



The Oz Vincent Review

Edition #9, October 2014

The Oz Vincent Review is a totally independent, non-profit, e-Zine about all things Vincent as well as the broader classic British 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 eighth 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.

In this edition we have a riders report on touring on a Lightning outfit in 1952; a quick look at the Amanda water scooter, Scoop reviews of the 2014 Goodwood Revival races, an update on travel insurance for those attending the VOC International in Italy next year, an overview of this year's Barber Vintage Festival, a look at the amazing bikes produced by Alfred Scott; Plus all the usual stuff.

A special THANKS to Beau Beaton for his contribution of a terrific riders perspective on the Goodwood Revival meeting.

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.

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.

Martyn

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Front Cover: The Horner brothers immaculately restored 1950 Rapide takes out first place at the 2014 Goodwood Revival. Read lots more about this great event and their fabulous victory this inside this edition of OVR



A Racehorse in the Shafts!

Last month OVR featured "A Dirty Weekend in France", a passengers ride report from 1952. This month we present the riders reflection on the very same journey Reprinted from "Motor Cycling" March 1952.

SOBER reflection suggests that it was just as well that Mr.' Sims could not spare one of his bods to accompany me on the trip. He is head of the Temple Press photo-graphic department and calls his staff bods because he has an R.A.F. background. For the expedition which one of his men missed was

a thousand-mile long week-end with a Vincent "Black Lightning"—not one of your pansy Rapides or Black Shadows but a real quick'un—and a built-for-business Blacknell sidecar which is the modern counterpart of the old T.T. Hughes. Quite some time ago, Geoff Manning; one of the brains of the Stevenage factory, asked if I'd like to try a fast Vincent. To which I said yes, if he'd prop it up with a sidecar. And occasionally, when we've met since then, Geoff has said, "We'll have to fix that outfit for you"—or some-thing like that—and I've replied, "Oh yes, rather!"—or something like that—and the conversation has drifted round to more reasonable matters. . . like my scheme for turning out a "Rapide" in one-day trials trim . . . not solo, of course . . . as a side-hack. . . Then, a fortnight ago, Geoff rang me up. "It's ready," he said. "You know, your outfit . . . yes, the 'Lightning' . . . doesn't half tramp . . . I've just run it up the road and had 103 on the speedo! What do you plan to do with it? "



" Dunno, really. Could do a quickish End-to-End, perhaps. Oh, no! . . . no, I couldn't . . . the average would be such that nobody would believe I'd observed the " 30 " limits. But, I could take it abroad—up and down the Jabbeke road, or something. . . ." That conversation took place on the morning of last Thursday week, and the next 36 hours were busy ones.

For a start, I managed to obtain the Editor's approval of an overseas trip. With the Budget only a few days off it seemed advisable to have one last fling just in case there were, further restrictions. But he's got a bee in his bonnet, has the Ed., about me. " Trouble with you," he said, when I raised the matter—and it worries me a bit, because he's hinted at it before—" trouble with you, lad, is that you've got wanderlust." He gets the oddest notions at times. . . . " By the way," he said, half an hour or so later, " you'd better think of a really good story this time, to justify the expense. And for jeep's sake take a photographer with you and get some pictures! " It is difficult to say who worked fastest after that—Thomas Cook's in arranging a supply of French francs, the R.A.C. in preparing a carnet for the machine and booking passages on the boats, or the French Tourist Service in obtaining snow reports from the Vosges winter sports area.

The Vosges? Ah, yes. That, I should explain, was the idea—the bright idea upon which the



Editor had insisted—that I'd had for a story. "Winter Sports Week-end," that was it.' We'd catch the Friday midnight boat to Dunkirk, the photographer and me, reel off the 400-odd-mile journey to one of the Alsatian mountain resorts at high velocity, try to learn- something about skiing on the Saturday afternoon and Sunday morning, rush back to Dunkirk for that night's boat and be at our desks on the Monday morning. A beautiful idea—you'll agree—but it got a bit washed out. Rain

fell on the Friday—persistent, wet and exceedingly cold rain, as I was able to observe' during my journey to Stevenage on the beloved " Banger " and return trip from there on the " Lightning Conductor," the Vincent and sidecar—and the rain virtually wrecked the expedition before it was begun.

You see, once it had been ruled that no staff photographer was available for the job, I had thought of Denis Jenkinson who, apart from being a perfect passenger, was known to be reasonably competent with a camera. He was on business in Birmingham, but said he thought he could be back in London in time for a 7.30 p.m. departure. Unfortunately, however, "Jenks " wears glasses, while his old Norton is not too well blessed with lights, and the Birmingham-London road is the world's worst for dazzle. He arrived at 9 p.m., leaving us hours, at the most, in which to get to Dover. Am I to be blamed if conversation was restricted to brief 'questions and even briefer answers as his machine was put under cover and the Vincent was wheeled out?

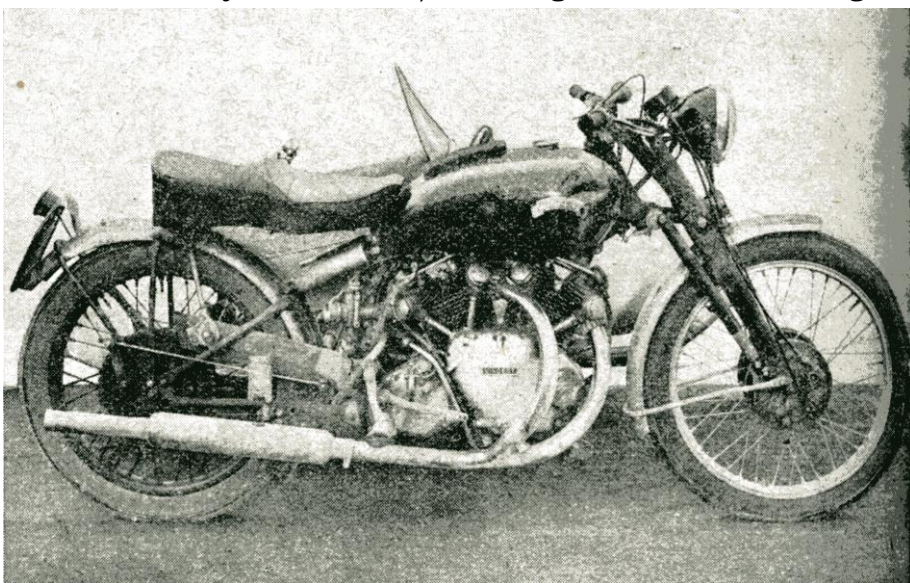
Both taps on, a gentle touch on each carburettor tickler, back against compression, clutch out . . . one, two, three, four, five . . . now! . . . bump! . . . and, with a few crackling bangs and then a roar as both cylinders cut in, the " Lightning Conductor " shattered the quiet of the Clerkenwell night. "Jenks," after three seasons as a racing passenger, knows how to get aboard with alacrity and he was already settled into the canoe-like body as I swung a leg across the saddle and, feeding the clutch in gently in an endeavour to cope with a 7.8 to 1 bottom gear ratio and an altogether too healthy exhaust note, edged the combination through the back streets and out into Farringdon Road. It was bottom—and occasionally second cog (6.1 to 1)— and lots of clutch all the way out to the Sidcup By-pass, along which we wafted on a whiff of throttle at around the " 60's " in the 4.5 to 1 third gear. Strictly speaking a petrol-benzole motor, the 998 c.c. vee-twin engine, with a compression ratio of 8 to 1, would ping in protest at any attempt to make it slog in its 3.8 to 1 top gear, despite the fact that it was tanked up with precious " 80 octane." It had every right to be finicky, had that motor. Starting life in 1949 as the power-unit of a Cooper car, it was installed in a motorcycle in 1950 and raced by Geoff Manning, and last year put up several fast performances with John Hodgkin as its jockey. This trip was rather like expecting a racehorse to pull a milk float.



