



# The Oz Vincent Review

*Edition #20, November 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](mailto:OzVinReview@Gmail.com)



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# Welcome

Welcome to this latest edition of The Oz Vincent Review with a focus on all things Vincent plus some tasty tit bits on other marques as well. After an absence of almost 3 months as a consequence of your editor experiencing a tank slapper on his Comet resulting in a broken right arm along with attending the absolutely fantastic 2015 Vincent International Rally in Italy as a passive spectator; OVR is back bigger and (I hope) better than ever.

As promised in the last edition we have the final part of the series penned by Philip Vincent on Spring Frame design. There are also some really pleasing contributions from OVR readers. I must call your attention to the opening article concerning the award by the Australian Government of the Australian Bravery Decoration to 2 OVR readers. All of this and much much more is in this bumper edition of OVR. Enjoy.

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## The Front Cover

It seems that Vincent fever is something that once caught can never be cured. This months front cover depicts the glass wall in the UK home of OVR readers Earnie Lowinger and Gillian Windeatt. What next?

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## Letters to the Editor

Sent: Tuesday, 11 August 2015  
To: OzVinReview@gmail.com  
Subject: Letters to the Editor.

Hello Martyn,

I have recently had dealings with IKON to supply a rear shocker for a Vincent I am working on. When it arrived there was a discrepancy in the fixing holes, I am afraid I 'jumped the gun' & sent it back. Shortly afterwards I discovered my mistake so a hurried e-mail to sort it out was sent with instructions to bore out the top mount to 1/2" & leave the lower hole at 11mm. The rear shocker arrived back without an invoice for the work or even P&P. I e-mailed back & thanked Geoff at IKON who I dealt with profusely & said I would inform other Vincent owners of their good service.

Ken Butler, Vincent Owners Club, Victorian Section, Australia.

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Sent: Friday, 16 October 2015  
To: OzVinReview@gmail.com  
Subject: Letters to the Editor.

Hi Martyn

Peter and I got home last night from the International Rally in Italy. We got both bikes safely back to Geneva and onto the truck that starts their voyage to Tasmania.

The Black Knight was going well and only really needs some wiring jobs and the front brake to be sorted when it gets here. The Comet did an outstanding job but showed signs of reduced power and some engine noises on the last day. Could have just been my imagination but I nursed it to the pickup point and we will investigate it when it gets to Tas.

I have new respect for Comets. I always thought they were overweight and underpowered but will now eat my words and concede that they are at least as good if not better than as any of the 1950s singles. My Velocette would not have stood up to one day of the treatment dished out over the past few weeks.

Paris is interesting. I started to wonder why such a high proportion of buildings were 1850 to 1900 ish? then found out that Napoleon had ordered the bulldozers into the slums. Haussmann must have been an interesting person.

Cheers, Robert Walch, Tasmania, Australia

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## Australian Bravery Decoration Awarded

The Oz Vincent Review is pleased to confirm the announcement from Government House, Canberra, on Wednesday 19th August 2015, from the office of the Governor-General of Australia, that Australian Bravery Decorations have been awarded to two of our fellow OVR readers from the Ulysses Club, Whittlesea branch, in Victoria.



*"The awards were made to Mr Alan Milner (on the left) and Mr Robert Starbuck (right) for their actions at the scene of a major road accident involving the roll-over of a fully loaded log truck at Ensay, a small township on the Omeo highway. The injured driver of the truck was trapped in the smoking cab, the engine was running and fuel oil was pumping from a ruptured hose onto the ground. Without hesitation, Robert ran to the truck, assessed that the driver was trapped and immediately smashed the windscreen and climbed into the smoke filled cab.*

*After turning off the ignition key, and releasing the driver's seat belt, Robert was assisted by Alan, who also climbed into the cab, to help remove the injured 120+ kg driver from the wreck. Needless to say that during their time spent in the cab of the truck releasing the driver and removing him from the wreck, the environment was full of smoke, sparking wires, broken glass and the strong smell of spilt diesel fuel, adding to the potential instability of the overturned truck and log load on the highway verge near the river.*

*After rescue of the driver from the crashed truck, they moved the driver to a position of safety where first aid was provided while waiting for emergency services to arrive.*



*We are immensely proud of the selfless actions of our mates for a stranger, and feel privileged to ride in their company.*

*Congratulations to you both from all members and friends from the Whittlesea branch of the Ulysses Club and from our club National Committee. Ivan Robotham -19th August 2015."*

*And congratulations also to Rob and Alan from the global OVR community.*



# IN VINCENT VERITAS

By Phillip White, Australia

This is a story about Vincent Motorcycles, It does not concern the well documented history of the Marque, or discuss their collectability today, but rather it is my personal story of the bikes of my youth. It is about Vincents as they were then, i.e. Dusty, Rusty and Untrusty. We must head back nearly fifty years to when this story begins. Some of my comments about the bikes may seem a little harsh to modern enthusiasts, but I believe they truly reflect the general attitudes and opinions of the times.

So here we are back in the nineteen sixties. I was serving an apprenticeship as An Airframe and Engine mechanic with Qantas at Mascot Airport in Sydney.



I started riding in 1967 and my first bike was a Yamaha 250 YDS 5E. In retrospect a great bike but my apprentice mates all rode English "Big Iron" so the Yammy went to be replaced by an ex Police Matchless 650.

*Kate Moss also has a 'thing' for Matchless Motorcycles*

Now it might be thought that Older Brit bikes were every where, but that was not the case. Even though the Police were still riding Triumphs and you could buy Nortons ,Velos, Beezas or Enfield Interceptors straight out of the showroom the only old bangers that seemed to be around were AJS and Matchless singles.



They must have sold thousands of them in NSW and they were mostly still running. They could be had for around \$100.00 and I never had one mechanically fail on me. We never did anything to the bottom ends and if your mag failed you just borrowed an equally rooted one off a mate and kept on riding. The reason we all had these one Pot chuggers was because our twins were usually off the road for yet more hotting up, accident repairs or more chrome [Qantas had a large plating department]. It might also be thought that there was a deep pool of old bike knowledge for us lads to draw on but that was not necessarily so. In my case my Father had passed away when I was ten and none of my mates had mechanically inclined elders so we were pretty much on our own.

One day at work an English tradesman asked me if I would like some old Bike magazines. I think they were called "Motorcycle Mechanics" and they had a coloured cover but were otherwise black and white. I guess these mags must have been early to mid sixtiesh. There were lots of them and these mags introduced me to RGS Beezas, Panthers and all sorts of stuff I never knew existed. The cover that most caught my attention was bright yellow, with this big fat bloke stretched out over the tank of what I now know to be a Black Shadow. The man in the photo was a Journo and, as I later found, a well known Vincent Afficionado named Bill Lawless, and the article concerned a Blast up the M1 prior to the introduction of speed limits. I seem to recall that the bike exceeded the 120 mph mark, This was the stuff of dreams for a young petrol head; the junk singles we were riding would be lucky to crack 70 mph.

So began the search for these mythical beasts. Even though I was attracted to the Art Deco Extravagance of the Vincent, it was the performance I was after. The "Super Bike" era was a year or two away and the Chopper craze had

not yet started. A 750 Atlas was considered a huge bike and at this time the biggest Jap bike you could buy was a 450 Honda . It was slower than our 650s and the fact that it had an Electric start and did not leak oil or break down passed unnoticed. It must also be remembered that there was a lot of Prejudice to Any product from the Land of the Rising sun at that time.

There were plenty of men around in their early forties who had seen active service in New Guinea or the Pacific. With a Widowed mom we were not a wealthy family however in a kitchen cupboard in our house there were hundreds of pounds face value of paper money, the notes were very pretty in green and sepia with pictures of sheaves of wheat and other peaceful things. The caption at the top said: "The government of Japan promises to pay the Bearer on demand"..... The notes were Invasion money, to be used by the Japanese in their intended conquest of Australia.



A box of this currency was salvaged off a Pacific Island beach by one of my uncles after the battle of The Coral Sea. Our parents' generation still looked back to Britain for our cultural identity so there was the unchallenged assumption the "British was best." although even then the bulk of the bikes on the road were small bore Japanese. However, as Mr. Dylan's well known song pointed out " The Times they were a changing". In a few years these Anti Oriental prejudices would fade as we Boomers came into our majority. When the Honda 4 was unleashed it was a sensation. There are those that would claim this to be the first "Super Bike" I would not agree, that title belongs to the mighty Z1 Kawasaki. Compared to the Honda, B.S.A,s Rocket Three was faster, handled better and had better brakes but it truly was the last Hurrah of an outmoded technology with its oil leaks and constant demands for Maintenance.

The Honda's Debut did mark a turning point however, with its superb engine, faultless reliability and unquestionable build quality it represented the future and from that time on, Japanese motorcycles would become the yardstick against which all other bikes would be measured. It also heralded a paradigm shift in values, as the bulk of young blokes would be choosing to purchase their bikes from the increasing array of truly excellent machines on offer from the East, and anybody who clung to their traditional allegiance to Brit Bikes was considered quite reactionary and odd.



