



The Oz Vincent Review

Edition #13, February 2015

The Oz Vincent Review is a totally independent, non-profit, e-Zine about the classic British motorcycling scene with a focus all things Vincent. OVR, distributed free of charge to its readers, may be contacted by email at OzVinReview@gmail.com



1st Birthday Edition

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OVR Is One Year Old.

Welcome to this first birthday edition of The Oz Vincent Review, an independent, not for profit, e-zine that provides a forum and voice for all folks with an interest in Classic British Bikes and Vincent motorcycles in particular.

It's hard to imagine that OVR is now one year old; that milestone has only been possible through the generous contributions of material and information from you, the readers, plus those generous folks who have allowed reproduction of items past – a big heartfelt “thank you” to you all. So as they say, “charge your glasses” and give a toast to the new OVR year! I will be doing my best to ensure OVR is as good, if not better, in the next year, than the one just completed.

And a special birthday “Thank You” to those folks whose actions, on and leading up to, the 2nd of February 2014, led to the creation of the Oz Vincent Review.





If you have received this copy of OVR indirectly from another reader you can easily have your very own future editions; simply 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

Melbourne, Australia.
Email: ozvinreview@gmail.com

MOTORCYCLE SHOW PROUDLY PRESENTED BY WILLIAMSTOWN MOTORCYCLE CLUB

BIKES BY THE BAY



22nd March 2015, Seaworks, 82 Nelson Place Williamstown. 10am to 3pm.

‘IT’S ALL ABOUT THE BIKES’

This event is a family day out and provides an opportunity for clubs and motorcycle enthusiasts to display their bikes and participate in this celebration of Motorcycling. ‘Bikes By the Bay’ celebrates Motorcycles of all kinds including Road, Race, Dirt and Custom.

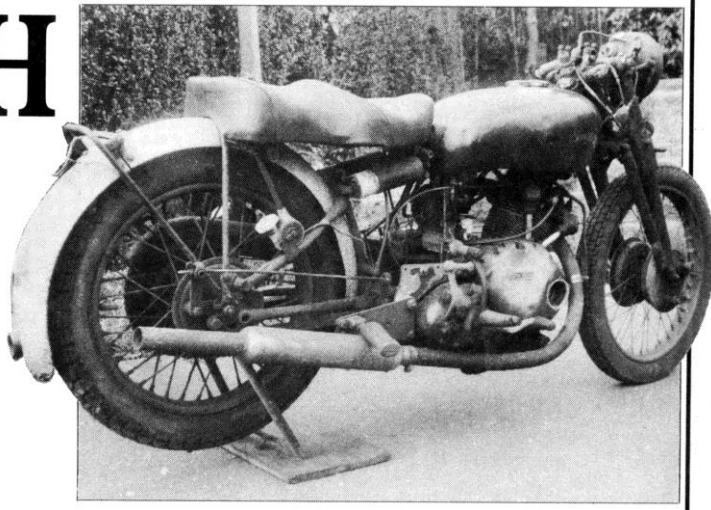
BIKES, FOOD, DRINKS, RAFFLES AND MUSIC - IT DOESN'T GET ANY BETTER!!

\$5 entry fee, kids under 12 free. All funds raised will be donated to local charities that assist the Old and the Young.

For more info email us at info@wmcc.org.au or see www.wmcc.org.au
Melway ref 56 E10. Clubs and Groups by prior arrangement only.

22nd MARCH 2015

WORTH A 30 YEAR WAIT?

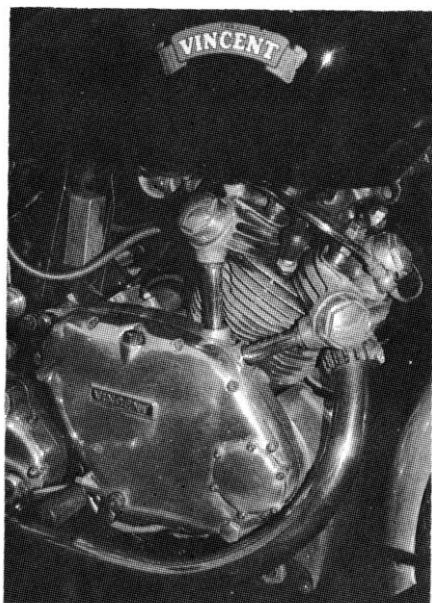


David Hulstone, Fred's son, relates an interview with Fred, originally published in Classic & Motorcycle Mechanics, #40, December 1991

FRED Hulstone had always liked Vincents but back in the 1950s he couldn't afford one. "It stems back to when I was a bike mechanic in the 1950s. I worked on all makes and models of British bikes but Vincents were always my favourite. "I liked the way they were built and their performance of course, but on my wages I couldn't afford one myself. That didn't stop me promising myself that one day I would buy one." Fred had to wait another three decades before realising his promise.

"I'd virtually given up hope of ever finding one," said Fred, who had bought an AJS 350 to restore as some compensation. "Then, just as I'd finished restoring the AJS, a friend of mine, Phil Denton, told me he knew of a Vincent that might be for sale. Unfortunately, he couldn't remember where! He's a Honda rep and visits so many bike shops he couldn't remember which one he'd seen it at — but he said he'd remember the place when he went there again. Apparently this Vincent was under a pile of rubbish at the back of the shop." Three months later Phil stumbled across the right shop during his rounds — Chase Motorcycles at Chasetown near Walsall.

The Vincent turned out to be a Comet in very rough condition. Still, the model or condition was not that important to Fred, although he reckoned a single would work out a lot cheaper than a Rapide. "Phil suggested I went to see the bike on my restored AJS to help convince the chap the Vincent would be going to a good home." The Vincent had been used as the family workhorse and owner Eric Downes was much attached to it. "It would be like a rag and bone man selling his pony," said Fred. The cheapest Comet Fred had seen was a £600 basket case but seeing the state of this one he offered £300. "At first I thought he hadn't heard me, but after a long pause he said 'well go on then, you seem a decent chap and I know it's going to a good home.' It was still a tidy sum. You could get a Comet in good condition in 1984 for £1800 and now they're fetching £4950. Proportionately my £300 would be like paying £1000 now."



One valve had stuck open which meant a re-bore and unfortunately the good original piston replaced.

The bike was so rough that Fred's son David and his mates thought he'd gone completely mad! It had been left standing since 1977 and been covered in various bits of rubbish from the shop. Its home in the lean-to had allowed

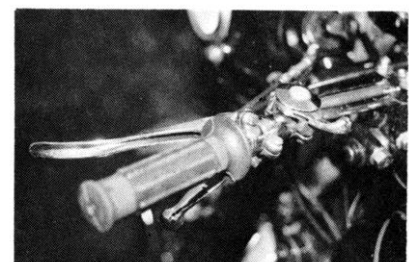
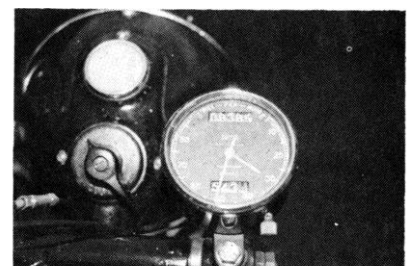
the weather in at the front and rust had set in. "It was so rusty I didn't dare touch the front wheel for fear it would collapse," remembers Fred. Over the years it had been used to bring bikes into the shop in a huge box sidecar. "It must have had its work cut out just hauling the sidecar," said Fred, "let alone with a bike in as well. I reckon the bike heaved a sigh of relief when I dismantled the thing." Stripped timing gears had forced the bike off the road and the engine did not run. "Vincents replaced the iron timing gear with a quieter running alloy type but this didn't last as long," explained Fred. The last owners had pushed the bike in but never got round to repairing it but thankfully had bought (and kept) all the parts to do the job.