The rain had at last ceased, and at times the waxing moon aided vision, which was fortunate because, with no dynamo and only a motorcycle battery to provide all lighting requirements until we got back to base, I had to travel on the pilot beam. Apart from a few miles through heavy mist, in the Wrotham area, we were able to make good time to Dover. Not good enough, of course, for the last vehicle had gone aboard the car ferry and the drawbridge had been pulled up five minutes before we reached the dock. The gatekeeper suggested there was a morning boat from Folkestone, so we retraced our tracks over the Downs, checked in for the night at the "Queens"—and consoled ourselves, as one does. Needless to say, there was nothing sailing from Folkestone in the morning, so back we went to Dover and aboard the s.s. " Invicta." Which meant that we arrived at Calais, instead of Dunkirk, and some 9-10 hours behind schedule. Hours of valuable daylight at that !

In Calais we tanked-up and filled the two-gallon can we had brought, as reserve. Before many miles had been covered two formidable facts had become apparent. There was almost a gale-force headwind, and French super carburant, although it costs 7s. a gallon, obviously has an octane rating well below 80. My goodness, how the poor old Vincent pinged ! Couldn't use top—that was out of the question—and speeds in excess of 80 m.p.h. in third caused the engine to protest. But full use could be, and was, made of the absolutely fantastic acceleration. That acceleration added a new, exciting experience to my first 20 years of motorcycling. Right the way to over 70' m.p.h. the rear tyre would leave a continuous streak of black rubber on the road as some 55 hefty b.h.p. kicked the wheel round at an ever-increasing pace, and even when changing into " third "—as between 60 and 65 m.p.h.—care had to be exercised to avoid excessive wheel spin. Up to 65 b.h.p. and an outfit weighing only 6 cwt: some power to weight ratio that ! In the circumstances it was not surprising that 48 miles were covered in the first hour in France or that, despite a halt to remove the sidecar mudguard after its stays had been fractured by the hammering over the pave, despite rather frequent stops for petrol, and despite the fact that the last 75 miles were covered in the dark, St. Dizier-230 miles from Calais—was reached in a little over six hours after we had bumped a cautious way across the tramlines and potholes of the cross-Channel port.

It was the almost dead-straight road from Vitry-le-Francois to St. Dizier which finished me! Glaring head lights approaching from miles away exert an almost hypnotic effect and one of the rules of the road in France appears to be "don't dip unless the other bloke has brighter lights than you." (Which, strictly between ourselves, is the reason why I have a Lucas spotlight mounted on my own sidecar). Having wasted time turning round to chase and remonstrate with



one motorcyclist (it was bad enough to be dazzled by cars and lorries, but insufferable to be half-blinded by one of the " clan," particularly by one popping along on a tiny little two-stroke), and having taken to shying like a frightened horse every time an unexpected shadow loomed up, I suddenly thought, "To blazes with the skiing and the story! "—and into St. Dizier's hospitable " Soleil d'Or " we went, for supper, good wine and bed.

We were up early the next morning and well before 8 a.m. we're heading eastward, in " top " at last and with the needle swinging between the 80 and 90 mark on the undulating straights. This was the fastest sidecar outfit I'd ever driven—the fastest, in all probability, that I ever shall drive—it had good brakes and even better gearbox—although it was a pity there weren't a couple of teeth less on the rear sprocket —and it steered and handled to perfection. Down the winding road from Ligny to Neufchateau and over the hills to Epinal it swung easily through the curves. Every now and again "Jenks " and I exchanged satisfied grins. What a wonderful, exhilarating experience this was!

From Epinal we were in the foothills of the mountains and the road began to climb. There were patches of lingering snow in the ditches and below the hedgerows, as we followed N.66 through Remiremont and le Thillole to St. Maurice—out of Lorraine and into Alsace—and, turning right, immediately commenced the ascent to the top of the Ballon d'Alsace, 4,000 ft. up. A plough had

been at work quite recently and while the road was virtually free of snow there were 5-ft. high banks of it on each side—vertical banks, virgin white and looking, as "Jenks " remarked, like a slice from a giant ice cake. Considering that the Vincent's automatic ignition advance device had stuck at full advance, the model coped well with the climb. We were at the top in time for "elevenses." .

" Of all the ridiculous things," said "Jenks," as he sipped his Dubonnet, "it's this. Tackling snow and ice on the fastest standard motorcycle ever made. Must say it plonks very nicely, though—when it has to!" We watched the skiers for a while, on the " nursery " slopes above the inn, got into conversation with one who was an enthusiastic owner of a British model, then joined them for lunch. " Oh-ah," I said, after we'd finished our coffee, "Better be going. Nearly two o'clock now . . . 400 miles to the coast . . . 10 hours to play with . . we might still catch that midnight boat and improve upon the original schedule. C'mon! "

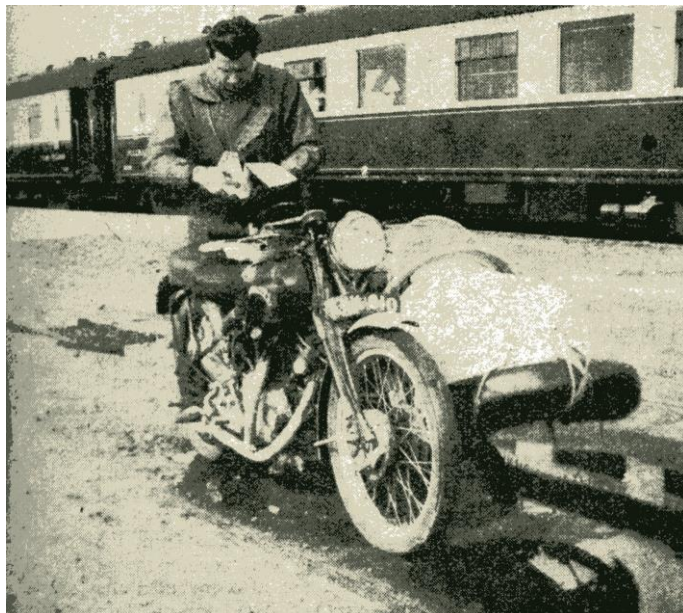
But seven hours later in Reims, only 210 miles away, I was wiring the office, "Catching midday repeat midday to-morrow boat stop water in magneto." Water in the magneto! What an understatement. There was water in the magneto, but there was also water in each of the T.T.10 carburettors, there was water in our ears and down our necks, and "Jenks " was nearly awash in the sidecar. Unless you have done much travelling in France, you will have difficulty in understanding how one can run into a deluge on one side of the country and continue through it to the other. In England, one almost invariably runs out of rain after some 75-100 miles. The first time we removed the H.T. pick-ups was only a mile or so from the bottom of the Ballon. The second was near Epinal; the third, right in the middle of Nancy. Always the engine cut out when we were at the very bottom of a dip; always we oiled or wetted every spare plug—heaven preserve the man who invented non-detachable plugs if he'd passed by on one of those occasions!—before we accepted the inevitable and began work on the magneto. Then we pushed and pushed—and a single figure gear, full advance and high compression ratio don't make a " thousand " any easier to start—before deciding that we'd have to drain the carburettors after all. But in between the stops, the model still cracked along at 75, 80 or 85 m.p.h. And it isn't every day of your life that you have to ease off to avoid wheel spin, when changing into ,top at " 80 plus." Yet, on the wet roads, it was necessary with the Vincent, " If you went slower," pointed out "Jenks " during one of our spark-divining episodes, " maybe the mag. wouldn't fill up so rapidly." " Do you think we should then?" I asked, for after all the passenger's point of view should always be considered. Hell, no!" he countered, " this is fun! You don't get a ride with an outfit like this every day," and, wringing the water from his Balaclava, he clapped it on his head and was ready for yet another run-and-bump.