My ratty Vincents attracted no interest whatsoever except for a few older guys who referred to them as "Herds" which I suppose was the local nickname in the late forties.

Skipping back to the beginning of my interest in Vincents, it must be remembered I had still not seen one in the flesh nor met any Vincent people, but I noticed that prices seemed cheaper in England. I think our exchange rate must have been pretty good and I decided to pop over to The U.K. And buy a bike there. That sounds extravagant for a lad on about \$35.00 per week but working for an airline meant I could get staff travel rates and an around the world ticket was only about a Hundred Dollars.

So, Green as grass, of I went. On arrival in London I expected there to be Brit Bikes every where. But All I saw was a few dismal mopeds. I remember catching the bus out to Shepherds Bush and looking at the second hand Vins in Conway Motors, not at all The marble palace I was half expecting ,but a run down little shop with bare wooden floors.

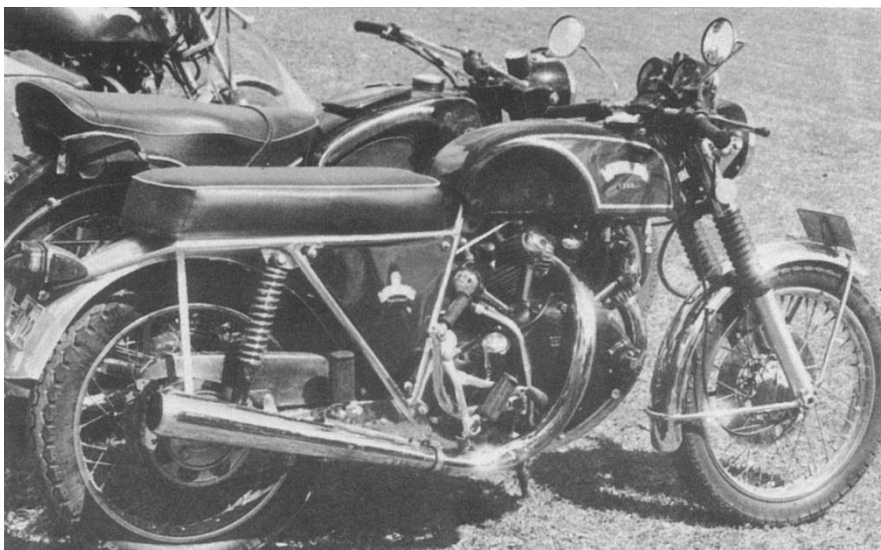


The bikes on offer were all well worn old bangers and they did not impress me much in the flesh. There were also a handful of fully enclosed models going for peanuts. I thought they looked hideous and that must have been the general opinion as they were well to the back of the shop and looked like they had been there for ages.

In one of papers I saw an add for a Norvin so I off I went and bought it. The bike belonged to a Merchant seaman and after a cursory check over, I jumped on and headed for London. And of course it broke down. I left it with some teen age boys and trained it back to the city. I arranged a freight company to pick up the bike and ship it to me in Oz. Those kids could have shipped me a Honda ninety for all the paperwork involved, looking back it was an innocent time. Some months later the bike duly arrived and I gave it the Cafe Racer look with a 5 gallon Manx Tank, plank hard seat etc. It had a late model Shadow engine which was stock, in retrospect the whole thing was pretty rough, but I felt I was king of the road with limitless power at my disposal.



As I started actually riding a Vincent I commenced meeting likeminded folk. One night at a petrol station I met this bearded young man in a wheel chair. His name was Trevor Thomas. I never knew him as an able body, he had fallen of a pre unit Bonney some years prior when a nervous pillion had leaned the wrong way. Trevor never lost his passion for motorcycles and went on to become both a Journalist and Historian of all things two wheeled, with his compo money [and unbeknown to his parents] Trevor had purchased a new Honda Four K1 and a naked D series



Black Shadow. He had dreams of building an outfit and resuming riding but he never did. He farmed these secret bikes out to mates and I got to spend time with the Shadow. That bike was, and remains in my mind as the best stock Vincent I have ever ridden. I vividly recall following Trevor's car through the long Tunnel on General Holmes Drive near Sydney Airport. Suddenly 3 of those new-fangled Honda fours went howling past. Trevor leaned out the window and gave me the unmistakable "Go" signal. I knocked the Shadow back a gear and gave it the berries. The old beast rose up on its Girdraulics and picked up speed in

that relaxed Vincent way. I remember the Chronometric sailing past the "Ton" mark in great big clicks. The bellowing Vin reeled in those Hondas and went past them like they were standing still; A very satisfying memory of my youth.

Since this is a story from the past I think it is worthwhile to recall our definitions of performance in those days. Apart from the Vincent, Hitting one hundred miles an hour piloting anything two or four wheeled was considered quite an accomplishment. Truth to tell the roads and vehicles of the time only allowed these three figure speeds to be experienced very occasionally. Remember all those level crossings, loose gravel and potholes? Anyone who grew up in Sydney would remember the torturous road over Bulli Pass. Every half dozen hairpins there would be a sooty patch on a rock wall where yet another Semi,s brakes had failed. To the side of the road there would be endless cars pulled over, boiling like tea kettles. The road toll was far higher than it is today with many less vehicles on the road. Drunk driving was socially acceptable and quite common back then and of course there was no Radar. How many of us survived to reproduce is beyond me.

I would guess that Trevor's "D" Shadow probably would have reached around 115mph or more but that was exceptional. On one trip down the Hume to Albury [no freeway then] I was on a Rapide and it started to rain. We all wore open face helmets as well as steamy Stadium goggles, so high speed rain in the face stung like hell. I was wearing this el cheapo welded plastic rain suit in fluorescent orange. I'd had quite enough of being a human dart board and gave the Rapide its head. I reckon that The bike was good for about 105mph and as the last 30 or 40 k/s were gobbled up, so my nasty placky rain suit started to disintegrate, riders following me reckoned there was a clear trail of orange shreds all the way to town. When I finally pulled up I only had one sleeve left. Now at that speed the bike was quite vibey and uncomfortable, about like riding your average parallel twin at 85 mph. It is important to remember there was none of the goodies we take for granted now available then. We were stuck with the original spongy, crappy brakes, questionable Lucas Mags, utterly useless Miller Dynamos and clapped out old carbs. I reckon I developed asbestos fingers removing whiskered front plugs.

I also joined the UK V.O.C. and I discovered that Mr. Bill Lawless regularly wrote very funny articles for the magazine. One of my favourites was a satire on his appearing in court at his own bankruptcy hearing, His creditors were attempting to seize his last tangible asset, to wit, a Vincent Black Shadow. Mr. Lawless demonstrated to the court with unassailable logic and backed up by copious receipts that his Vincent, far from being an asset did in fact represent a massive liability. The prosecutor was dragged screaming from the Dock and Bill went out the back to check out his latest two wheeled purchase.

A mate of mine had also contracted the bug and we gradually began to make contact with the few Vincent people in Sydney at that time. We got on the trail of 3 bikes out Penrith way. They were a HRD Rapide, a C Rapide in bits and a Comet. We got the lot for Australian \$1,200, a fair wodge of cash for us. The HRD was an unbelievably decrepit machine, but after a little fettling it fired up and I took it for a blast. I remember thinking that it was amazing that the Clunky looking rotten sidecar tyres on it were still holding air. They weren't actually, they were just petrified onto the rims, I think it was set for side car trail as well and the hydraulic damper was missing.

I would not get on a Girdraulic forked Vin today that did not have a steering damper but god must love fools as I don't recall a single handling problem with this old banger which was ridden flat out everywhere.

I changed the tyres and rode it to work for about 6 months. It snapped the gear box spindle but I simply hammered a length of pipe over the selector indicator which enabled me to sometimes change gear, and kept right on riding. The end came when the original bronze timing gear stripped its teeth. On pulling the timing cover the whole steady plate and all the pins simply fell out on the ground and that was that.

The Comet never won any hearts. It regularly spat us off with truly vicious tank slappers and was gutless to boot, so we got rid of it for not much money, I think somebody was just after the front head. The bike was actually in good nick but nobody wanted it and it was hopeless to ride, very slow and boring after the twins and every one of our mates thought it not to be as good as an A Jay or Matchy thumper.

By then My Mums garage was rapidly filling with Bits and Pieces of Stevenage's finest, and here's why: One of our regular Saturday night haunts was the Sydney speedway and the Vincent's had ruled the sidecar class for years, but now there was a new kid on the block in the shape of the recently arrived Honda Four. They were winning and the top guys had no marque loyalty, they just wanted to be competitive and the Vincent's were suddenly yesterdays news. Most of these Sidecar Racers were garage proprietors and it was not uncommon to show up at their premises and find a brand spanking new Honda KO model Four sitting there in Candy



Apple Red minus its engine which would be being fitted to the Speedway outfit. Actually, come to think of it, those



original sand cast fours [or to be precise, gravity cast] are hugely collectable today in their own right. One sold recently at auction for a tad under Australian \$180,000 - Perhaps I should have thrown those on the trailer as well.