Unfortunately he could not keep the original number (KOV 784) as it had not been entered on the DVLC computer so it now has the age related MSU 484 registration. First job was to remove the engine, or more accurately with Vincents, "...take the rest of the bike OFF the engine. So I took off the front end, the back, seat and what bit of frame there is — the 'rear section. Everything was rusted and seized up, especially the forks." Depressingly, one valve had remained open all that time. The barrel had gone rusty and required a rebore — depressing because the engine had a perfect and now unobtainable original piston fitted: After the rebore a pattern piston had to be fitted, bought through the Vincent Owners' Club spares scheme. The gearbox only required a new bush (turned up by Fred) and the big ends and mains are as they were when the bike was bought. "They are very solid engines as they use the same bottom end as the 1000cc twins," said Fred. "Up top, all that was needed were new valve guides. I also had the cams and cam followers rebuilt from MkI to MkIII profile to make it run quieter. "The Vincent's clattery engine puts a lot of folk off but there's nothing you can do, it's just the way they I are."

"Muck was set like concrete, on the outside of the engine." Fred told me. "I wire brushed it first to get the bulk of then found two fins were broken where someone had tried to prise the barrel off the crankcases with a screwdriver." A wizard-welding friend of Phil Denton's built up the fins with weld and ground them back so well that even Fred can't spot the broken ones now. Engine and gearbox back together; the repainted swinging arm was attached complete with two spring boxes and one shock absorber instead of the three it had previously to haul the sidecar.

The front suspension just needed repainting and the pins replacing. "Vincent kept on with girders even though there had been a shift over to telescopics," said Fred. "They used girderdraulics which are half way with a small telescopic shock absorber in the middle, plus the two main pieces of girder. Apparently the company didn't believe telescopics were strong enough on bends. They were made by the Bristol Aircraft Company so the metal used is the best. In fact all the metal used in the bikes is top quality which is why they stopped making bikes because they wouldn't cut costs. As they were made of such good materials it's reckoned that half of all Vincents made still exist — and I think the company made around 11,000."

Only the hubs could be salvaged from the wheels. The hubs and four drums were reconditioned before a local wheel builder fitted new spokes and rims. Fred had the front rebuilt to 19 inch diameter (one inch less than original) because of difficulties in getting 20 inch tyres. Avon have since made a batch of 20 inchers but fitting a



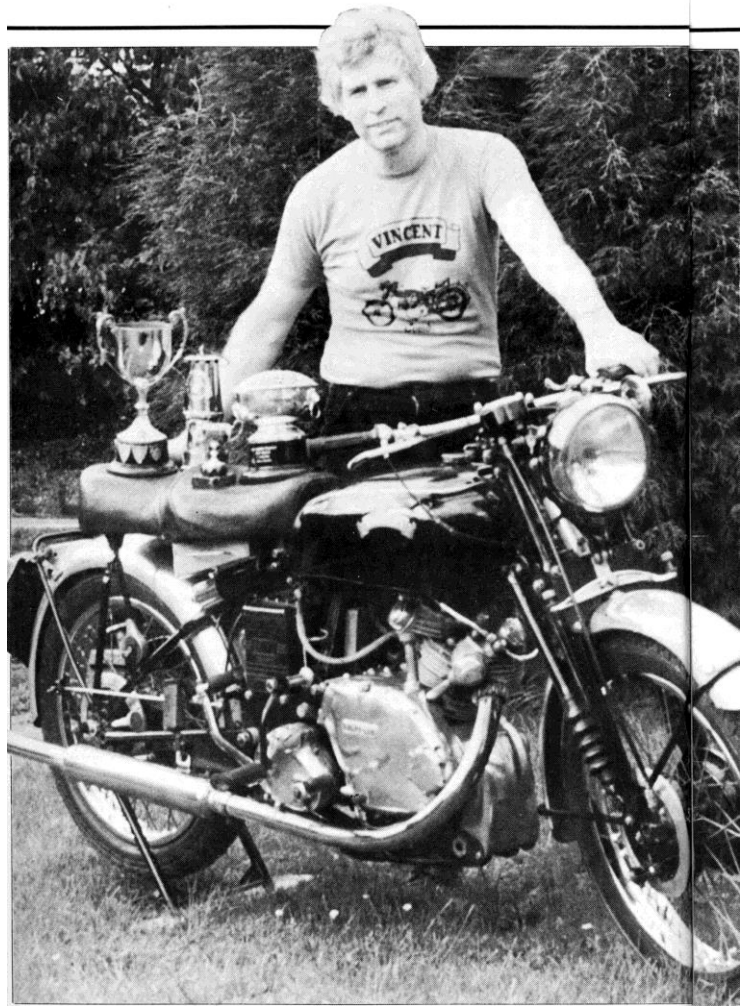
Secondhand speedo had to be bought but all control levers needed were a clean-up.

3.25x19 tyre gives virtually the same diameter as the original 3.00x20 inch. "A common Vincent modification," says Fred.

Electrics had already been converted to coil with a Triumph Cub distributor. "I discovered the original magnetos, even bad ones, were very expensive to buy," said Fred. "They were also very scarce because they run backwards. It would have been pointless to go for dubious originality when the bike was already fitted with a perfectly serviceable system. All I did was have the dynamo reconditioned and converted the system to 12 volt. It all works well and always starts first or second kick even if it has been standing for two or three weeks — which isn't very often." The tank was dented and covered in flaking paint so was professionally resprayed — but the exhaust system was unsalvageable. He managed to buy an original Vincent front pipe through ex-Vincent employee Ted Davis and the heavy duty chrome silencer came from Armours of Bournemouth.

The original mudguards had disintegrated but Fred resisted the temptation to fit stainless steel and stuck to original alloy with new stays. Only the back brake cable remains original — the others, throttle, clutch and choke, Fred made himself. "I also managed to salvage the headlamp shell myself."

Fred did everything he could himself, even rebuilding the seat. "Twelve months ago I discovered the plywood base was cracking so I took the seat to pieces and gave a friend what was left of the base to use as a pattern. I then rebuilt the seat using the same padding and cover." The speedo was so rotten the numbers could not be read so he bought a second-hand one. The one on the AJS was better



though so he fitted that to the Vincent and the second-hand one on the AJS. "It took a year and a long suffering wife to restore the bike," laughed Fred. "I'd bought it in July 1984 and it was run-in on the trip up to the Manx GP in September 1985 — a trip it does every year now. I've done over 14,000 miles on the bike now and the only failure has been one broken clutch cable, which can't be bad." Fred has a collection of trophies for his Comet but has always ridden it to shows or taken part in the pre-show qualifying run.