A machine like this is so deceptively fast that in the dark I found corners rushing up more rapidly than they should—my steamed-up goggles had long ago been abandoned and I was trying to shield my eyes with one hand while steering with the other—and on one horrid occasion I mistook a light-coloured bridge parapet for the road ahead and all but shortened the " Lightning Conductor's " wheel-base. Then in Reims, where the motor fluffed out while we were asking the way, we both got to the state where our fingers were too numb to replace the H.T. pick-up clips. " Let's push it to a garage and warm up before we start work," I suggested. We did, and it was coincidence—pure coincidence, I swear—that across the street from the garage was the Hotel Welcome, an establishment which has become almost a Temple Press out-station in France. We went inside for something to warm our bones (funny how much colder you get in the wet than in the dry) and—you know how it is—we talked ourselves into staying, the night! Which meant that we had as nice a dinner, in the little Auberge de France round the corner, as you'll get anywhere on that side of the Channel.

It took a long time in the morning to coax more than an occasional bang from the Vincent, but in the end it burst into life with a blast which nearly shattered the glass roof of the garage. And

in the next hour I achieved something I've never done before . . . over 100 kilometres—actually 105—in the hour . . . from the centre of Reims, through Laon and into St. Quentin. Outside the towns the speedo needle held " 80" or over for mile after mile; at times it flickered past the " 90 " mark, and even then there appeared to be performance in hand. On the highly cambered wet roads the " Lightning Conductor " handled better than many lesser outfits do at half the speed at which it was travelling.

Then, just when it looked as if we might break all records to Calais, the contact breaker worked loose. Flames came out of the carburettor intakes, there were some colossal bangs and the engine stopped. We'd dried the H.T. pick-ups a couple of times, had the earth brush out, tried all our plugs and dismantled the carbs before we thought of looking at the contact breaker! One does that sort of thing when in a hurry! But that was the last involuntary stop and from then on we were tramping hard again all the way to the coast, save for the necessarily slow passages over the appalling paved towns like Lillers and St. Omer. "It's not often," said "Jenks," as we sat over lunch in the station buffet, " that you can honestly say you've never once been overtaken, on a journey-of that length. But we can!"



While waiting for loading time, we looked round the model. The rear chain, to which we had diverted one of the breather pipes, was slack but by no means worn out; the brakes needed adjusting but were still efficient and the clutch was as silkily light as at the start of the run. But the rear tyre—oh dear! Brand new when we left Stevenage, that 3.50-in. diameter racing cover was down to the canvas in little more than 900 miles. "I told you," said Denis, " about the black marks we were making." Because of the sorry state of the rear " bladder " we progressed as gently as possible all the way from Dover to the office, and as the outfit was running into the Temple Press car park, the mileometer dialled " 999 ". No need for that," said the passenger, as he hopped out of his seat, "there's no emergency, We've got back in good order.. ." And . . . yes, when you come to think of it . . . even though I was late on Friday, you've still done your trip in a week-end. Only difference is that, due to our delayed crossing, it ran from Friday night to Monday evening, instead of to Monday morning. In France they count Monday as part of the week-end, anyway."

The Amanda – On Film

In December of 1955, the last Vincent motorcycle came off the assembly line. But Vincent did not finally go into receivership for a few years. Between '55 and '59, the company made a several forlorn efforts to stay afloat. They bid on a contract to produce motors for aircraft target drones, but didn't win it. And, they nearly created a whole new industry, the personal watercraft sector.

I say, they nearly created a whole new industry. They did sell the first personal watercraft -- the Amanda Water Scooter -- in 1957. That was about a decade before Clayton Jacobsen II 'invented' the jet ski. With slightly different luck, the Vincent Company, if not Vincent motorcycle production, would still be going strong. If you [CLICK HERE](#), you can watch four '50s-era vixens throw a new Vincent into the river

Vincent Victorious at Goodwood!

The Barry Sheene Memorial Trophy

A pair of former world champions, 1993 500cc GP king, Kevin Schwantz, on his first visit to the Goodwood Revival, and two-time World Superbike title-winner, Troy Corser, were among those contesting the 2014 Barry Sheene Memorial Trophy. The battle during the early laps, though, was between former MotoGP racer Jeremy McWilliams on a Norton Manx, Australian, Beau Beaton, riding a Horner brothers prepared Vincent Rapide and Adam Child on a Matchless G80.



Beau Beaton, shown here leading the pack, proved the quickest by far and was able to hand a sizeable lead over to partner Craig McMartin that they were never to lose. McWilliams was to fall off (he was uninjured; not so his bike) and the Child/Clive Ling Matchless dropped back leaving second place to be fiercely contested by Glen English and Sheene's nephew Scott Smart, who had taken over the two Norton Manx of Steve Plater and Glen Richards respectively.

After completing the two races that make up the trophy, the final results were

3rd place – Glen Richards and Scott Smart, Manx Norton

2nd place – Steve Plater and Glen English, Manx Norton

1st place – Beau Beaton and Craig McMartin, Vincent Rapide

[Click here to see video highlights of the races](#)



Left to Right: Barry Horner, Beau Beaton, Craig McMartin and Ken Horner.

Ripper Robe, Ripper Ride, Vincent's Only!



The "VINCENT RIDERS DINNER" is coming up again. This year it will be held at the Robe Hotel in Robe, South Australia 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. [Click here for more Robe accommodation options.](#)

This is a dinner for Vincent Riders so you MUST ride or travel on a 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 – they must make the **entire** journey from their home to the dinner in or on a Vincent powered motorcycle. Put simply, the Vincent Riders dinner all about encouraging Vincent owners to experience the joys of planning and preparing their "Beast" for touring just as the maker intended.

To be part of this wonderful gathering of Vincenteers 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 alone on your Vincent from your home to Robe, mention that in your email to Brian and he may have some sensible suggestions to assist you.