The discarded Vincent engine and loads of engine spares could be had for a song. When loading up the trailer it was always worth having a poke around in the weeds out the back, this always yielded various bits of discarded tinware, frame bits, electrical etc. I had so much stuff that I embarked on a special building Frenzy.

I had made the acquaintance of a chap called Keith Corish. He had built a Norvin with an AMC box which was ridden by the late Eric Debenham, the famous number 87. Keith and Debbo, as he was known, were very kind and patient with we young Vincent nuts and I thought it might be cool to build a race bike too. Considering I had no money, no machine tools and no riding talent, that was an ambitious undertaking.

I sourced an engineless Manx rolling chassis for peanuts and had a bit of a sort through my Vincent stock for a suitable set of crank cases. I selected this nice glossy black set. I remember that they were sticky with castor oil and had spun the drive side bearing at some time , the case being repaired with a bronze sleeve. I wanted to fit an AMC box and clutch so I set to with a brickies mash hammer and cold chisel, smashing off the gear box. I still remember the beginnings of the Engine number. It was F10AB/1C.....Thats right, Black Lightning cases. Come to think of it, there was a petrol tank amongst my junk that was painted a faded metallic blue with a flying red horse painted on each side outlined in white, together with a huge cut away where some monstrous carb would have fitted.

A Knowledgeable Friend has since informed me that this was the colour scheme and logo on American Rollie Frees record setter, I can't imagine why someone would copy that in Oz, but there you are. There were also some funny looking powdery white brake plates that I did not like the look of. I think I must have had most of the bike but just did not know it. I have a very vague idea that the name Erret? was involved somehow. If I had access to a time machine I would go back and have a stern word with my younger self, but I doubt if I would have listened to some Geezer from the future.

At about this time an Egli Vincent arrived in Sydney. It was a mighty rough bike and gave the owner endless trouble. The oil stained Rapide engine in it looked as though it had come straight from a breakers yard. I ran a tape measure over the frame and decided to build my own version. I used the front end and rear wheel from the by then ubiquitous Honda four, and the motor was obtained from yet another racer, I recall that people referred to it as a "Sandy McCrae motor; Whether that referred to the owner or builder I have no idea, but it displaced 1300cc . A picture of this monster survives in a 1977 book by a Mr. David Dumble entitled "Classic Motorcycles in Australia"

I had my one and only meeting with the man himself, Mr. Phillip Irving. It was at a rally in Albury. He showed considerable interest in my special, particularly the alternator I had grafted onto the crankshaft. This particular Lash-up consisted of a Lucas stator in the chain case cover and a rotor attached to the crankshaft by a stepped sleeve nut. Not having access to welding gear, the cover was an aluminium saucepan glued and bogged to the cover which was painted black.

I seem to recall that Mr. Irving had a slight stammer? He looked at the front view of the bike and said *"Yer know, They woulda laughed at yer back then if yez made a motor that wide."* He was right then and now, the concept of a slim large motorcycle has pretty much gone the way of the Dodo. The Maestro also mentioned that he was a great admirer of the American "Indian" Motorcycle and had incorporated some Indian inspired design in the



was a great admirer of the American "Indian" Motorcycle and had incorporated some Indian inspired design in the



post war Vins, namely the compact unit construction lay out, the generator drive and the hydraulically damped girdraulic forks.

I really don't recall what happened to all these bikes and bits. I know I sold the special and several relatively complete bikes in bits. By this time I had finished my apprenticeship and contracted the flying bug. I wanted to be a Commercial Pilot So all the bikes had to go. A lot of stuff stayed at my mums house but I think I gave it all away. And so ended my Vincenteering days.

In writing this piece I started to wonder how reacquainting myself with the Vincent experience would feel after all these years. I have a friend who is the owner of a very fine "B" series Rapide. The engine has been brought up to Shadow spec. and features a BTH Electronic Magneto, Alton Generator and an Electric start , otherwise it is remarkably standard. It still sports the original Brampton forks and type 29 Amal carbs, brake back plates and stock Clutch. The owner very kindly lent me the bike on several occasions and I took it from inner city Melbourne up to the wine country around Daylesford, thus giving me City, Freeway and some great country roads to put this bike through its paces.

I reckon I must have owned well over 150 motorcycles in my time and ridden most types of road bike, so my first impression of the Vin today was how tiny it was. Two of the mainstays of my collection of old Brit bangers are a BSA Golden Flash and a four pipe Ariel 4, and the Vincent felt much more compact than either of those. This particular Rap starts easily on either Kicker or starter motor and settles to a remarkably steady idle, just as well as the pickup point is in a very congested part of Melbourne.

The bike handled thick traffic well enough although the clutch was starting to get a little grumpy in time honoured



Vincent fashion and the engine was starting to smell hot and oily, it was a relief to hit the freeway. By modern standards there was no great feeling of power but a few blasts past 80mph proved that the Vin still had the legs. None of my current fifties classics would be as happy as the Rapide felt at speed, and truth to tell, the bike felt more comfortable and smoother than I remembered them being. I also noted how deceptively quickly the bike covered ground. The grips fitted to this bike seemed a little thick for my hands and a throttle lock would have been nice. The brakes however were as poor as my recollections, with a mediocre front and a nigh on useless rear.

The big surprise of the day came when I hit the twisties. I had never ridden a Brampton Forked Vin before and it was a revelation! Superior in my opinion to the Girdraulics for a solo mount. The bike felt stable yet lively and bend swinging put a big smile on my dial. This is a fine machine that any old bike enthusiast would be proud to be the custodian of.

Would I own one today? Well I would have to sell off a good chunk of my small collection to afford to purchase a Vincent and I am not convinced that current prices are justified or sustainable, reflecting I think, the surfeit of money pumped into the monetary system during The not really departed Global Financial crisis. Make an overproduction of anything, including money and the price goes down, Low interest rates generate low returns and asset speculation sets in. I could be absolutely wrong about this of course and rarity may continue to drive the prices of these interesting machines ever higher. The unfortunate side effect of this is that it will be an ever rarer sight to see one actually being ridden on the road.



The International Vincent Rally in this year is in Italy. A mate and I will be riding to the Rally from Provence in the South of France on B.S.A,s but perhaps the presence of all those Big twins will rekindle the spark. We'll see.

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# Event Calendar

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](mailto:OzVinReview@Gmail.com).

2016	
January 22-24	International Island Classic; Philip Island Race Track
March 26-27	Broadford Bike Bonanza – see flyer later in this edition of OVR; also why not consider acting as a volunteer – the benefits are significant.
October 14-17	VOC Australian National Rally, Parkes, NSW

## Glenn Bewley – Vincent Enthusiast

I began my love of motorcycles when I was nine, but didn't have my first one until I was 12, so I've only been playing with them 42 of my 54 years. In the 1990's, having had a good first career as the owner of an advertising photography studio in Atlanta, Georgia, I began to drift toward wanting to do more advanced work on my bikes, which over the years included Harley Davidsons, Nortons, Moto Morinis, Ducatis, and Moto Guzzis. At that time the focus of my lust had become, as it remains, the mighty Vincent.

Realizing I wanted to expand my abilities, I enrolled in an Atlanta area community college through which I got a second degree, this time in machine tool technology. I then started assembling the machine shop tools I needed to work on my own Vincents. Over time, my name got out as a guy who could do what needed done, and the photography studio became less and less important to me.

In the early 2000's the decision was made to close the studio, move out of the city, and devote myself full time to the machines I had come to love. It has pretty much been all Vincents all the time ever since.

I love the machines. I love what I do.

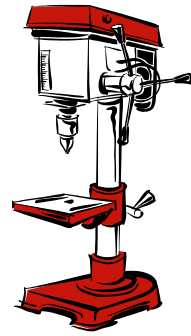
Glenn Bewley, USA 2015.



