulic" forks. The lower inset shows, part-dismantled, the simple mechanism giving optional solo or sidecar trail.

seat is fitted to that particular model, whereas, on the "Comet," "Rapide" and "Black Shadow" models a touring dual-seat is standard and the seat height in all cases is 29 ins.

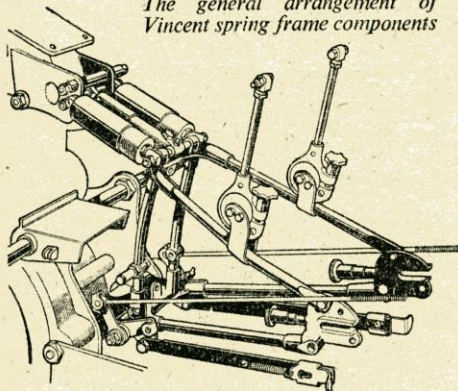
Brakes, all dual type, are 7 ins. in diameter and, for 1952, each rear "stopper" is equipped with a water excluder—actually an alloy spinning similar to that which has been used on Vincent front wheels for the past season or two.



(Left) Offering a power output of some 55 b.h.p. at 5,700 r.p.m. the "Black Shadow" has luxurious specification features plus high-performance potential.

STEVENAGE

The general arrangement of Vincent spring frame components



The "Comet" high-performance "single" has a power output in the region of 27/30 b.h.p. at 5,800 r.p.m.

Passing to the "thousands" we find that the "Rapide," with its nearly "square" 84-mm. by 90-mm. dimensioned engine operates, like the "Comet," on a compression ratio of 6.8 to 1 and offers a power potential

measured by b.h.p. figures in the region of 45, obtained at 5,500 r.p.m. At those engine revolutions, however, piston speeds are relatively low—actually about 3,100 ft. per min.—an important factor in an engine built for speed. The gear ratios of the "Rapide" in both standard and touring forms are 9.1, 5.6, 4.2 and 3.5 to 1. In the case of the "Black Shadow" cylinder dimensions, of course, are identical with those of the "Rapide." In both standard and touring trim the "Black Shadow" has a C.R. of 7.3:1 and, as a result, b.h.p. figures at 5,700 r.p.m. jump up into the region of 55.

The "Black Lightning," of course, is out, way ahead, on its own. Engine dimensions are identical with those of the other "1,000s," but the compression ratio is variable and the b.h.p. at given r.p.m. naturally varies according to both the C.R. and the fuel used. On this machine a Lucas racing magneto is a standard fitment. Gear ratios can be varied according to the special requirements of customers.

The "Black Lightning," marketed to order for racing purposes, is devoid of lighting equipment and scales 380 lb.,

a distinct saving, for the weight of the "Black Shadow" is 458 lb., and the "Rapide" 455 lb.

So much for the consolidation of this well-established range. Now what is new for 1952? Water excluders have been mentioned. The motorcycle trade has already felt the impact of steel nationalization and expediency has indicated the need for economizing wherever possible in the use of steel. Interesting results have followed. Many small parts normally made of ferrous metal appear on 1952 Vincents in alloy form. Outstanding examples are one-piece upper fork links, the pillow footrest plate brackets, footrest hanger-bolt spacers, which are of RR77 material, and hollow wheel spindles. Banjo unions for oil pipes also are of alloy construction and, apart from superseding steel, the result has been a saving in weight of something like 3½ lb. per model.

Balanced Brake Action

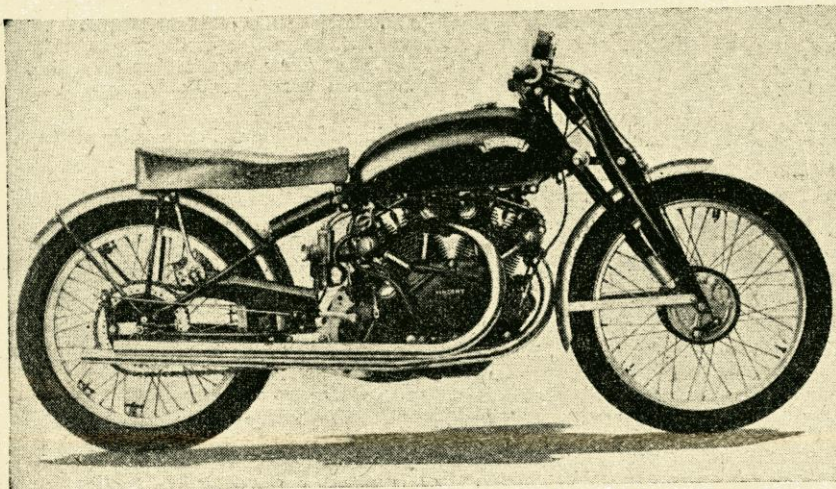
A further modification is the introduction of a balance spring fitted to the offside front-brake cam spindle bush. This modification ensures the instant return of the brake actuating lever and obviates any tendency towards binding of either of the shoes.

In 1952 chromium-plated rims and similar refinements are not to be seen on the Stevenage-made models. Instead, a practical, black stove-enamelled rim, red-lined, will be standard. The pressed-steel tank, bonderized and enamelled black, is hand-lined in gold. Bright parts are polished aluminium or stainless steel.