This is not a Vincent Owners Club organised or sponsored event, however all Vincent riders and passengers are welcome to attend.

Glorious Goodwood 2014!

Beau Beaton reflects on the recent Vincent Victory at the Goodwood Revival



Craig McMartin (left) & Beau Beaton with the victors spoils at Goodwood

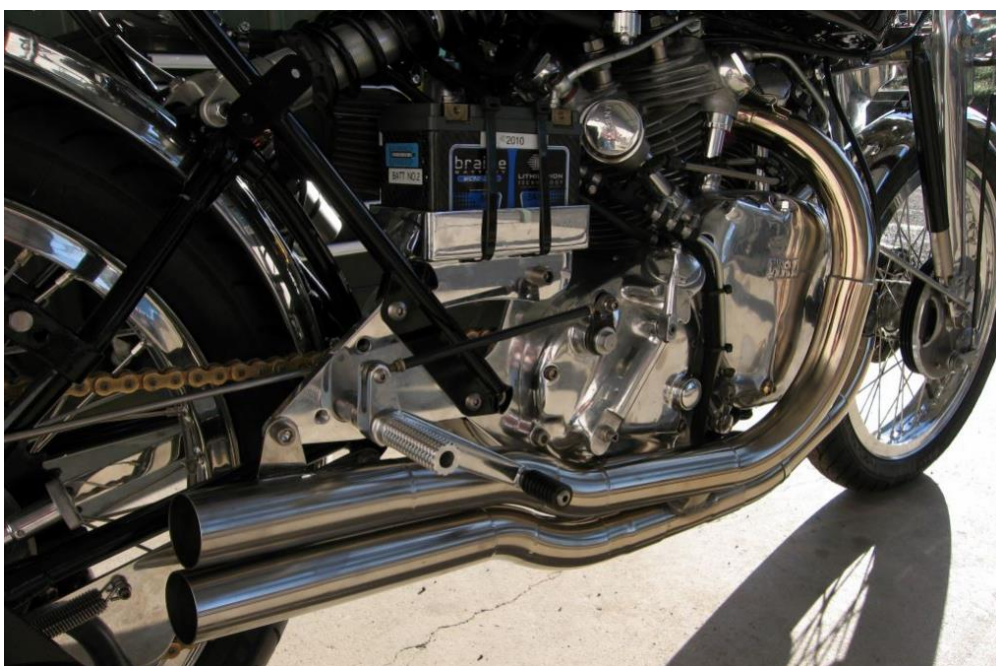
There wasn't a better ending I could think of for finishing an overseas holiday than having the opportunity to ride the beautifully prepared Horner brothers 1950 Vincent Rapide, let alone winning this prestigious event.

My first impression of Goodwood - "fast", even knowing we were going to be on a historic motor cycle. After walking the track Wednesday afternoon before the event, both myself and Craig McMartin (my team mate) realised we were going to be stretching the legs of the 1000cc v-twin. With very little track knowledge and myself being the only one with a little bike knowledge we were in discussions of what gearing to start with. It was left in my hands and we just happened to get it right.

Thursday, the track and the event itself was really starting to come alive. It's something you have to see to believe. With other bikes and cars starting to arrive we got talking to some of the locals, many were already well aware of our motorbike. It seemed a lot of them knew more about the Vincent than I did. A lot of people were under the assumption our bike was going to be far quicker than our opposition. To the whole team it seemed like the pressure was on to be at the front. After looking at the other machinery and knowing the level of competition, I knew it would not be easy. The top Manx Norton's were prepared beautifully, with superior brakes and a massive weight advantage compared to the Vincent.

There were some serious Vincent enthusiasts, intrigued on what was inside the Horner brother's machine and many questioned how it would handle the high speed circuit. It was a question none of us could accurately answer until Sunday night. Before the bike had left Oz we had only cut a few laps at the relatively short slow circuit, Broadford, compared to Goodwood. The handling department was left in the capable hands of Steve Mudford from Race Dynamics in Melbourne (www.racedynamics.com.au). Steve helped the Horner brothers re-engineer and re-think the way the original Vincent's geometry worked, with outstanding success.

That afternoon we were all invited up to Lord March's cricket game which is held every year in front of his Goodwood Manor. I'm told it's the oldest cricket pitch in the world although I'm not sure how true that is. The cricket wasn't really my thing, but we were blessed with an original Spitfire plane doing several low flying passes over the cricket pitch. It's a sight that was mind blowing to see and hear an aircraft of that heritage flying so low to the ground.



The first session on Friday couldn't have come soon enough for both Craig and myself. Craig had never ridden or even seen the freshly refurbished 1950 Vincent Rapide. With no practice we were straight into qualifying. Small problems started to show their head very soon into the session, with Craig not even completing a full lap before a small split in the top of fuel tank caused him to pit. The team shoved some rags and tape onto the tank to get us back onto the track. It wasn't perfect but I was able to complete 5 more laps to finish out the session. My final lap was quick enough for pole position, edging out former Moto GP star Jeremy McWilliams by 0.09 of a second.

Afterwards, there was bit of relief knowing that the bike could run at the front in a field of world class riders. The team stayed back at the track that day doing some overtime to repair the split fuel tank as well as a complete check of the bike. Other than the fuel problem, the power of the Vincent down the straights at Goodwood was fantastic. Taking us close to the 130mph mark where everyone else was yet to make to make it into the 120's. The myths of ill handing at high speed were soon put to bed, and I think it took a few by surprise. However, despite the lightning brake plates, slowing the big v-twin up for the corners was heavily relied on by the engine braking rather than the underpowered finned drum brakes.

The motorcycle races at Goodwood are a combined time of the 25 minute race Saturday and 25 minute race Sunday; so planning our strategy was important to our race results. I started the race Saturday meaning I had to finish the race Sunday. I'd never done a Le Mans style start

before, let alone in front of a crowd of 148,000 and a cast of motorsport royalty. I wasn't the fastest off the line but second into the first corner was fine for me and by following Jeremy McWilliams on his Norton Manx I was able to learn the track a bit better. It was my first time racing a bike without tyre warmers so I slowly worked my way up to know the Avon's limits. It wasn't long before we took the lead down the straight using the power of the Vincent to blast past Jeremy. It was nice to repay the favour, as it's usually the other way around at the Philip Island Classic when the Brits bring out the ultra fast XR69 replicas generally passing me down the straight.



We were making a great race of it maintaining a small margin over the Norton until I suddenly saw +8 seconds on my pit board. I hadn't realised what had happened but Jeremy had a technical problem and crashed. I handed the bike over to Craig with a comfortable lead. He managed to extend our lead to take the chequered flag with a 17 second margin over Steve Platter and Glen English.

The team was ecstatic, and deservedly so. The effort gone in to the preparation by the team at KH equipment is beyond belief. But we were only half way there.

The stage was set for Sunday's final race with myself and Craig having a comfortable lead after Saturday, we really didn't have to win the race to win the weekend. Jeremy and Duncun were out of contention for the weekend's final result, having a crashed motorbike that was unable to be repaired, but with approval from the officials they were able to bring out a much newer 62' replica Manx Norton, to make the show go on.