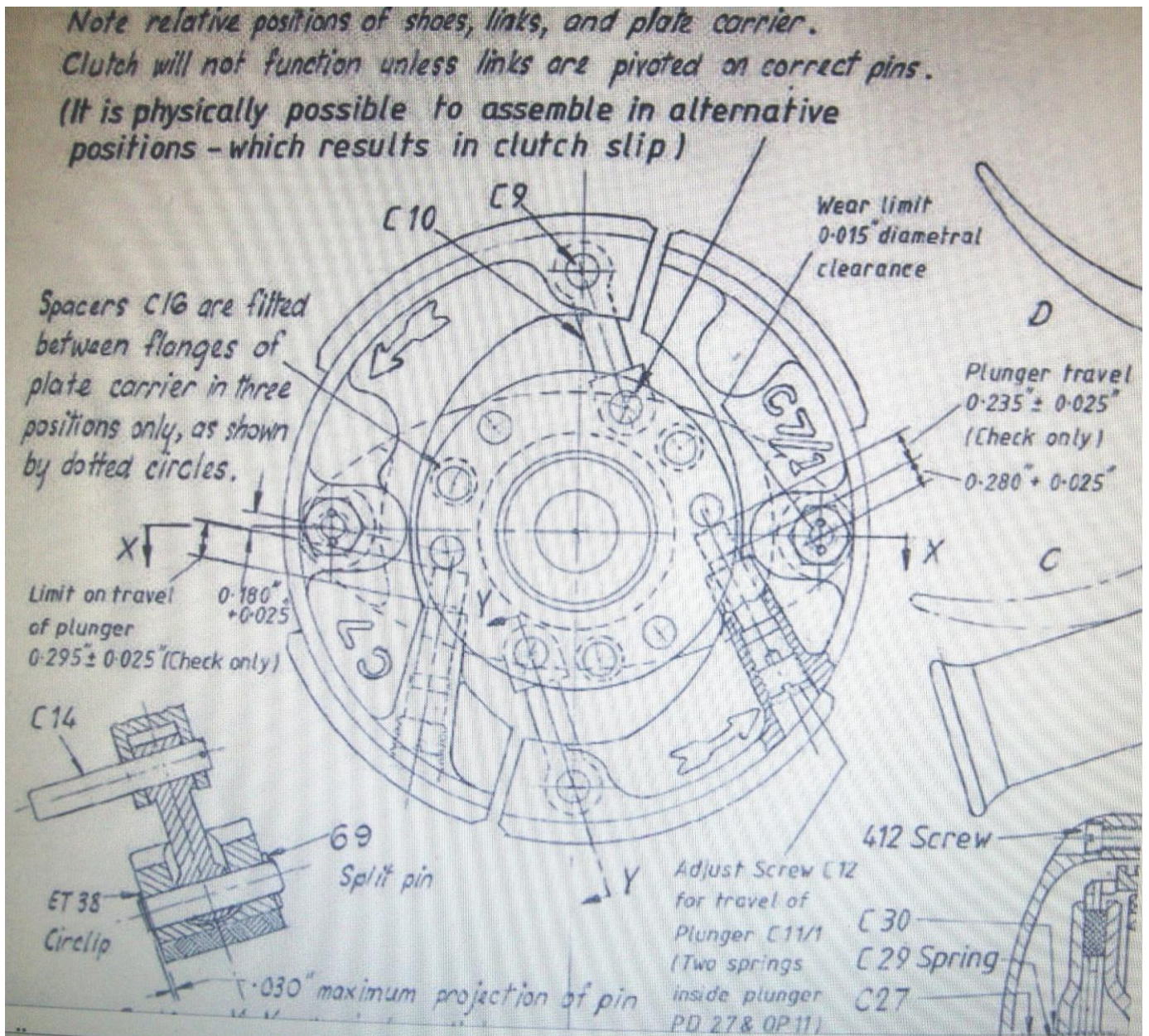
*Editor:: You can read more about Glenn at [www.classicmotorcycleengineering.com](http://www.classicmotorcycleengineering.com)*



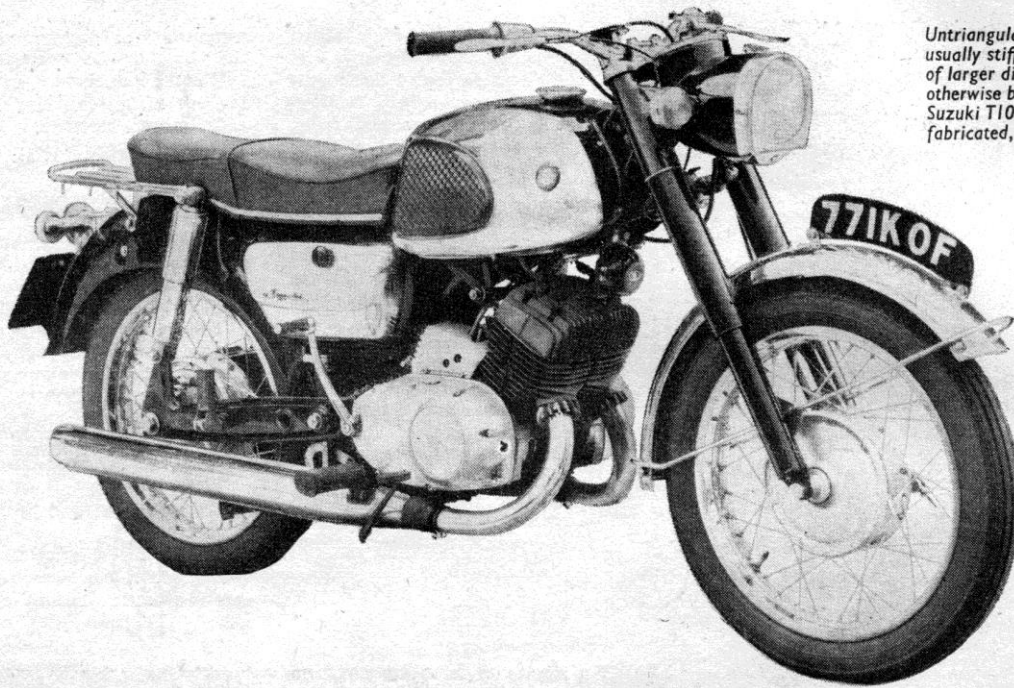
# Workshop Wisdom



Are you having clutch slippage issues with your original Vincent clutch? This bit of workshop wisdom may be just the thing to help solve your problem.







Untriangulated rear forks are usually stiffened by wheel spindles of larger diameter than would otherwise be necessary. The Suzuki T10 twin has excellent fabricated, deep-section fork arms

## SPRING FRAME DESIGN

# LEG SHOW

Part Two

by PHIL  
VINCENT

AMIMechE, AMIPE

**PERHAPS** it's because frames were unsprung for so many decades, but it does seem a pity that modern machines wear their spring legs so obviously. Now that general design is so neat, the struts seem to hit one in the eye. Cars and lorries tuck their suspension systems out of sight and look very much better for it. Since car under-chassis bushings, calling for no maintenance, are readily available, it is easy to devise cheap and simple linkages that enable the rear suspension to be controlled by a single strut tucked out of sight.

The modern pivoted rear fork is a sophisticated and strengthened version of designs that failed in the early days when, as I mentioned last week, frames were too flimsy. Great improvements in bearing materials, sealing and lubrication have also contributed to the stiffness and reliability of modern designs.

If you talk about frame whip most people visualize *bending*—as if, seen from above, the frame assumes a slight curve. To some extent this is correct but by far the more serious element in frame whip is torsional; that is to say the frame is twisted, as though the rear-wheel spindle were held firmly and the front fork or head lug were turned like a screwdriver.

The conventional pivoted fork is quite good at resisting bending but it is not so good against torsion, which takes the form of a magnified couple at the rear fork ends: one fork end is pushed up while the other is pushed down.

Moreover, since the distance between the fork ends is usually much less than the distance from the spindle to the ground, the forces acting on the forks ends are considerably greater than those on the tyre tread.

Any pivoted fork subjected to torsion calls for greater stiffness in the vertical plane than in the horizontal one.

This is because, in resisting bending, both arms share the load, which is not magnified; hence the load on each arm is *only half that at the tyre*.

In torsion, however, the same load at the tyre becomes an *increased load on each arm*.

Moreover the lean imparted to the wheel by the upward whip in one arm is doubled by the downward whip in the other, so the tyre tread moves sideways about twice as far as the difference in the level of the fork ends.

Thus only  $\frac{1}{2}$  in whip in each leg becomes no less than about 1 in transverse whip at the tyre tread.

The existence of this whip in many pivoted forks is shown by the massive size of the wheel spindle. When the fork has insufficient rigidity to control the tilt of the wheel, the spindle has to make good some of the deficiency.

A  $\frac{1}{2}$ -in-diameter spindle that is adequate to secure the wheel against all stresses when the fork ends are rigidly stayed together, is unable to cope with a large part of the frame's work as well; this results in spindle fractures.

Too many manufacturers take the easy way out and stiffen the wheel spindle to abnormal proportions instead of stiffening the frame to do its job properly.

The additional stiffness required in the fork arms can easily be achieved by triangulating each side member, then bracing them together strongly just ahead of the wheel.

**LIGHTER**

Triangulation of the arms need add but little to the unsprung weight, because the individual tubes can be of lighter section than single tubes.

Any slight sacrifice can be made up in lighter spindle and hub construction, for larger spindles mean larger bearings and housings.