"I've made many friends through my Vincent," said Fred. "Every time I park it someone comes over for a chat. For that I will always be indebted to Eric Downes for selling it to me."

So that was 1991. 24 years on and that same bike is today again being lovingly restored by his son, David; OVR hopes to be able to bring you the story of David's restoration efforts in the not too distant future.

At Last – A Good News Story!

A year ago, as Editor, I advised all of my readers via my NewsFlash service of a robbery committed here in Australia in the hope that the stolen Vincent Motorcycle may be recovered. Just a few days past I received the great news that the unlikely had happened – the bike has been recovered and a person has been charged with its theft. Bloody Terrific!

Below I have reproduced the letter of thanks from its lawful owner, which correctly is addressed to the entire Oz Vincent Review community.

I am deeply indebted to so many people, truly globally for keeping an eye out for my bike. I knew it would be hard to sell without being traced eventually, but this probably makes it more likely to turn up in little bits at a time. Luckily these thieves weren't too enterprising and decided to sell the bike complete (or as much as they took of it at least) and it was recovered intact by the South Australian Police CIB at Elizabeth, just north of Adelaide on Friday 16 Jan 2015.

To say I am absolutely delighted to have my Vincent Series C Rapide back is an understatement of monumental proportions. Some of you may be aware that my insurers of twenty years decided to offer less than one third of the bike's minimum market value, apparently because they didn't know it's worth! I only found out today that this insurance company don't normally insure bikes, only taking them on as part of risk through brokers! So it seems there was a breakdown in communication between our brokers of the time and the insurer. I didn't accept the payout offer, hoping the bike would return and I am led to believe they may pay for restoration of some damage done while the bike was on holiday for more than a year. Now my Rapide and Comet are insured with Shannon's and they seem a totally different breed of insurer.

I am aware that the South Australian Police put more than usual effort into this case as Vincents are a bit more traceable than a lot of other stolen goods. At the time the bike was collected from the Elizabeth Police, there was a person detained in relation to the theft. It is my sincere hope that the police have a successful prosecution resulting from their hard work.

My Vincents and Triumph 5T have brought me in contact with so many outstanding souls in and out of Australia. Losing a Vincent Rapide for a year showed me far more of the sleuthing, camaraderie and networking people will do for someone they may never have met or heard of before.

I am sure I can never repay that international effort, but if you are near Arkaroola, Australia I will try to show my appreciation.

Sincerely,

*Doug Sprigg.
January 2015*

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 .

February 7	Berwick Swap Meet, Akoonah Park, Berwick.
February 8	All British Day, Echungra, South Australia. More info at www.allbritishday.com
February 19-21	Ballarat Swap Meet, Ballarat Airport
February 20-22	New Zealand National Motorcycle Rally @ Cromwell. contact amandastuf@vodaphone.co.nz for more info
March 8 <i>Massive</i>	Yarra Glen Swap Meet, Yarra Glen Racecourse, Victoria. Gates open @ 8am.
March 22 <i>Simply mind-blowing</i>	Williamstown Motorcycle Club will host the 18 th Annual ‘BIKES BY THE BAY’ at Seaworks, 82 Nelson Place, Williamstown. This event provides an opportunity for clubs and motorcycle enthusiasts to display their bikes and participate in this celebration of motorcycling
March 22	Scoresby Swap Meet, National Steam Centre, Scoresby
April 4 – 5 <i>No racing – just riding</i>	Broadford Bike Bonanza at Broadford, Vic., Australia. More info at www.ma.org.au
April 17-19	Bendigo Historic Motorcycle Club, Rushworth Rally. Contact Pam Jones for more info ph 0407683376
April 19	Swan Hill Swap Meet, Tyntynder Football Oval
April 25-26 <i>Outstanding</i>	All British Rally at Newstead, Vic., Australia. More info at www.bsa.asn.au
May 8-10	Bendigo Historic Motorcycle Club, Singles & Girder Fork Rally at Llanley. Contact Pam Jones for more info ph 0407683376
May 9	Geelong Swap Meet, Geelong Show Grounds.
May 9	Vintage Car Club of New Zealand: Waimea Motor Cycle Rally; contact amandastuf@vodaphone.co.nz for more info
May 30-31	Historic Winton – see flyer in this edition for more information
September 6 – 21	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 “Events Calendar” 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, events or meetings, again drop a line with details to the editor who can then publicise them through OVR newswashes and/or entry in the “Event Calendar” section of OVR.

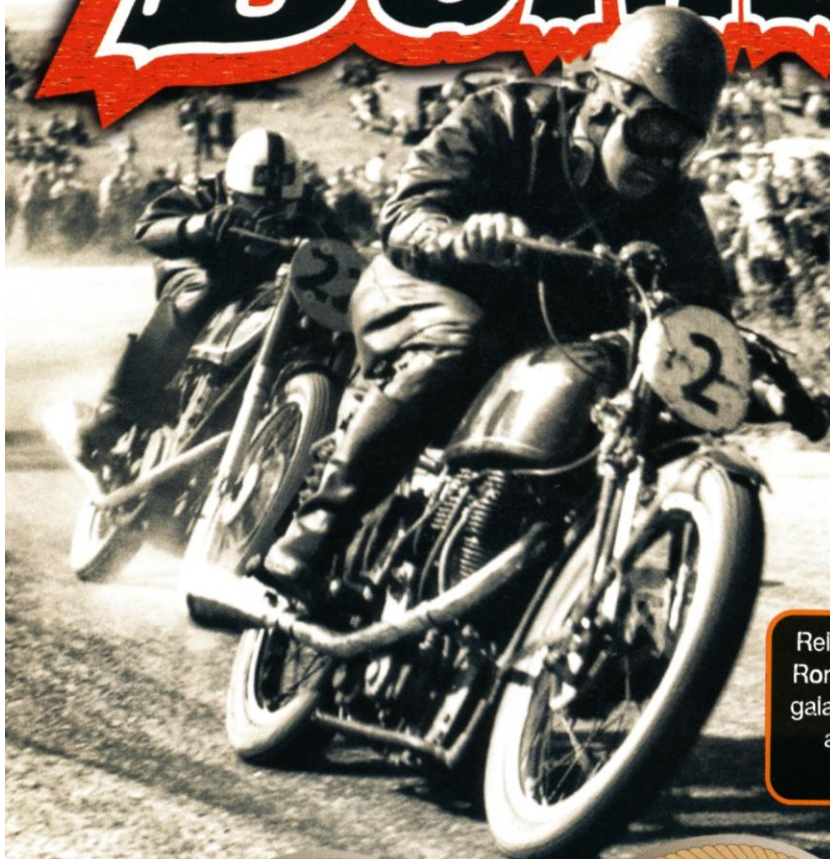
Contact the editor by email OzVinReview@gmail.com.