Craig got off to a reasonably slow start, having trouble getting a gear after the run across the start finish straight. We had moved up to forth by the first lap. Craig stayed in the mix swapping places with 2 Nortons being ridden by Duncun Fitcher and Glen English. Craig handed the bike to myself on the 8th lap, in the lead, with the Norton's directly behind. Jeremy and myself were at it from the moment we left the pits, it was a really fun race which I'm sure the crowd enjoyed (although probably not as much as I did). We led the last lap and I thought I may have just had him. The more modern brakes on the Norton provided a real advantage to Jeremy as he came diving up the inside coming into the final chicane. It was a blessing for both of us in disguise. Accelerating out of the last corner and heading for the chequered flag the original HRD gearbox decided to give in and lock up. A quick grab of the clutch and we were lucky enough to coast to the line to take the overall win for the 2014 Barry Sheene Memorial race.

It was an eventful end to a successful weekend. To say I am honoured to be a part of what the Melbourne, Australia, based engineering company, KH Equipment, has achieved would be an understatement. And I'd like thank everyone involved and everyone who was behind us over there.

Beau Beaton 2014



Italy International

September 6 – 20, 2015

This month we take a closer look at travel insurance options for those Australians planning to attend and planning to ride a bike while travelling outside of Australia. The list of companies reviewed is not exhaustive but it sure highlights the need to read the policy BEFORE you pay a premium.

The first 3 companies reviewed do offer travel insurance cover that you can rely on if riding a bike of any capacity. As to the rest we looked at – they appear to be totally useless from a real riders perspective due to the restriction of 200cc capacity maximum and in some cases, the additional restriction that cover is only available if it is a rental bike.



Allianz

We will NOT cover the following: Your claim arises from being in control of a motorcycle without a current Australian motorcycle licence or you are a passenger travelling on a motorcycle that is in the control of a person that does not hold a current motor cycle licence valid for the country you are travelling in:

Summary – OK cover - BUT you must hold a valid Australian motorcycle licence which MUST also be valid for the applicable country



SURESAFE

We will NOT cover the following: Riding a motor cycle, when: i. You are operating the motorcycle without wearing a helmet or without a valid licence in Australia for the same class of vehicle you are operating; or ii.

You are a pillion and you are not wearing a helmet or your motor cycle operator does not have a valid licence in the country in which you are travelling;

Summary – OK cover - BUT you must hold a valid Australian motorcycle licence, valid for the applicable country AND wear a helmet



Budget Direct Travel

We will NOT cover the following: Any claim arising from the use of a two-wheeled or three-wheeled motor vehicle unless you; As the driver or a passenger are wearing a helmet (irrespective of the law in the country you are in), and As the driver: Hold a driving licence appropriate for the country you are in, and If using a motorcycle rated 125cc or higher, you hold a current and valid licence required for driving an equivalent rated motorcycle in Australia.

Summary – OK cover - BUT you must hold a valid Australian motorcycle licence valid for the applicable country AND wear a helmet



We will NOT cover the following: claims involving participation by You (during the Journey) in motorcycling for any purpose. This exclusion, but not any other exclusion, will be waived from the time the appropriate additional amount payable has been received by Us, provided You are wearing a helmet, the motorcycle has an engine capacity of 200cc or less and whilst in control, You hold a licence valid in the relevant country.

Summary – Useless! You MUST NOT ride a bike larger than 200cc, wear a helmet AND hold a licence valid in the relevant country.



You may wish to hire a motorcycle (including a moped) as the driver or a pillion passenger during Your Journey. If You choose to do so You must pay an additional premium and will only be covered if: the engine capacity is 200cc or less; You are wearing a helmet; You are not participating in a professional capacity; You are not racing; and whilst in control of a motorcycle, You hold a licence valid in the relevant country. Note: No cover will apply under Section 16 Personal Liability.

Summary – Useless! -You MUST NOT ride a bike larger than 200cc and it MUST be a rental



We will NOT cover the following: Claims involving participation by You (during the Journey) in motorcycling for any purpose. This exclusion, but not any other exclusion, will be waived from the time the appropriate additional amount payable has been received by Us, provided You are wearing a helmet, the motorcycle has an engine capacity of 200cc or less and whilst in control, You hold a licence valid in the relevant country.

Summary – Useless -You MUST NOT ride a bike larger than 200cc, must wear a helmet and finally you must hold a valid licence in the relevant country



We will NOT cover the following: motorcycling unless the motorcycle has an engine capacity of 200cc or less, is hired and the driver holds a current motorcycle licence if required by the country, state or place you are in;

Summary – Useless - You MUST NOT ride a bike larger than 200cc which MUST be a rental and hold a valid applicable licence.

A final word of caution - Fortunately most EU countries do recognise your Australian Drivers licence PLUS a valid International Driving permit issued in Australia however do not assume they will do the job everywhere.

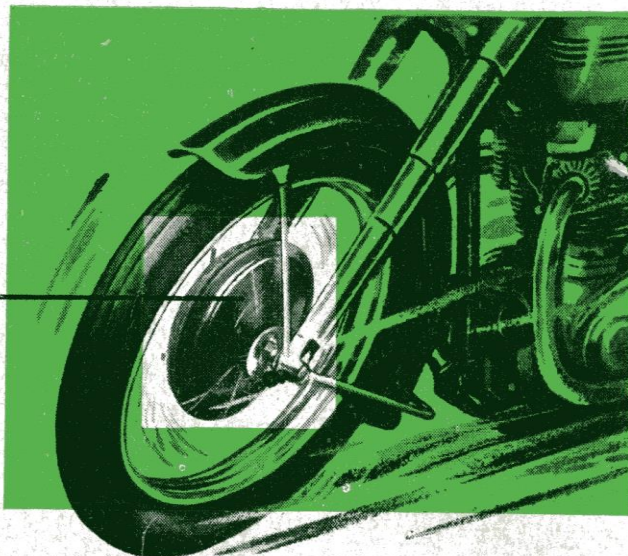
There are many countries, especially in Asia, where Australian licences, including Australian issued International permits are NOT valid – it's another case of do your homework before you travel.

HOW TO SAVE MONEY . . . SAFELY!

Brakes!

by Dr. R. C. Parker

FERODO TECHNICAL DIRECTOR

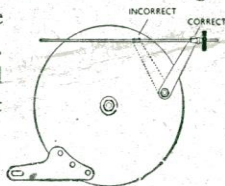


Scientific research, rigorous testing on the complex machines in the Ferodo Test House, knowledge gained in world famous racing events . . . all these have contributed to the unique reliability and long life of Ferodo Anti-Fade Brake Linings. To get the full benefit of Ferodo Linings—the safest in the world—you should make sure they are fitted by a mechanic, properly equipped to carry out the job. The following hints will enable you to keep your brakes properly adjusted and maintained, so making sure that the linings wear evenly and last longer.

INEFFICIENT BRAKES

Cam Lever past centre

When the cam lever is past the centre position leverage is considerably reduced. This may be caused by worn brake linings, but on some machines the pads on the brake shoes are designed to accommodate shims between the hardened pad and the brake shoe. Linings, however, should be replaced if the rivet heads are making contact with the drum.