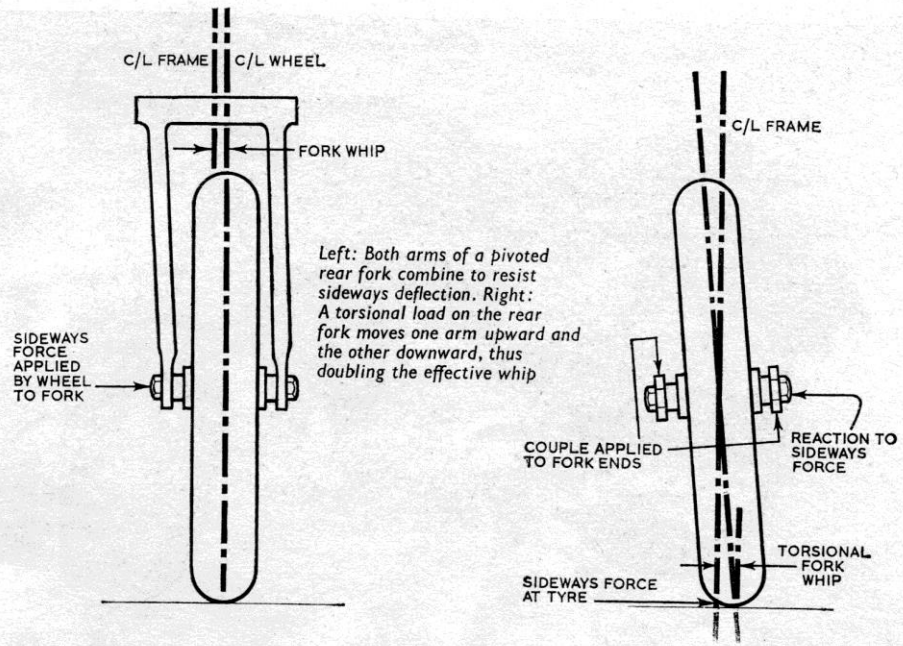
With solid frames it was considered good practice to keep the machine's centre of gravity as far back as possible; this put extra weight on the rear wheel to help in the impossible task of keeping it on the road.

As a result there was far too little weight on the front wheel; on most prewar machines it lifted too readily.

This made them tricky to handle and restricted really fierce acceleration in the lower gears.

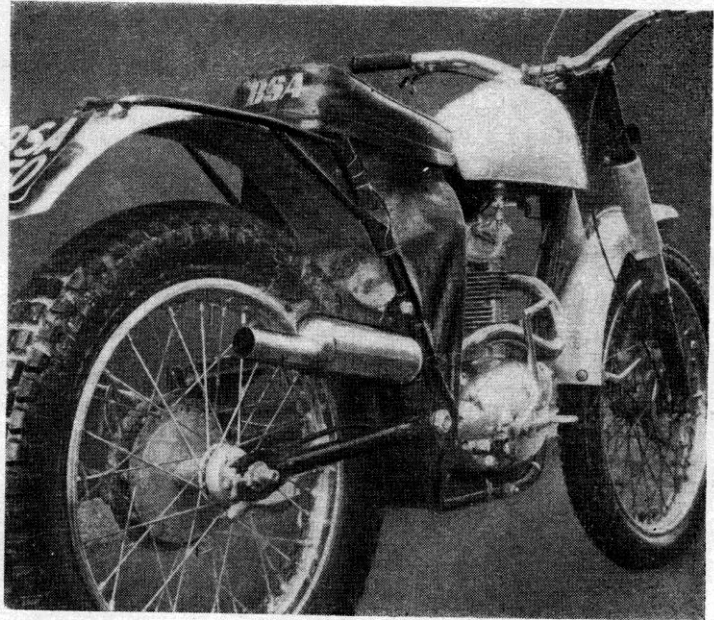
With the good roadholding given by modern rear springing the centre of gravity should be kept forward of the middle of the wheelbase to provide good front-wheel roadholding.

Many folk don't realize that



Left: Both arms of a pivoted rear fork combine to resist sideways deflection. Right: A torsional load on the rear fork moves one arm upward and the other downward, thus doubling the effective whip

Wot, no legs? In fact, this Brian Martin two-fifty BSA has its solitary rear-suspension strut concealed beneath the seat



A typical example of suspension struts prominently displayed is this Dot-Villiers trials two-fifty

wind pressure, torque reaction from the driving thrust at the back wheel and the moment of inertia when accelerating hard all combine to try to lift the front wheel.

Some machines still have their centre of gravity too far back; this is confirmed by road-test reports which speak of light steering at high speeds.

No one is more pleased than I am to see the universal success of spring frames. They provide good, reliable service combined with excellent comfort and roadholding, but these lilies could still be functionally gilded.

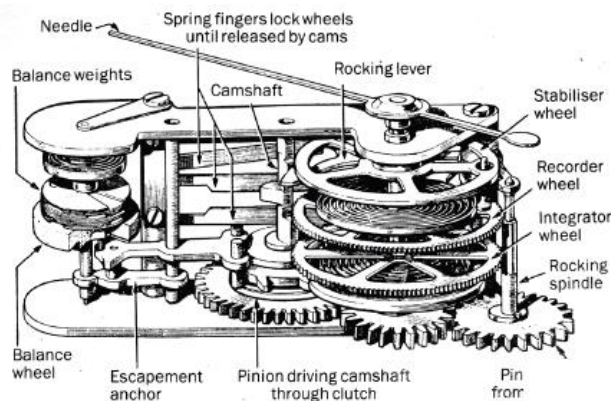




## The Chronometric BY SMITHS

A device to enable the operator of a machine to know how fast she or he is traveling, became a desirable thing to have by about 1920. The common car solution from the 20s to the 90s, was to spin a magnet inside a bell shaped housing against a spring with a needle attached. All was good, except early versions were a bit large for use on a motorcycle. The other problem with running a precision speed measuring device on a motorcycle - the environment was a bit on the harsh side.. (and still is).

Bread and butter for a clock maker (well at least the  $\frac{3}{4}$  of a second bit was). However the needle needed to be grabbed whilst the mechanism was being reset, and let go about when the time was nearly up. This only took 3 brake levers operated by cams, an integrator wheel, a recorder wheel, and a stabiliser wheel, and half a dozen springs. Oh, and a rocking lever!!

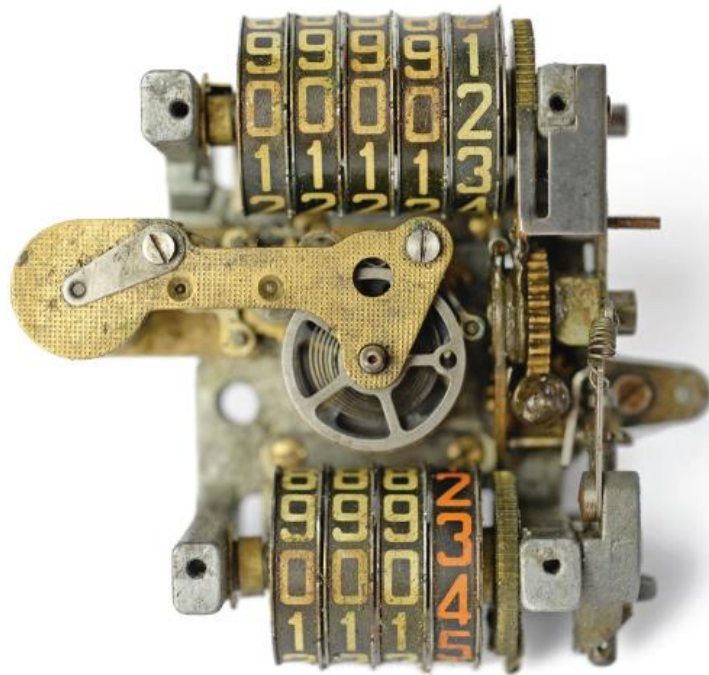


The Clock bit for the  $\frac{3}{4}$  of a second, was a direct result of the problem faced by early navigators, ie in 1700 ish, when there was a need for a clock to run on a moving platform, eg a boat. This discounted the pendulum option, and led to the invention of a spring controlled rocking mechanism and an escapement.

Along came SMITHS! English clock makers, familiar with creating small robust things at a sensible price. But the challenge was, to convert the rotation of a shaft, spinning at a speed proportional to a motorcycle wheel, to move a dial through 270 degrees of arc uniformly between 0 and about 100mph ish + or - 20. (The conversion of speed to displacement). Simple really... just allow the needle to be wound as far as possible in  $\frac{3}{4}$  of a second, grab the needle, reset the mechanism, and go again.







Handy for Captain Cook, miniaturised and made very robust and reliable over the next 2 centuries, just in time to be perched on the top of a motorcycle steering head by Smiths.

The use of the name "integrator" for the wheel that actually converts constant spinning motion (velocity) to displacement (distance) of a needle, is due to the relationship being described as an integration in differential calculus.

Amazingly, it was the industry standard for over 30 years, and was used by all and sundry from Bantam to Brough, and it worked.

The other amazing thing with these tiny mechanisms, is that they have generally survived, and can be repaired and made to work again. Many have big numbers shown on their odometers.

Whoever it was who designed this mechanism, had good reason to have a warm inner glow, and general feeling of satisfaction on the evening after he or she came up with the Chronometric!

BY ROBERT WALCH





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## VOC International Rally, Italy 2015

It is not the intent or place of the OVR editor to provide extensive coverage of any specific VOC event where that coverage would rightly be provided within the organs of the VOC itself; so I will be brief.