BROADFORD BIKE



BONANZA



★★★ CELEBRATING ★★★

50 Years of Bathurst 1938-1988

Relive the 1979 Bathurst epic with Graeme Crosby, Ron Boulden and John Woodley on track and at the gala dinner. See CCM motocross star Lester Rowley and a host of British bike brands like Metisse, CCM, Cotton, Elstar and many more.



EASTER 2015

SATURDAY & SUNDAY 4-5 APRIL

Pre-1990 Historic Motorcycling Celebration... No Racing... Just Riding

Broadford Motorcycle Complex, Broadford, Victoria

• Gates Open 8am-5pm • Spectators \$30 per day (\$50 two days) • All Welcome •

For more info contact the Event Secretary – Peter Drakeford Ph: 03 9684 0515 Email: peter@ma.org.au Web: www.ma.org.au

Letter to the Editor

Martyn

I think I can add to the piece on valve timing in the Jan., 2015 edition of OVR.

I suspect the interference fit between the cams and the gears is not as constant as it might be, and the situation described of cam timing having "slipped" from 60 to 52 degrees is probably the result of the gear slipping on the camshaft. Note also that it is absolutely critical to ensure that the cam bushes are reamed for clearance AFTER the gears have been pressed on, as the bushes may be compressed by the fitting of the gear and the bronze bush has a coefficient of thermal expansion which is roughly double that of steel, so the cam will tighten on the spindle as the engine warms up. The consequences can be catastrophic as I have recently found out for myself, and I would recommend reaming a couple of thou over the stated spec just to make sure.

Further, it is not necessary to settle for "close enough" on the valve timing and getting it exact is not only possible, but not that difficult. 10 and 20 ton presses can be purchased new for less than A\$400 from a number of outlets and the following procedure was gifted to me by Terry Prince (the "Zen" of Vincent Motorcycle Maintenance!).

1. Using the timing degree plate, set the crankshaft to the required BTDC inlet valve opening point
2. Place the camshaft without the gear on the spindle and just nip the inlet tappet on the flat of the camshaft
3. Turn the camshaft in the clockwise direction until the lifting lobe engages and it cannot be turned any further by hand
4. Line up the cam gear on the shaft and tap it on with a copper hammer so that it just engages enough to be able to drive the valve gear (about 1/4 of an inch)
5. Back off the engine crank and then rotate forward checking the valve opening and lift at TDC. If it is not quite right then tap the gear off the cam and adjust as required. Repeat until it is exact.
6. Apply Loctite 680 to the exposed areas of the cam and gear and press the gear fully home.
7. It's probably obvious, but precise valve timing makes a huge difference to the way the engine performs and behaves. A couple of photos attached.



Also, I am a huge fan of Zen and the Art of Motorcycle maintenance, and I currently work in the "Quality" sector. Tee hee.. Most importantly, the book is "An Inquiry into Values". Deep, dude!

Cheers

Holger Lubotzki, Australia

OVR Visits the 2015 International Island Classic

January 24, OVR made a flying visit to Philip Island to the Island Classic. Here is a montage of some of the more interesting sights.

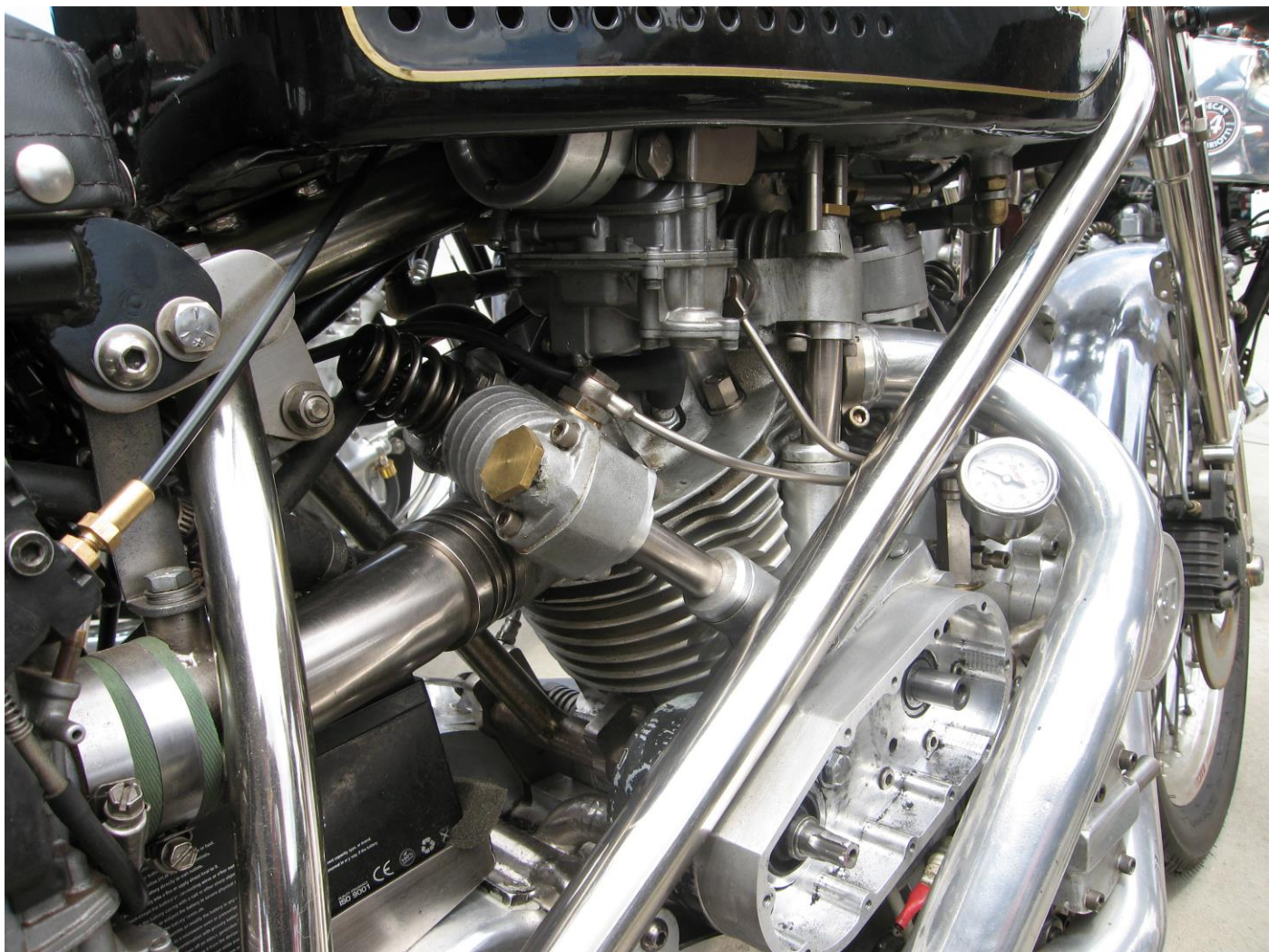


Ian Boyd's immaculate – and fast – series A twin

Speedway Motor; A series bottom end with Terry Prince top end. Burman 4 speed box plus unusual pushrod tubes.