Oil or Grease on Brake Linings

Should oil or grease come in contact with brake linings they should be cleaned with carbon-tetra-chloride and roughed up with a wire brush or glass paper. If the linings are soaked they must be replaced; dressing the surface would only effect a temporary cure, for as soon as a lining becomes hot the grease rises to the surface.

* Cut this page out and keep it handy.

Shoes wrongly located

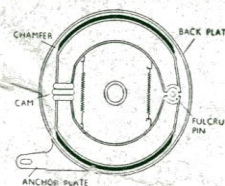
If the back plate is not centralised only one shoe will contact the drum. Where the back plate is clamped by the wheel assembly, the brake should be applied to locate the shoes before tightening. Where the pivot pin is adjustable, this should be slackened off, the brake applied and the nut retightened.

BRAKE GRAB

Check for drum distortion. If the runout exceeds .005 in., it should be turned or reground. Look too, for weak springs, slack fulcrum pins or loose back-plate anchorage. If the lining has been badly fitted, it may have come loose on the shoe. If so, support the rivet head with a punch or bar, and clench the rivet on the underside of the shoe platform.

BRAKE SQUEAL

Check as for brake grab for the causes are often the same. Other possible cures are filing a long chamfer on the leading edge of each lining and thoroughly cleaning the assembly with particular attention to the dust in the rivet hole counter-bores. If the machine has been idle for a few days, a thin layer of rust on the drum may be responsible for squeal. This should pass off after one or two brake applications.



And remember the most important safety tip

Follow the expert and fit
FERODO
ANTI-FADE Brake Linings

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 Event Calendar” column in OVR. Just drop the editor a line at OzVinReview@Gmail.com .

October 5 - 9	North America East Un-Rally*; Being held at Maggie Valley, North Carolina. Hotel, rally headquarters: Smoky Falls Lodge http://www.smokyfallsloodge.com/maggievalleymotel.html 1-877-926-7440 or 828-926-7440 * Un-Rally = no registrations, no nothing; just turn up!
October 10 - 12	Barber Vintage Festival, Alabama, USA – more info elsewhere in this edition.
October 18-19	CMHAC Girder Fork Rally, Cooma NSW. More info at www.coomacarclub.com.au
October 24 - 26	AJS & Matchless Owner’s Club, Jampots Downunder Rally will be held at The Barossa Valley Tourist Park, Nuriootpa. Click Here for more Info.
October 24 – 26 <i>Ripper weekend</i>	Philip Island; Australian Motorcycle Grand Prix
November 16 <i>Chance to show off your toys</i>	The 59 club presents the “2014 Mods V Rockers” Rally; Meet in Brighton for a run to Oakleigh South for BBQ- Bar – Show’n Shine and more. See flyer elsewhere in this edition for more info.
November 29 <i>Too good to miss</i>	Vincent riders are invited to the Vincent Riders Dinner in Robe, South Australia. Diners MUST travel to Robe on or in a Vincent powered machine ABSOLUTLY NO EXCEPTIONS. Email brianh1967@yahoo.com to make your dinner reservation.
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
September 6 – 20, 2015	VOC International Rally, Italy; <i>for VOC members only.</i>
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 .

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 “Event Calendar” section of OVR.

Contact the editor by email OzVinReview@gmail.com.

Vincents at the 10th Barber Vintage Festival



Last year's annual Barber Vintage Festival was a watershed event, surpassing in size any other U.S. vintage motorcycle gathering by attracting a record 61,437 attendees to the three-day festival held at Barber Motorsports Park outside Birmingham, Alabama. That number is almost certain to climb this year as Barber celebrates a milestone anniversary with **the 10th Annual Barber Vintage Festival Oct. 10-12, 2014.**

The festival has grown steadily since its 2005 inception, when an estimated 6,000 vintage motorcycle fans gathered at the 700-plus acre Barber complex, home of the Barber Vintage Motorsports Museum, the largest and greatest motorcycle museum in the U.S., if not the world. Barber also boasts a world-class 17-turn, 2.38-mile road course laid out by famed track designer Alan Wilson.

The Barber crew continues to craft an ambitious menu of activities every year to make the festival shine, with AHRMA vintage racing, a swap meet, the American Motor Drome Wall of Death, a vintage bike auction, special club displays, and starting in 2013 the Ace Corner inside the track at Gate 4. There's also the Friday night Motorcycles by Moonlight museum fundraiser, this year featuring special guest Erik Buell of Buell Motorcycle fame, who will be interviewed during the dinner by Motorcycle Classics regular contributor Alan Cathcart.

Motorcycle Classics will hold its annual Vintage Bike Show on Saturday, Oct. 12, with Vincent motorcycles as our featured marque. We'll be welcoming the Hillbilly Vincent Owners, who are holding their own rally before heading to Barber where they'll set up with us to display their bikes. This will be one of the most important gatherings of Vincent motorcycles in recent memory, with expected Vincents including Gunga Din (the test bed for the Black Shadow and Black Lightning), plus at least three Black Lightnings, several racing Vincent specials, Gene Brown's Rudge Python-powered 1932 HRD and more. Trophies will be awarded in five classes, including the featured marque (Vincent), British, American, European, Japanese and Custom.

Every Barber Festival is special, but this one will easily be the best one yet. Don't miss it.

Scott – The Bikes

In OVR #6 we took a look at the life of the brilliant English engineer Alfred A Scott – now we take a look at the distinctive and innovative bikes produced by him and in his name. Reprinted from Classic Motorcycles, 1994. Written by Ian Fallon

Despite the best efforts of manufacturers of four-stroke engines, the most successful racing motorcycles of the past 25 years have been powered by water-cooled two-strokes. Look further back, before Gilera, Manx Nortons, and even cammy Velos and you'll find the same: 80 years ago a water-cooled two-stroke was also the dominant racing bike. In 1912 and 1913 a Scott won the most prestigious race of the day, the Isle of Man Senior TT, and for four years in a row set the fastest lap. In the 1912 win Frank Applebee was the first rider to lead a TT from start to finish, and the first to win on a two-stroke. His race average of 48.69 mph (78.4 km/h) might not look impressive now, but the course was unsealed and his bike had only rudimentary suspension and brakes.

Scott advertising proclaimed that the firm produced "the different motorcycle". Yet not only was the Scott different, it was also surprisingly advanced. In 1908 Alfred Angus Scott patented two designs: one a frame that relied on an arrangement of triangulated straight tubes; the second a two-stroke engine with water-cooled cylinder heads. Soon the water-cooling was extended to the barrels, with that distinctive honeycomb radiator. These were to become the Scott's vitals.



By 1911 Scott had introduced rotary induction valves, a feature found on some of the very latest grand prix bikes. The final modifications came in 1914 with drip-lubrication, geared rotary valves, and the gearbox constructed in unit with the engine.

Scott now believed his motorcycle design had gone as far as it could, and he turned his attention to a peculiar three wheeler called the Scott Sociable.