The 2015 VOC International Rally in Italy was, from a participant's perspective, an outstanding success – totally enjoyable. It started with 4 days based at Lake Garda near Sirmione followed by 4 days at Rimini on the shores of the Adriatic Sea and finally moved on to the final location Montecatini Terme (and Alto for some more adventurous folk). Over 180 Vincent enthusiasts from all over the globe were there. Folks from all continents bar Antarctica!

Special thanks goes to those who selflessly contributed their time (and in some cases money) to make the rally the outstanding success it was; Giovanni Cabassi, Peter Appleton, Bill Parr, Pierpaolo Cavallo, Gillian Windeatt, Paul Adams, Tim Kirker and the rest of the hard working team.

Well Done and Done Well!

*Martyn*, Editor OVR



# IGNITING THE CHARGE

A Simply-worded Explanation of Some of the Problems Involved in a Vital Factor in Engine Performance

By L. R. HIGGINS

A REQUISITE for the operation of the internal combustion engine is that the fuel shall be burnt rapidly. It must not be burnt slowly because the engine would not then function; nor must combustion be instantaneous, for that would soon wreck the engine. But it must be burnt in a time that is measured in millionths of a second. Slow burning is the process of inflammation and the engine would not function under such conditions because the rate at which the mixture would burn would be so slow that, before the rising pressure in the cylinder had reached a value high enough to be effective, the piston would have reached b.d.c. The energy obtained from the burnt gases would then have been wasted instead of being stored in the flywheels. Detonation is equally undesirable; it is *too* rapid a process of combustion, and the very high pressures developed when detonation occurs impose very severe stresses, far higher than those the engine is designed to withstand.

## High-Velocity Charge

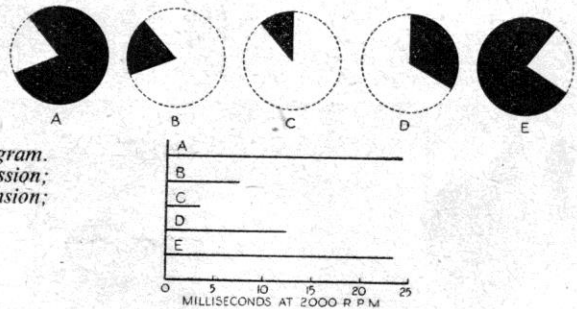
The problem of igniting quiescent gas does not arise, for the charge enters the cylinder at velocities around the 100 m.p.h. mark, swirls around the combustion chamber and finally is pushed upwards by the ascending piston during the compression stroke. Commotion of the gas is therefore a natural condition, and it is necessary that the charge be kept in commotion until the moment of ignition in order to procure rapid propagation of the explosion. When designers realized the importance of gas commotion they did everything to encourage it. As a result a great deal of research has been carried out on cylinder head design and from it have emerged new configurations for combustion chambers and ports, designed to promote turbulence. Agitation of the gases during the process of ignition helps to increase the burning rate by spreading particles of ignited gas to a number of different points throughout the unburnt portion of the charge.

The need for the rapid combustion of the charge is illustrated by the following examples. Assume that an engine is turning over at 2,000 r.p.m. and that the magneto points are timed to open at 40° before t.d.c. The engine speed is equivalent to 33 revs. per second and the crank will pass through an angle of 12° every millisecond. For the

force of the explosion to be fully effective the piston should be just commencing its downward stroke, therefore, with a 40° ignition advance, the time available from the moment the magneto points open until the piston begins to descend is a mere 3.33 milliseconds.

Now examine a racing "five hundred" on full bore at 7,000 r.p.m. This gives a crank speed of 117 r.p.s. or a crank angle of 42° per millisecond. With an ignition advance of 40° the time available has been reduced to approximately 1 millisecond. Finally, a

The time taken by each phase of operation of a "sports" four-stroke engine running at 2,000 r.p.m. is shown by this diagram. (A) Induction; (B) Compression; (C) Ignition; (D) Expansion; (E) Exhaust.



racing 125 c.c. engine at 10,000 r.p.m., which is 167 r.p.s. or 60° per millisecond. Assuming the same ignition advance as before, 40°, the time available is 0.66 millisecond.

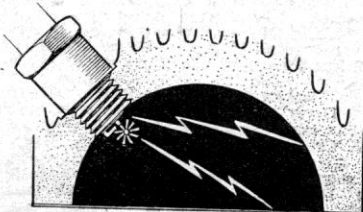
Obviously, this ignition equipment plays a pre-eminent part in securing the desired results, and a great deal of research and thought lies behind the production of this important auxiliary. Racing has helped to bring designs to their present-day perfection, for the conditions met with are as exacting on ignition equipment as they are on the rest of the machine—yet another argument in support of the theory that racing improves the breed.

The spark which jumps across the points of a plug is the visible evidence that an electric current is flowing across the gap.

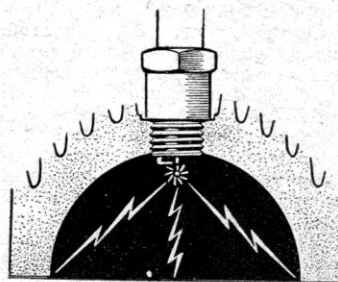
stress, which exist in the field between the poles of a magnet, and its application to the molecules of the gases in the mixture causes them to split into positively and negatively charged particles of matter, referred to as "ions." The effect of this splitting of the molecules is to reduce the insulating properties of the gaseous mixture and increase its conductivity. This change is termed "ionization" and it permits an electric spark to appear at the plug gap, but not until the gap is completely "ionized."

Free ions exist before electrification takes place and the effect of the electric stress on them is to impel them rapidly across the space between the plug points. On their journey, the ions collide with the gas molecules and cause the split already mentioned, thus increasing the number of ions. These newly released ions are, in turn, involved in collisions and generate more ions, a process which is repeated *ad lib.* under the influence of the electric

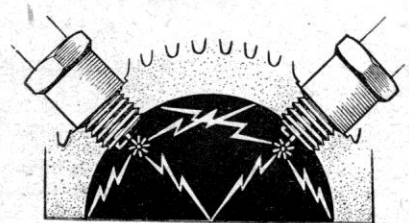
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The way in which the explosion is propagated by various plug arrangements is shown in these three diagrams.





## IGNITING THE CHARGE

Continued

field, until the gap is completely ionized and the spark appears.

Ionization of the petrol-air mixture takes time, a very small period of time, it is true, but with an engine running at the moderate speed of 3,000 r.p.m., the ignition period, from the time the contact-breaker points open until the piston reaches t.d.c., is less than 3 m.s. To reduce the lag to a minimum, ionization must take place very rapidly; it can be speeded by increasing the density of the mixture and by keeping the plug gap to a minimum. A wide plug gap increases the lag, hence the importance of adjusting the plug points to obtain the correct and recommended gap size.

Despite a great deal of research, the properties of the spark have yet to be fully explained, but it has been determined that the spark has two components—an "active" component of very brief duration and a less effective component of much longer duration. Although the duration of the spark is up to about 8 milliseconds, the crucial moment of sparking is so short, a matter of a few microseconds, that it is very difficult to make observations and measurements. It is the "active" component which initiates the explosion. The remainder of the spark plays a minor but useful part because conditions in the combustion chamber are not ideal, particularly when the engine is cold. With a cold engine the mixture is not properly volatilized, but the heat from the spark causes rapid evaporation of the particles of liquid petrol suspended in the air surrounding the plug points and produces a near perfect mixture which readily ignites and materially assists in the propagation of the explosion—in other words, easy starting.

## The All-important Plug

The efficient operation of an engine is as dependent on the sparking plug as it is on other components, and although the plug is static and has nothing to do but emit a succession of electrically generated sparks, it is, nevertheless, a highly stressed component which has to withstand high electrical, mechanical and thermal shocks, not for short periods, but for many thousands of miles.

The material surrounding the centre electrode and insulating it from the body of the plug must be capable of withstanding the high potential, of 10,000 volts or more, that is generated under cold-starting conditions. For a long time mica was used when the utmost reliability was required under particularly arduous conditions, but in recent years this material has been largely superseded by ceramics based on fused aluminium oxide. The seal, usually gland washers or, in the detachable type of plug, a screwed gland, must remain gas-tight against high explosion pressures, which, in a racing engine, approach 1,000 p.s.i.

The insulant of the plug has to withstand severe thermal shocks brought about by cyclic variations of temperature. During the explosion of the gases, the plug is subjected to a temperature in the order of 2,000° C. and almost immediately, in a matter of milliseconds, is rapidly cooled by the incoming charge during the following induction stroke, the temperature of the

charge being very little higher than that of the external atmosphere.