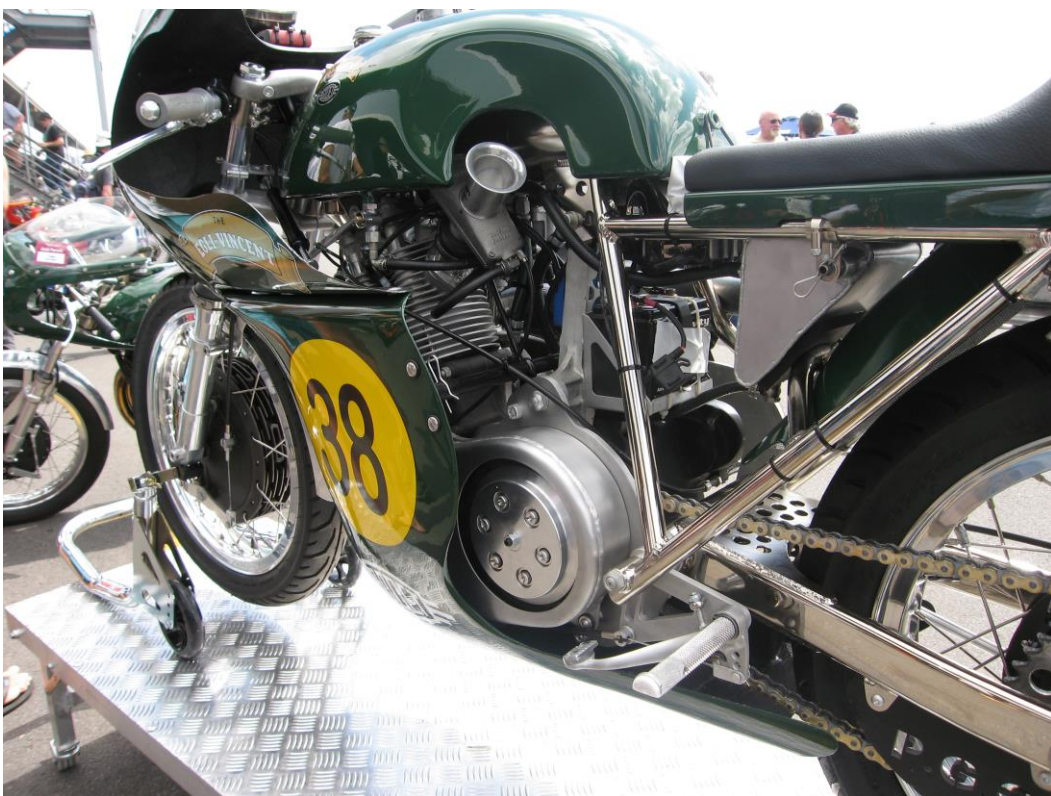
Neil Trease series A based twin racer, in front of Ian Boyds A series Comet



Detail of Neil Trease A twin motor



Greg Brillis (left) in conversation with Patrick Godet, the designer and constructor of the Godet Grey Flash Replica campaigned at the island by Team Gallur from New South Wales



Some views of the stunning Godet designed and constructed Grey Flash replica that is now part of the Team Gallur stable



Greg Brillis (left) with the fabulous new series C Black Shadow race bike that he has only recently finished building; it's almost too nice to race, but race it does! Franco Trento (centre) is in earnest conversation.



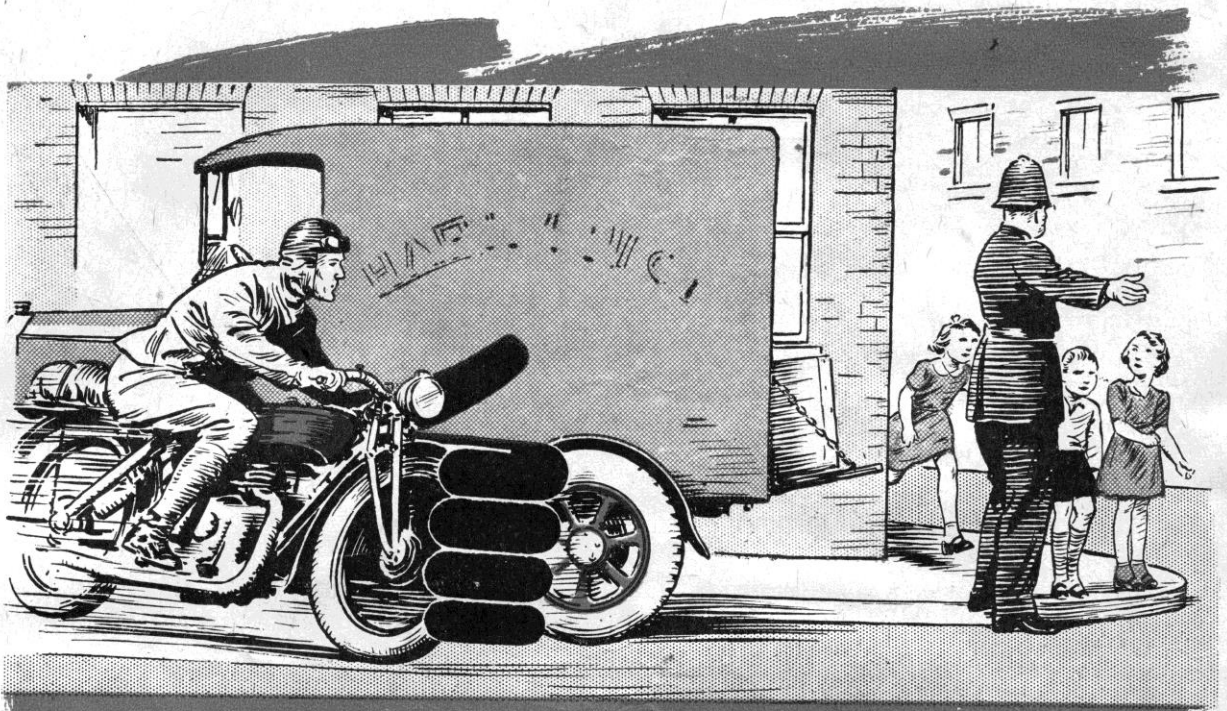
Another view of Greg's great bike.

OVR hope to be able to tell the amazing story of this bike in a future edition.

Your editor (Cripes I need to lose some weight!) in conversation with Greg.

See more photo's of the Philip Island Classic, provided by OVR reader Stephen Carson, here https://www.dropbox.com/sh/hbkh2gbs0eg5chi/AACIMO_baRBeAvSKROVQKUnHa?dl=0





THE HALTING HAND!

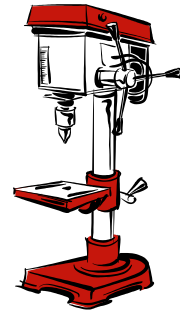
FERODO

BRAKE LININGS

*make
motoring
safe*



Workshop Wisdom



Painless Paper Gaskets

An OVR contribution from *The Black Sheep*

How often do you purchase a paper gasket for your bike and then find it is out of shape, distorted, crushed and or folded or that it just plain does not fit – and when (should that be if?) you finally coax it into position the seal ends up leaking anyway?