After World War 1 Scotts were still raced at the Isle of Man, with reduced success. Though Scott himself seemed no longer interested in bikes, a new model, the Scott Squirrel, was released in 1921. With Scott's death in 1923, at the age of 48, the future of the company looked bleak. Although Harry Langmans took the Squirrel to third place in its debut TT the same year, followed with a second in 1924, another win was desperately needed. Unfortunately, with knowledge of expansion chamber and port design still in its infancy, the Scott couldn't match the constantly improving four-strokes and were regarded more and more as clubman machines until Tommy Hatch finished third in the 1928 Senior. To celebrate, the TT Replica was released the following year. It wasn't enough to save the company. Financial difficulties were continuous, and the government's official receiver was brought in. This was to happen several times over the years.

Scotts were always made in small quantities, and were expensive because of their reliance on

small component runs from outside suppliers. Only a few motorcycles were made after 1930, but somehow the company limped on until 1950, when the Shipley works was closed.

The 1929 'FT Replica featured was available in 498 or 596cc, both models sharing the 71.4mm stroke that had proved so successful in the 1924 IOM TT. The 498cc version used a 66.6mm bore, the 596 a 73mm. These models represent the peak of the development of the Scott twin. After that they were no longer competitive racing machines, and any power increases were offset by significant weight rises. The later production bikes weighed up to 185kg and still only produced 30 bhp. Scott's original 500cc two-speeder of 1911 weighed just 90kg.



The TT Replica's engine comprises two single cylinders with separate crankcase compression chambers, between which is the flywheel and chain primary drive. The crankshaft, with single overhung crankpins set 180 degrees apart on two short shafts, is spigoted to the central fly-wheel. Oiling is by the much reviled mechanical Pilgrim pump, mounted on the magneto platform. There is adjustment for each crankcase, with auxiliary cylinder wall oiling to each cylinder. The operating plunger is mounted on the left side handlebar.

Two-speeder Scotts had not used a gearbox but two primary drive sprockets and two chains; the three-speeders use a conventional design and a multi-plate clutch (asbestos inserts). A choice of ratios was offered with the TT Replica.

The frame design had caused a stir back in 1908. The triangulated layout, with the engine low in the frame, is the key to the Scott's admirable handling qualities. The low centre of gravity, duplex design is braced on the crankcases at three points. While Scott claimed to be the originators of the telescopic fork, the TT Replica uses girders with Bentley and Draper dampers and an Andre steering damper. There was no rear suspension: Scotts using a rigid frame until production ceased.

Each TT came with drop forged front and rear stands, pannier bags with tool kit, tyre repair outfit, inflator, and grease gun. Racing bikes were fitted with panniers and a tool kit. The TT also carried an RZ designation (racing), and weighed a claimed 152kg. Other features were an aluminium front guard, 203mm diameter front and 178mm rear brakes, an Enfield cush hub transmission shock absorber, and 26 x Sin tyres.

Scotts have a dedicated following that rivals that of any other make. Scott owners have even been accused of being a clan in which ownership of a four-stroke motorcycle is considered heresy. Meet Tony Edwards, heretic. Tony spent the best part of 11 years restoring this TT Replica, the only one known in Australia with an RZ engine designation. He also has an SS80 Brough





Superior in the shed — so you don't need to be a fanatic to own a Scott, but then, you need enthusiasm: competent ownership was once said to require a three year apprenticeship. Although the engine is simple and efficient, Scotts have a voracious appetite for spark plugs and magnetos; and that oil pump is a temperamental unit. There's also the matter of availability: Scotts have always been difficult to come by, so they are expensive. These are just a few of the reasons why the Scott owner has been compared to the Bugatti owner in four wheeled circles.

Starting is by kick, and this racer, with its distinctive Howarth silencer, emits that quiet burble that rises to the legendary dramatic and high-pitched yowl that was synonymous with Scott machines. Just as distinctive is the heavy smoking from the muffler at slow speeds. It starts easily, but needs a good warm up to get rid of the smoke. The clutch gives a distinctive multi-plate rattle as it is disengaged. The engine is surprisingly tractable.

With only around 30 bhp from 500cc, there is none of the peakiness common to later two-strokes.

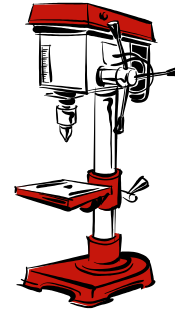
Like all pre-war machines, the Scott is very low. Ground clearance wasn't really a consideration given the quality of the tyres at the time. Steering and handling are fine. Even the rigid back end isn't a problem — as long as you keep to smooth roads. I've ridden a number of pre-war machines and the Scott feels most modern of these, probably because of its advanced engine and frame layout. Of course it is slow; and those average speeds at the Isle of Man are the more impressive when you realise that a 30 bhp motorcycle is unlikely to be able to get much over 130 km/h.

But the appeal of the Scott lies not in outright performance. It is a motorcycle built to a very high standard that appeals to the connoisseur. Everywhere on this motorcycle there is evidence of quality, from the nickel-plated honeycomb radiator to the braided steel oil line.

For all its foibles the bike stands to the great credit of Alfred Scott, whose basic design continued to be available as the Silk until late 1979 — over 70 years since the first model appeared. Surely a record worth more than a clutch of TT wins.



Workshop Wisdom



Setting the timing on motors, fitted with points and coil ignition is not all that difficult, it can be done with a simple timing light, both dynamically or statically but when it comes to a motor with a magneto a simple timing light just will not work for setting up static timing – and on our Vincent's setting timing dynamically is an almost impossible task. The Riders handbook goes on at length on static timing and how to “feel” a piece of cigarette paper in between the points to determine when they open (and thus when the spark plug fires). This is a pretty hit and miss affair with timing setting being more good luck than anything else. At last there is a better way – a magneto synchronizer.

Features: 100% Solid State; Bright LED indicators; Electronic buzzer; Magneto leads 2 feet long; Strong anodized aluminium case; Long battery life. Case measures 5¼" x 3¼" x ¾".

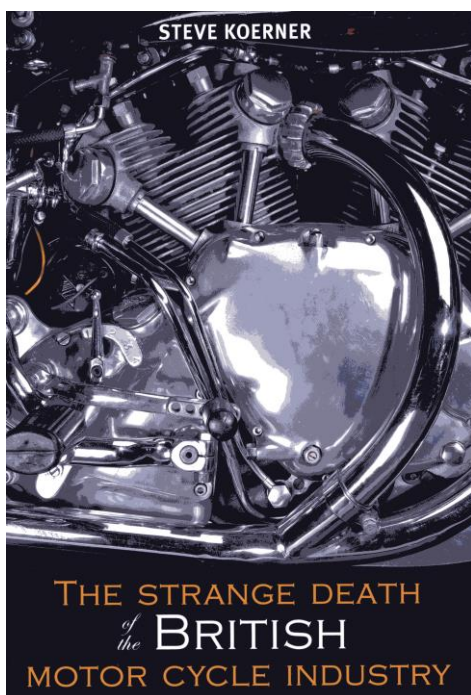
How it works: The device measures the change in inductance (not resistance) in the magneto coil when the points open or close. Points open or points closed are indicated by separate Light Emitting Diodes on the front panel. Additionally while the points are open a buzzer also sounds. As a magneto fires the spark plug at the exact time that the points open, the buzzer sound also commences at that point, eliminating any guesswork as to exactly when the points are opening and the plug is firing.