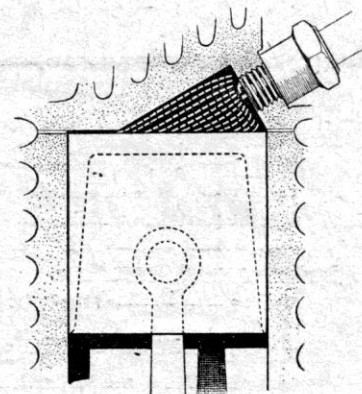
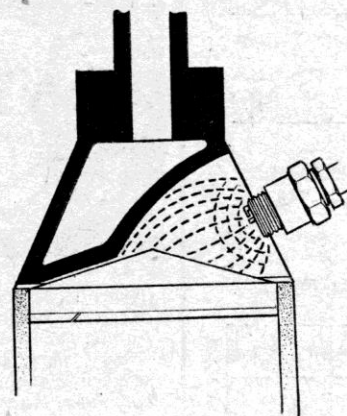
At one time it was considered that a central position of the sparking plug was ideal in hemispherical heads, for then the centre of the explosion was equidistant from the limits of the combustion chamber and the explosion was propagated in the shortest possible time. Such a position can be obtained with designs using four small valves (two inlet, two exhaust) radially disposed, as in the Rudge. Because of the large port diameters, few makers of two-valve engines fit centrally placed plugs, the four-cylinder M.V. and Gilera racers, being notable exceptions. Consequently the plug was placed at the side of the head and the distances the flame had to travel were unequal.

## Twin-plug Problems

If two plugs are used and fired simultaneously the explosion will be propagated from two points in the combustion chamber and the mixture more rapidly burnt. Such an arrangement was used on racing engines in the 1930s, but abandoned, although it is now used in the Guzzi racer. There are, nevertheless, certain disadvantages. The magneto has to be a special twin-spark instrument; the second plug can only be accommodated beneath the cambox on the engines fitted with overhead camshafts, and cannot be removed without first removing the cambox, therefore, if the plug oiled during a race it could not be changed; the provision of two plug holes weakens the cylinder head in the vicinity of the valve seats, and this weakness

some control can be exercised over the rate of burning by causing the charge to flow towards the centre of the explosion. On side-valve engines and flat-topped o.h.v. designs, "squish heads" have been evolved. The term "squish" is functionary and suggests the method by which the charge is, after compression, finally squirted towards the plug and the valve chamber.

Although satisfactory enough for general purposes, coil ignition has never, hitherto, been seriously considered as a rival to the magneto for racing purposes. A coil system has two serious disadvantages: it requires an electric battery to energize it, and, due to its high self-inductance, the voltage falls as the engine speed rises, whereas the voltage generated by a magneto increases with an increase in speed. The objections to a battery are that it is cumbersome, susceptible to vibration and has to be recharged periodically, but these objections have been partially overcome by the introduction of the silver-zinc battery. So called "sports" coils are available for competition purposes but they retain the inevitable characteristics of a reduction in voltage with an increase in speed. A feature of coil ignition is that engine power is not absorbed in driving it; it is, therefore, an attractive proposition



Two examples of a "squish"-type head. (Left) The Aspin head with rotating combustion chamber. (Above) A triangular section combustion space as employed in many s.v. engines.

is aggravated as port diameters are increased. Improvements in cylinder head design and the adoption of light alloys permitted much higher compression ratios to be used than hitherto; as a result the two-sparking-plug system fell generally into disuse, for it was discovered that the increase in power obtained by using two plugs was much less with high-compression ratios than low-compression ratios; so much less, in fact, that it was not worthwhile in view of the various disadvantages mentioned above.

The supposed disadvantages of a side-positioned plug have been overcome by developments in combustion chamber shapes, designed to promote turbulence. With these,

for engines of small capacity and power output, while, of course, for starting purposes, the spark is strong at low r.p.m. A significant pointer is that in the past season a successful German racing machine of the Lightweight class, the N.S.U., although capable of very high engine speeds, relied on coil ignition, as did the Guzzi and the Spanish 2-stroke Montesa, in the recent T.T. Details of the system employed in the N.S.U. have not been divulged but it appears likely that the coil is of a design far superior to any previous types. One thing is certain, that it produced a spark which gave satisfactory results over four laps of the T.T. course and at engine speeds up to five figures.

# Two Australians At Large

## The travel diary of Bob and Joy Allen and their Shadow outfit.

*Preamble: The Allens decided to take part in the 2015 VOC International Rally in Italy. In preparation Bob built up the Shadow outfit in his workshop in Australia then shipped it off to the UK. This is where Bob picks up the story [editor]*

Well here it is July 16th 2015 one month in to our trip. England was fantastic - good people some great food.



We put the bike on the train at Folkstone and half an hour later we were in Calias then straight on to Lille then Reims with a couple of days in Nancy. Onwards to Neufchateau then into Besencom and finally we were at Morteau for the French rally!!! Unbelievable ! Every Vincent was in top shape and built to it's owners personality mostly for fast touring and winding mountain roads.

Many Egli,s and Patrick Godet had his race bikes and a mechanic for any problems while he was astride a 1300 cc sidecar in a C Rapide frame but full series D enclosures.

Amazing looking outfit that went like shit off a chrome shovel and took some keeping up with through the windy bits , and it's all windy bit's!!!!!!!

The Cordy's aka The Black Prince and Princess were there to wave the Aussie flag and help drain the kegs of vino while roaring around the French country side in their Citroen 2CV. After a sit down BBQ for 50 plus all under two large white marquis overlooking the French countryside we saluted our hosts with a nice red and rode off to Annecy in Italy.

The next morning saw us riding past the Matterhorn before arriving at Lago D Orta for an evening of wining & dining with the Cordys in a lakeside restaurant. Next morning we were riding towards Lake Como through the mountains and entered a 3km long unlit tunnel when the headlight failed , it was pitch black , but with the very real chance of being cleaned up I held the throttle wide open. At about 2km in we glanced the Armco at 90kph , though it wasn't a hard hit it smashed the mirror which squashed my right fingers; my right leg also got hit but because of high boots and denim I only lost some skin and swelling but the right hand pannier was ripped right through and needs replacing !

At this point it got quite exciting in a shitful kind of way as the outfit was now somewhere in a 2 lane tunnel ,still doing 90kph and weaving like a drunken Navaho, then we straightened up and finished the last kilometre emerging into brilliant sunshine all alive and well !

I would normally have pulled over too check for damage but the motorways have no shoulders , we had speeding traffic behind us, and two more tunnels to go through before we could pull off but the second and third tunnels had paid their light bills and though still dark you could make out the barriers - just !!!

We did tension the chain and adjusted the brakes while Joy took a short walk to settle her nerves. On the road again , one hour later we are pulling up outside hotel Garni Corona on the shores of lake Como for a quiet ale or two. Will look into the light problem tomorrow.