An interesting point about post-war 998 c.c. Vincent models has been the novel arrangement of the footrest and foot-change lever, whereby juxtaposition was preserved. For 1952, however, the lever is fitted directly on to the splined gear-change spindle. Provision has been made for a wide degree of adjustment and it is claimed that cleaner, more accurate gear changes will be a direct result of this modification; and also of a new pawl-carrier centralizer which, fitted to the selector mechanism of the Vincent gearbox, ensures absolutely positive gear engagement.

Small and seemingly insignificant modifications, yet each contributes to perfection in a range where quality is especially sought by designers, factory workers and customers alike.

The address of the makers is The Vincent-H.R.D. Co., Ltd., Stevenage, Herts.



Designed for racing, the "Black Lightning" is catalogued with a special seat. Gear and compression ratios are supplied to order.

1952 Vincent Prices		Price	Purchase Tax	Total
		£ s. d.	£ s. d.	£ s. d.
499 c.c. "Comet"	212 0 0	58 17 9	270 17 9
998 c.c. "Rapide"	280 0 0	77 15 7	357 15 7
998 c.c. "Black Shadow"	315 0 0	87 10 0	402 10 0
998 c.c. "Black Lightning"	395 0 0	109 14 5	504 14 5

George Brough, Motorcycle Pioneer

Nicknamed the "Rolls Royce of motorcycles" in *The Motor Cycle* newspaper because of George Brough's attention to detail and quality, the Brough Superior SS100 motorcycle was built between 1924 and 1940 at his factory in the Nottingham's Haydn Road.

Each machine was certified to reach 100mph (160km/h) and one was used to set a motorcycle land-speed record, when British racer Eric Fernihough reached 163.82mph (263.64 km/h) over a mile, in 1936, before hitting a speed of 169.79mph (263km/h), a year later.

But, despite the popularity and fame of the motorbikes, George Brough's memory has been largely forgotten.



George Brough chats with TE Lawrence, also known as Lawrence of Arabia, at the Brough Superior factory in Hadyn Road

The Haydn Road factory, where he worked his magic, and which was used to make Spitfire engines during World War Two, no longer exists and a small housing estate stands in its place.

Hilary Sylvester, from the Nottingham Civic Society, said "He was a local boy who found worldwide fame," she said. "A son of Nottingham who stayed here all his life."

British motorcyclist Marjorie Cottle on a Brough Superior motorcycle at the Motorcycle show at Olympia in London on 5 November 1934



"George Brough's bikes were the Harley Davidson's of the day and were taken up by all sorts of people like Orson Welles and George Bernard Shaw. "It's rumoured that Bernard Shaw even introduced the Brough Superior to TE Lawrence."

World War One British army officer TE Lawrence, also known as Lawrence of Arabia, owned seven of the bikes and was killed riding one in Dorset, in 1935.



The Brough Superior owned by TE Lawrence is unloaded at the hospital at Bovington Camp in Devon, 21 May 1935, before the inquest into his death

Terry Hobden, from the Brough Superior Motorcycle Club said: "George was an engineer, a showman, and entrepreneur. He set out to make something significantly different."



George Brough rides his Brough Superior in the Blue Hills during the Lands End Trial, in 1928

Mr Hobden added that as part of Mr Brough's marketing strategy he would enter races like the Land End Trial, a timed run from London to Lands End and back. He said: "Everything he did was done with a great flourish, he was larger than life."



George Brough continued to ride his motorbikes until he was about 60-years-old ; Love those gauntlets!

Brough Superiors continue to capture the imaginations of enthusiasts and command high prices at auction, one of the vehicles which dated back to 1934 sold for £166,500 way back in April 2008.

Of the 3,000 made there are thought to be about 1,100 models left worldwide that are still on the road, according to the Brough Superior Motorcycle Club.



A Brough Superior 1931 SS100 in the RAF Museum ahead of its sale in 2010

However, in 2008, a British man Mark Upham bought the rights to the Brough Superior name and has started building new bikes.

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 Neal 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

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>.

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

Paul Goff, UK: A massive range of electrical spares and replacements including 6 and 12V quartz Halogen bulbs, LED lamps, solid state voltage regulators and lots lots more. Ships Worldwide. PayPal accepted. See Paul's website for more information www.norbsa02.freeuk.com

Pablo's Motorcycle Tyres, Australia: Stocks tyres to suit all of your riding needs and if they don't have the tyre you are looking for in stock they will find it and get it in for you. Road, Classic, Road Racing, Classic Racing, Enduro, Motocross, Speedway, Trials and Slicks....and if they haven't got it - they'll get it! For more info see their web site www.pablos.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 hdr998@hotmail.com

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>

Peter Scott Motorcycles, Australia: Top quality magneto and dynamo services, from simple repairs to complete restorations plus a comprehensive range of associated spares. Provides hi-output coil rewinds with a 5 year warranty. For more info contact Peter on (02) 9624 1262 or email qualmag@optusnet.com.au

Ringwood Speedometer Service, Australia: Experts in the repair and restoration of all motorcycle, automotive and marine instruments. Smiths cronometric speedo specialists. Telephone (03) 9874 2260