I was faced with this problem and found the solution. I purchased a roll of Gasket “paper” made by Garlock (USA). It is 0.014” thick, “Garlock 681” and it cost pennies! To make a gasket simply put the required component face down onto the gasket paper and then create an outline with a pencil. Cut out the outline then place the soon to be new gasket on the face of the component so that it is all aligned, then with a small ball peen hammer GENTLY tap around the edge of any one of the through holes. This will neatly create a hole. To keep all aligned now drop one of the intended securing bolts/screws thru this hole and into the component. Now create another hole diagonally opposite the first and again pop in a screw/bolt. With the gasket now “locked in position” you can use the same method to create the rest of the fixing holes. If you want a skinny gasket (something I DO NOT want) then you can use the hammer again to GENTLY cut out the centre of the gasket and it’s all done.

For me, I use a scalpel to cut out the centre of the gasket leaving a width of at least ½ inch then I trial fit it on the motor, trimming further as required to clear any components. This results in a self-supporting gasket that is easy to put into position. As a by-product, the additional gasket material provides a better “wick” to facilitate the post installation swelling/sealing of the joint.

As to pre-treatment of ANY paper type gasket material. I talked at length with the engineers at Garlock and they advised very strongly AGAINST any pre-treatment. The paper gasket material is designed to swell once it comes into contact with oil or water and this swelling happens only ONCE. So you apply the gasket dry then tighten down all the bolts etc. After a couple of hours again check and as required retighten the retaining bolts and only then put the fluid into the motor. What happens then is the gasket starts to absorb some of the fluid and it swells – by up to 10% and in doing so fills any minor voids and also increases the load – i.e. tightness – of the retaining screws. Subsequent to the initial installation if you need to open up the joint for any reason you should use a new gasket, for have gone through the swelling process once, on reuse there will be little, if any, subsequent gasket swelling and leaks are possible.

It’s taken me longer to describe this than it does to create a full set of gaskets!

Egli: A Marque Saved!



F. W. EGLI
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Homepage <http://www.egli-racing.ch>

Bettwil, January 2015

Succession at Egli Motorradtechnik AG

Ladies and Gentlemen

After more than forty years since the foundation of my business, I have decided to step down into my well deserved retirement. Therefore it was important for me to find a forward-looking solution for the company and all members of the staff. I am convinced that my decision to hand over the Egli Motorrad Technik AG to Swiss entrepreneur Alexander Frei does ensure best possible continuity.

I will remain with the company as a technical consultant and so be able to provide my knowledge and experience for new projects.

Backdated to January 1th of this year, Alexander Frei acquired all shares of the Egli Motorradtechnik AG. It is our pleasure to let you know, that all fields of activities will be continued and expanded in the spirit of Fritz W. Egli. The company's workshop with all staff members stays at its locations in Bettwil/AG and all your personal contacts will therefore remain the same.

Egli Motorradtechnik AG stands out for its innovation and high quality products and has built up a solid reputation within the international world of motorcycles. With this Swiss solution, we believe that we have created a positive and future-oriented situation for the company to be successful together with our partners, clients and staff.

We thank you for your confidence and look forward to a further pleasant cooperation

Sincerely yours

F. W. Egli
Fritz W. Egli

A handwritten signature in blue ink, appearing to read 'A. Frei', written in a cursive style.

Alexander Frei

Vincent: A Marque Lost!

September 15, 1955

MOTOR CYCLING

639

NO MORE BIG VINCENTS

Last British Big-Twin Goes Out of Production: Stevenage Concern to Make "Firefly" Cyclemotor Only

IT was at the Vincent-H.R.D. Owners' Club dinner at the Dorothy Café, Cambridge, last Saturday that the club's president, Mr. Philip C. Vincent, made a momentous announcement to the 156 owners who had journeyed there from the annual rally at the Stevenage works, where they were guests of the company. It was with great regret, said Mr. Vincent, that the board of Vincent Engineers (Stevenage), Ltd., had decided that they could no longer countenance the continued heavy trading loss resulting from the manufacture of the Vincent motorcycles, and that production would cease almost immediately.

In the spring of 1939 the "Rapide" sold for £128; today in the motorcycle industry that would represent £550, and in the car world £650. Although a much expanded production, and improved design, techniques and machine tools had prevented a proportionate rise in the retail price of the present machine, the manufacture of a specialist motorcycle for the enthusiast had become an uneconomic proposition. The two features that had especially endeared the Stevenage marque, performance and longevity, were, unfortunately, the most costly to incorporate, and rather than break with the tradition of the company to produce a quality product, by building down to a price, it had been decided to discontinue the complete range of Vincent and Vincent-NSU motorcycles, with the exception of the 48 c.c. "Firefly" cycle unit.

The company would continue to service machines, as in the past, and Mr. Vincent stressed that the spares department now held as large stocks as at any time, and that the factory would replenish these as required;

thus there was not the slightest need for any concern in that direction, either now or in the future. There were, of course, a number of machines on order, and though buyers were at liberty to cancel these if they so wished, another hundred of the 1,000 c.c. Series "D" would be built during the coming fortnight. (No 500s have been in production since the Series "C" Comet.)

Prior to 1928, Howard Davies had produced the machines bearing his initials at his factory in Wolverhampton, but for the 1929 season there appeared the Vincent-H.R.D. in capacities of 350, 500 and 600 c.c., and in o.h.v. and s.v. guises. The range featured then, as always subsequently, pivot-type rear springing, and it is interesting to note that the first frames were arc-welded, used taper-roller bearings, and the Druid forks had shock-absorbers with pneumatic damping.

For 1930, all models were fitted with J.A.P. engines and Burman gearboxes, and a prop-stand became a standard fitment; 1931 saw the use of Rudge-Python engines, and in October, 1934, it was announced that the accent would be on 500s and 600s, the smaller-capacity engine being of Vincent manufacture (commencing the Series "A").

For the 1937 season, the first 998 c.c. Vee-twin was introduced, the light-alloy-jacketed cylinders having an included angle of 47°, and aluminium heads. The Series "B" in 1946 was a completely redesigned motorcycle, featuring the now famous Vincent "frameless" construction, a new 50° Vee-twin unit-construction engine and gearbox, and Brampton girder forks. The "Girdraulic" fork replaced these for 1949, hydraulic damping appeared on the rear springing, and a 500 c.c. single re-entered

the range along with a newcomer, the racing "Black Lightning." These Series "C" models continued until the 1954 Show, which featured the all-enclosed glass-fibre "Ds," which were also available in the "naked" state. Armstrong dampers were fitted as standard, together with coil-ignition and a modified frame.