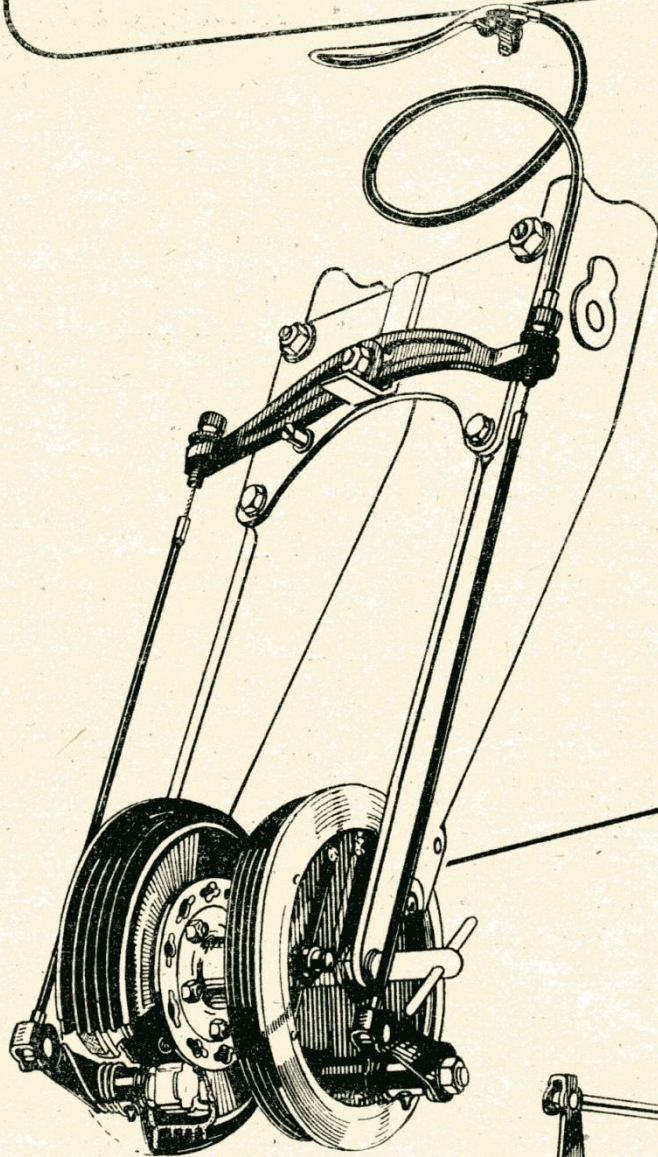


More soon Bob & Joy



No. 3

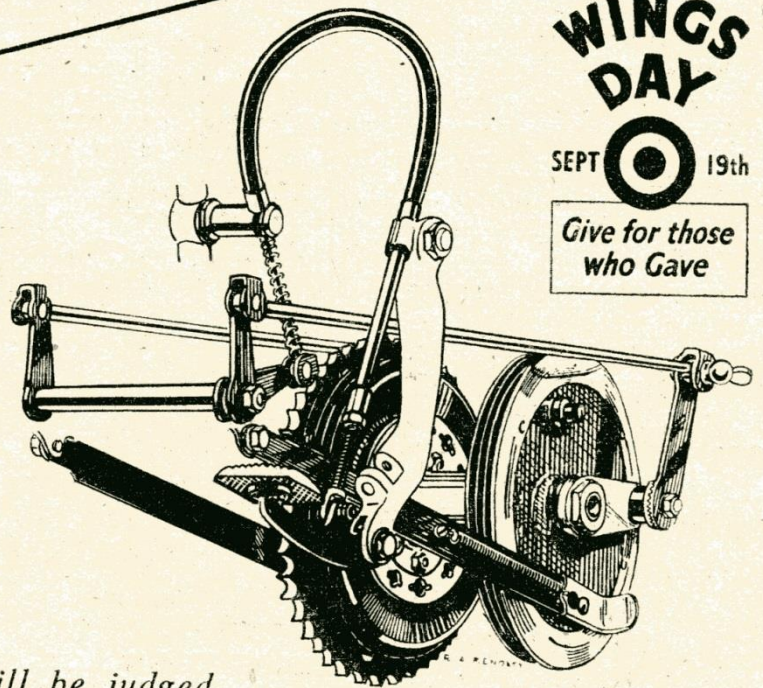
features that put **VINCENT** in a class by itself



No less than 20 years ago we introduced our now famous duo braking system using two brakes on each wheel operation simultaneously, thus we ensure that all reaction forces are balanced on either side of the forks. This means that however severely the machine is braked there is no tendency to distort the forks or frame, so that the wheels remain in perfect track under all conditions of braking. A bent frame effect when the wheels are locked can be disastrous, but this danger is eliminated by the duo braking system.


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Doubling the number of brakes also doubles the cooling area and, consequently, "brake fade" is virtually unknown even under the most severe braking conditions.



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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](mailto:nvidean@optusnet.com.au)

**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](mailto: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>.

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**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](http://www.pablos.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](http://www.norbsa02.freeuk.com)

**BRITISH Only Austria** Fahrzeughandel GmbH . Great range of Vincent parts. Ships worldwide. More information at <http://www.vintage-motorcycle.com/index.php?language=en&site=4&pid=54>

## *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](http://www.acmestainless.co.uk)

**Classic Fasteners**, Australia: Classic Fasteners is a family owned business, established in 1988. Their aim is to supply obsolete and hard to obtain fasteners for your restoration project be it a professional or private venture. The print catalogue, available for download, lists the current complete range. Ships Worldwide. <http://www.classicfasteners.com.au/>

**Precision Shims Australia:** All types of shims made to your requirements, ships worldwide. More info at their web site [www.precisionshims.com.au](http://www.precisionshims.com.au)

**V3** (see entry under Spares above) also stocks a large range of Vincent specific nuts n bolts.

## *Restoration Services:*

**Ken Phelps** – Qualified aircraft engineer and builder and daily rider of Norvins for over 30 years, who has the skill and experience to carry out overhauls, rebuilds, general repairs and maintenance to Vincent HRD motorcycles. Full machine shop facilities enabling complete engine and chassis rebuilds, Painting, wiring, polishing, aluminium welding and wheel building.

Ken Phelps Phone: (61+) 0351760809 E-mail: [ogrilp400@hotmail.com](mailto:ogrilp400@hotmail.com) . Located in Traralgon, Victoria, Australia

## *General 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](http://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. Also offers precision welding of all metals. For more information see <http://www.cylinderheadsvictoria.com.au> or phone (03) 9899 1400

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

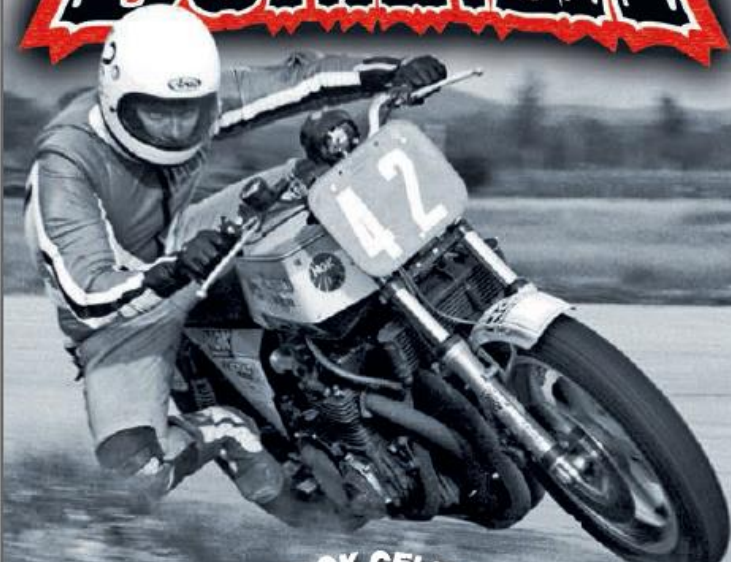
**Rays Custom Spray Painting**, Australia: Ray Drever is the consummate perfectionist when it comes to painting bike tanks and frames. Also a craftsman in flame work and airbrushing. Located near Geelong; contact Ray on 03 5251 2458 or 0402 988 284.

**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

**Dyson M/C Engineering**, Australia: Wheel building, Crank rebuilds, Bead blasting, Rebores & Engine Rebuilds and more. Located at 12 Chris Crt., Hillside, Victoria. Phone 0400 817 017



**PENRITE** BROADFORD BIKE  
**BONANZA**



**SPEEDWAY ACTION** **DIRT TRACK CELEBRATION** **MX CHAMPIONS**

**EASTER 2016**

**SATURDAY & SUNDAY 26-27 MARCH**

★★★ CELEBRATING ★★★  
**Superbikes** through the ages  
 and **USA Flat Trackers**

State Motorcycle Complex, Broadford Vic.  
 Pre-1990 Historic Motorcycling Celebration... No Racing... Just Riding

**BROADFORD BIKE**  
**BONANZA**

The Penrite Broadford Bike Bonanza will be held on Easter Weekend, Saturday 26th to Sunday 27th March, 2016 at the State Motorcycle Complex, Broadford, Victoria

Celebrating historic (pre-1990) motorcycles of all types:

**Road Racers – Speedway – Road Bikes Scramblers – Trail Bikes – Enduro Bikes – Motocrossers – Dirt Trackers – Sidecars**

*Especially for people with older bikes who don't compete.*

★ Two days of non-competitive on track ride and try sessions for solos and sidecars up to 1989, racing and non-racing machines on Broadford's tracks.

★ Superbikes & USA Flat Trackers will feature rare motorcycles.

★ Dirt Track/Speedway Circuit

★ Trials Area – MX Track – Roadrace Circuit

★ Vintage Enduro Bush Loop & RP Trailride Sunday

★ Saturday Evening Slider Spectacular  
*including speedway outfits, solos, and a heap of USA framed slider specials.*

★ Meet the greats of yesteryear and see them ride at all tracks.

★ Shuttle buses to take you around the circuit and for the campers to the Gala Dinner and return.

★ Bigger Swap Meet, Trade Stands, Club Displays too.

★ Volunteer Festivities Sat night at the RR tent.

★ Gala Dinner Saturday night at Broadford Memorial Hall with special guests.

★ Natural terrain VMX track for pre 1980 bikes only. Minibike track open.

Riding activity will be by pre-entry, early bird entries in before 15/1/2016 pay \$80, \$110 by the 26/2/2016, or \$160 on the day.

Entry forms and tickets are available at [www.ma.org.au](http://www.ma.org.au)

**TICKET PRICES**

	Saturday	Sunday	Both Days
Riders	\$80 to 15/1/16, \$110 to 26/2/16		\$160 on the day
Spectators	\$30	\$30	\$50
Gala Dinner	\$95		
Camping	\$10 per head per night		\$20

**FOR MORE INFORMATION**

Ph: Peter Drakeford (03) 9684 0515 Mb: 0422 299 003

Em: [pd@ma.org.au](mailto:pd@ma.org.au) ...or visit [www.ma.org.au](http://www.ma.org.au)



## PostScript

This edition of OVR has been sent out early. Damb good thing I got stuck into it straight after my return from Europe. While away my right arm (broken in July) was giving me trouble. Wiz forward till today and the office of my Ortho and the arm is back in plaster for at least another month with subsequent treatment to be sorted after that. Irrespective – I fully expect there to be an edition next month.

Martyn