How to use it:

1. Find Top Dead Centre – on the **compression** stroke.
2. Remove the main shaft oil quill and insert a timing wheel and set the timing wheel to TDC.
3. With the spark plug removed, and your bike in top gear, by hand, slowly rotate your rear wheel in a BACKWARDS direction till the timing wheel indicates a point at least 50 degrees BEFORE TDC.
4. Remove the cover from the magneto points
5. Attach the black lead of the magneto synchronizer to earth – the frame of the magneto or any convenient spot on the motor may be used.
6. Attach the red lead of the magneto synchronizer to the points – see picture.
7. Turn on the magneto synchronizer
8. By hand, slowly rotate your rear wheel in a forwards direction. Stop at the exact point where the buzzer starts to sound.
9. Your timing wheel is now showing the exact point where the spark plug will fire.

Where to get it: Aircraft Tool Supply Company, PO Box 370, 100 Old US 23, Oscoda, MI 48750, USA; email: info@aircraft-tool.com; <http://www.aircraft-tool.com> and the part number is LED51. At time of writing, cost was under US\$50 plus postage.



THE STRANGE DEATH OF THE BRITISH MOTOR CYCLE INDUSTRY

Author: Steve Koerner Published by Crucible Books, Carnegie House, Chatsworth Road, Lancaster LA1 4SL , UK. www.cruciblebooks.com
Flapped soft back, 172 x 245mm, 368 pages, with 80 photographs and Illustrations ISBN 978-1-905472-03-1. Available on line from <http://www.abebooks.com> , US\$59.90

"The British motorcycle... In design, lightness and efficiency it beats everything: These words were written In 1927 by a journalist on the Daily Telegraph, and it was from these heady heights of supremacy in motorcycle manufacture that the Industry was destined to fall.

British-made bikes were the stuff of legend and international envy, and still hold a very special place in the heart of motorcycle enthusiasts the world over. So how was such a success squandered? Who or what do we blame for the loss of such a wonderful feather in our national cap? Was it avoidable, or was the Industry just a victim of the irresistible globalisation of trade, bringing powerful new players on to the stage? Though these questions have been asked with much wringing of hands over the years, a

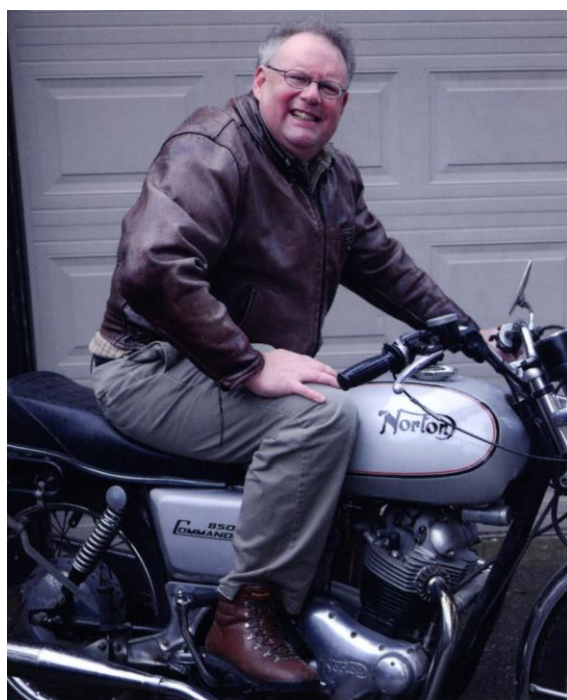
full and balanced analysis has been notable by its absence. Until now.

Using the records of the Motor Cycle Industry Association, company accounts and government documents deposited in the National Archives, Norton Commando-riding Canadian academic Steve Koerner has set out to find the answers.

In *The Strange Death of the British Motor Cycle Industry*, the trajectory of manufacture and sales is described in full, from the glory of the 1930s to the death-throes of the 1970s. Iconic names abound, of the motorcycles of course, but also of the key players such as Jack Sangster and Edward Turner.

Then Steve embarks upon both an unsentimental and thorough assessment of the industry's demise. What emerges is a complex series of contributory causes, including the technical wizardry of the Japanese, government legislation and the self-inflicted wounds of mis-management by the manufacturers. This book is very comprehensive, covering aspects such as racing, exports, and the changing image of motorcycling in the UK, industrial disputes and national politics.

For anyone seriously interested in why the British motorcycle industry died in such a sudden, sad and regrettable way, this really is the definitive work, the conclusion of which could well be a surprise for many readers. Not a light read, but Steve Koerner is to be congratulated for such a fascinating, exhaustively researched and thought-provoking tome.



Steve Koerner has a BA (Honours) in History from the University of Victoria and a Ph.D. in Social History from the University of Warwick. He is a writer and educator as well as a long-time British motor cycle enthusiast who lives in Victoria, B.C., Canada. Koerner is shown on his 1974 Norton 850 cc Commando, a bike he has owned and ridden regularly since 1988. (Photograph: Jurgen Pokrandt)

Daily Mirror

Sunday, November 16, 1964-2014

SUNDAY NOVEMBER 16th 2014

MODS VS ROCKERS

WILD ONES TO INVADE BRIGHTON

The **59** Club Australia

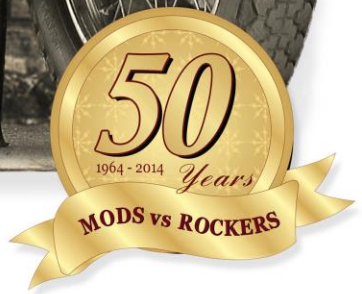


Melbourne Crusaders scooter club

\$10 ENTRY



Performing Live:
the 'Rock'a'dee's'
and 'The Payoff'



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 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 more. Ships Worldwide. PayPal accepted. See Paul's website for more information www.norbsa02.freeuk.com

Pablo's Motorcycle Tyres, Australia: 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 sourced in the UK by this enthusiast. Email for a catalogue hrd998@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 Melbourne, Australia based business dedicated to helping car and bike restorers repair and detail their componentry to the highest standards. The wet abrasive blasting used to finish jet turbines now provided by him is able to clean the most intricate components without degradation to the original surface. For more information visit their web site www.woodyshydroblast.com or call (03) 9597 0387

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. Alex has 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> or phone (03) 9899 1400

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

Ray Dean, Australia: Precision engineering services including but not restricted to Cylinder honeing, crankshaft rebuilds, aluminium welding and more. Located at 28 Albemarle Street Williamstown, Victoria. Phone 0400 803 226

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

Rays Custom Spray Painting, Australia: Ray Drever is the consummate perfectionist when it comes to painting bike tanks and frames. Also a craftsman in flame work and airbrushing. Located near Geelong; contact Ray on 03 5251 2458 or 0402 988 284.

Perfect Seal Piston Rings, Australia: piston rings made to order – for more information contact Trevor McGregor, Phone 0412 506 398

Terry Prince Classic Motorbikes, Australia: Classic Motor Bikes, specialises in restoration, manufacture of new parts, and the development and manufacture of high performance components for Vincent motor cycles. For more information visit the web site [Click Here](#) or telephone +61 2 4568 2208