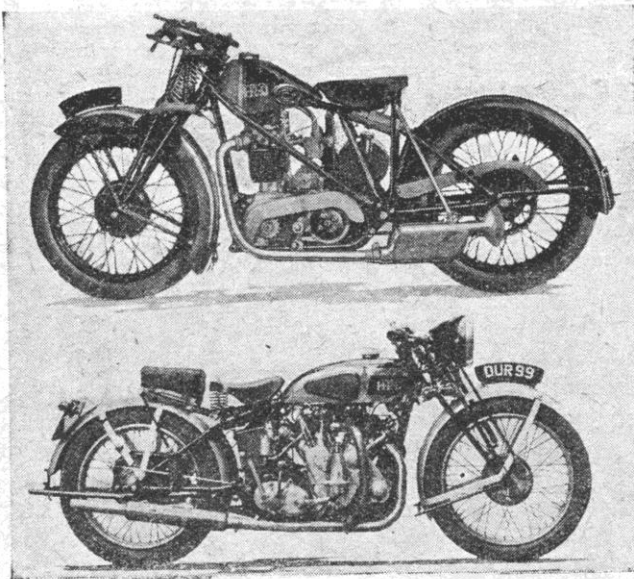
Throughout its 28 years' history, the marque has been associated with racing and record breaking, though the factory has not always been directly connected with competitive events. It was with a privately tuned "Black Lightning" that Russell Wright and Bob Burns took the world's fastest solo and sidecar records last July.

There will be no Vincent stand at the Earls Court Show.

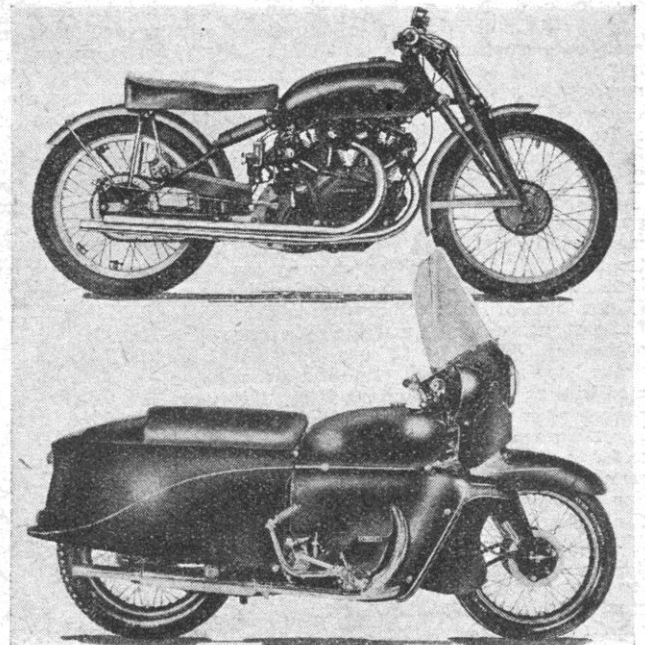
TRIUMPH WINS JACK PINE ENDURO
AMERICA'S famous Jack Pine National Championship Enduro event was won by Sal Scirpo, on September 5, riding a "Trophy" Triumph. He scored 959 points. Class winners were:—Bantamweight, Leroy Winters (165 Harley-Davidson), 949; Mediumweight, Joe Ellison (250 B.S.A.), 879; Light-heavyweight, John Penton (500 "Gold Star" B.S.A.), 943; Heavyweight, Don Pink (1,000 Harley-Davidson), 953; Sidecar, Miles McLoda (1,200 Harley-Davidson), 820.

BILL DORAN TO BE MARRIED
CONGRATULATIONS to Bill Doran who, on October 8, is to be married at St. Matthew's Church, Dudley Road, Tipton, Staffs. His bride-to-be is Miss M. A. Ratcliffe, whose home is at Tipton.

DEATH OF B. R. HEY
WE regret to record the death, on Saturday last, of Mr. B. R. Hey, chief draughtsman of A.M.C., Ltd. For many years connected with the motorcycle trade, he was formerly with the Panther concern. Mr. Hey, who was 58, was married but had no family. The funeral is due to take place this afternoon at Honor Oak Crematorium.

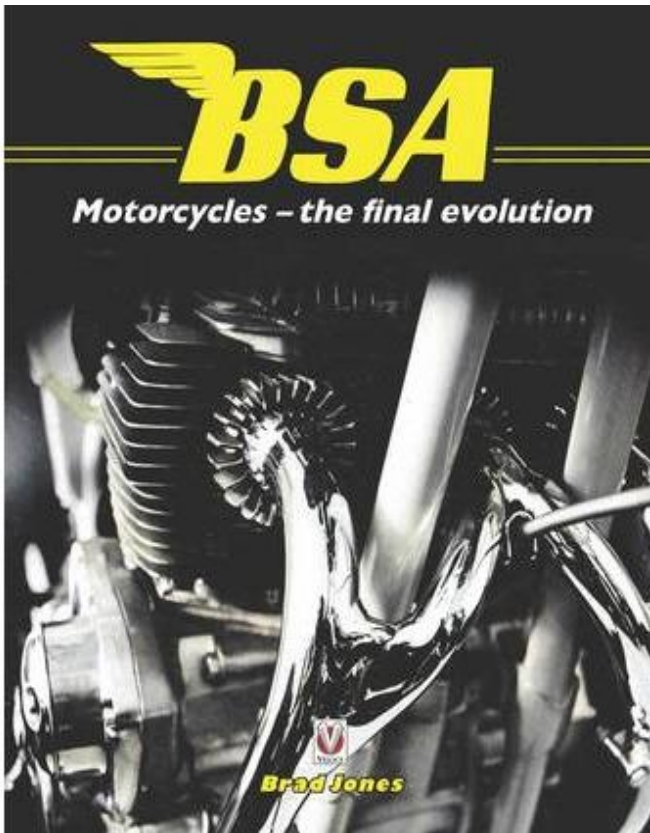


(Above) One of the first Vincent-H.R.D.s with (below) an early "Rapide." (Right) A naked "Black Lightning" with a fully streamlined 1955 "Black Knight" underneath.



BSA Motorcycles - The Final Evolution

a chronicle of the last days of BSA by Brad Jones



Presented for the first time in one book, the new-for-1971 range of BSA and Triumph motorcycles, including the 350cc DOHC twins, the innovative Ariel 3 moped, projected D18 Bantam, and the X-75 Hurricane, are all detailed in depth, along with related promotional and racing activities.

Photoshoots, the lavish series of brochures and ads that emanated from them, and projected and actual colour schemes, are also presented with great accuracy. By delving into the archives of several historical institutions, a comprehensive account of the hitherto largely ignored massive infrastructure investment that took place at BSA's Small Heath works during much of 1970 is revealed, along with its re-organised North American setup.

Also included is an equally fresh and detailed appraisal of BSA's financial situation, from the dawn of the 1970s, until its oblivion in 1973.

Besides the many new revelations, this book contains an impressive collection of extremely rare factory photographs, many of which have never been published before, and thought to be the only copies in existence.

Publisher: Veloce Publishing Ltd

Format: Hardback | 144 pages

Dimensions: 214mm x 258mm x 18mm; 820g

ISBN 10: 1845846478; ISBN 13: 9781845846473

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If you have anything that you want to buy, swap or sell you can now do so, free of cost, in this section of OVR. All you need do is send a email to the editor of OVR with the text of your advertisement. OVR will NOT be providing any editorial or corrections – what you send is what will be published. Of course OVR cannot accept any responsibility for anything to do with the items advertised – that's a buyer/seller matter. Items will be listed in 2 consecutive editions of OVR.

Reader, Dave Hulstone has a Brand New Vincent Fuel Tank, unpainted, for just A\$400. It fits but you are encouraged to try it on your bike before you buy.

If you are interested call Dave on 0404458470, item is located in Torquay, Victoria, Australia.

Auction Fever!

Classic motorcycles from Britain filled the ranks of the top grossing machines at Bonhams' world-famous motorcycle auction in Las Vegas in January this year. The Vincent brand in particular saw two world records achieved for a 1950 Vincent Series C "White" Shadow – one of just 15 produced, which was the most valuable Shadow ever sold at auction when it made US\$224,250, and a 1949 Vincent Touring Rapide with Blacknell Bullet Sidecar, which became the most valuable post-war Rapide sold at auction when it was bought for US\$126,500.

Results for Vincent Motorcycles

Lot #	Description	Sold For – A\$
139	1952 Rapide rebuilt to Shadow Specs	58,000
140	1955 Black Prince	97,000
174	1950 White Shadow	275,000
175	1954 Black Shadow	138,000
236	1949 Rapide with Sidecar	155,000
271	1950 Black Shadow	138,000
290	1950 Black Shadow	127,000

A beautifully restored 1936 Brough Superior SS80 with Watsonian Sport Sidecar also achieved a world auction record for a Matchless-engined SS80 when it was sold to a private collector for US\$115,000. Also selling for the same price, making it too a world auction record for the model, was the 1962 Matchless G50 that helped carry legendary American racer Dick Mann to his championship.

For American motorcycles, the luster of Steve McQueen once again shined as his formerly owned 1912 Harley-Davidson X8E Big Twin sold for an impressive price of US\$117,300. And from Italy, the jewel-like 1959 Ducati 175 F3 Production Racer achieved US\$89,700. While from Japan, a nearly new 1990 Honda RC30 created quite a stir when it was the subject of a bidding war between collectors in the UK and Australia and sold to the former for US\$52,900, creating a world auction record for the model.

Other British motorcycles that realized impressive results were the 1938 Brough Superior SS100 at US\$280,000, an ex-Sid Biberman 1950 Vincent Series C Black Shadow at US\$112,700, a 1950 Vincent Series C Black Shadow barn find at US\$103,500, a 1955 Vincent Black Prince at US\$79,350, the ex-Jimmy Guthrie 1961 Francis Beart Norton Manx at US\$75,900, and a 1956 Ariel Square Four MkII with Watsonian Sidecar at US\$50,600.



With a full saleroom and positive buzz throughout the duration, the internationally attended auction – with bidders in the room, on the phones and on the Internet – saw many motorcycles bought by global collectors. “Bonhams continues to show year-on-year growth in the market of collectors’ motorcycles here in the US,” said Malcolm Barber, auctioneer and Bonhams Co-Chairman. “As market leaders in this unique segment, we’re delighted with our results.” Ben Walker, Bonhams International Head of Motorcycles, added that “consistently achieving the highest average price per motorcycle makes our annual Las Vegas sale the best in the world.”

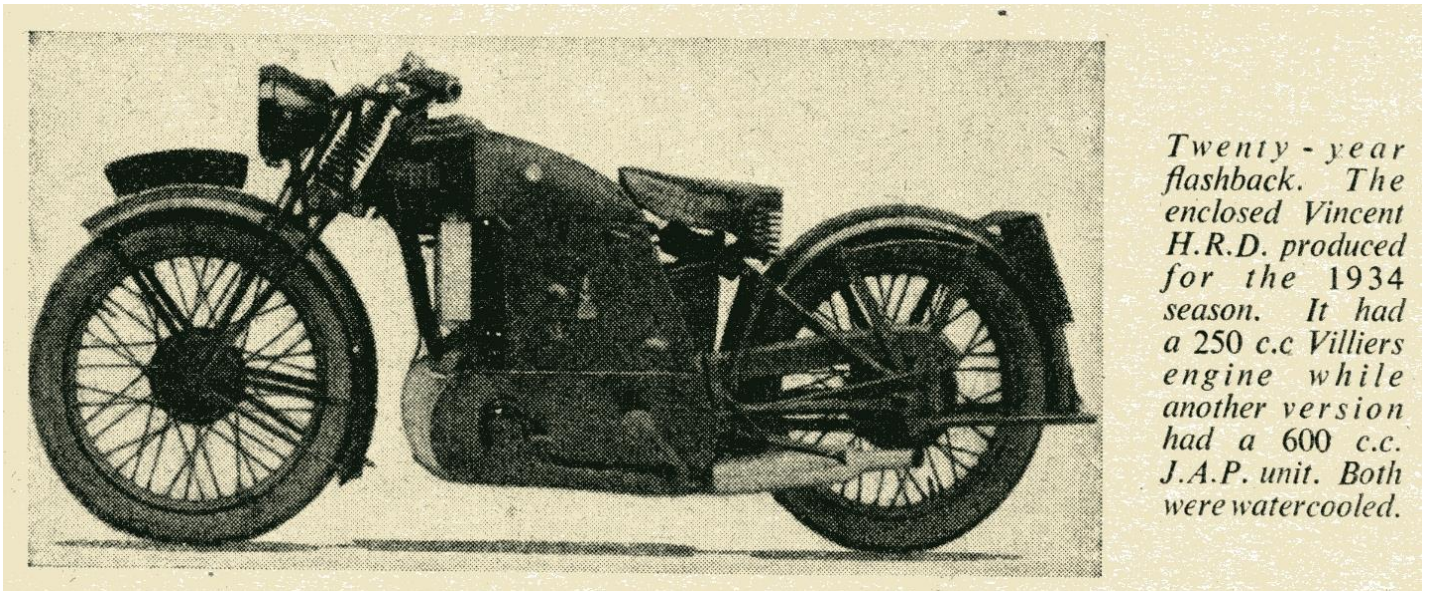
To view complete auction results, visit [Bonhams.com/Vegas](https://www.bonhams.com/Vegas). To learn more about upcoming motorcycles to be auctioned at the Bonhams Grand Palais sale in Paris on February 5th, go to [Bonhams.com/auctions/22528/](https://www.bonhams.com/auctions/22528/).

Triumph Trident help

Owners of Triumph/BSA triples suffering rocker box and pushrod tube leaks will be interested to know about a new rocker box vent kit.



The kit features a pair of vent plugs plus necessary spigots and vent lines. The vented plugs replace existing plugs on the backside of each rocker box. Each plug has three vent holes threaded at 120 degrees to ensure the vent spigots and hoses can be properly located. The unused vent holes are plugged with supplied set screws. For more information, contact Steadfast Cycles, 26516 Ruether Ave unit #210, Santa Clarita, CA 91350, USA; <http://www.steadfastcycles.com/cart/>



Twenty - year flashback. The enclosed Vincent H.R.D. produced for the 1934 season. It had a 250 c.c Villiers engine while another version had a 600 c.c. J.A.P. unit. Both were watercooled.

A nostalgic flashback from 1954.

39TH

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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: 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/>

Precision Shims Australia: All types of shims made to your requirements, ships worldwide. More info at their web site www.precisionshims.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

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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

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