



The Oz Vincent Review

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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



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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.

The start of this month was tinged with sadness with the death of legendary Vincent engineer Laurie Binns who is on this editions front cover along with his treasured Vincent Twin. As if things could not get worse there were the appalling terrorist attacks in Lebanon, Egypt and France - I am sure all OVR readers join together in their support for those folks who have in so many ways been impacted.

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.

And finally, best wishes for the festive season and ride safe.



Melbourne, Australia.
Email: ozvinreview@gmail.com



Letters to the Editor

Martyn,

My Vincent breather modification article (OVR #11) requires a footnote.

After first setting up the breather I was having issues with the oil catcher filling up very quickly and the primary chain case oil was being sucked into the crankcase because of the vacuum created by the reed valve.

I then removed the breather valve but the engine starting blowing a significant amount of oil from the valve lifter cable entry, which was not solved by upgrading to the modified and improved seal assembly available from VOC Spares.

As a last resort I re-fitted the reed valve but also reversed the crankshaft seal so that the spring lip side was facing outwards (thanks Kelvin!) and sealing against oil migrating from the chain case inwards. Bingo! The results are very pleasing with the engine now very oil tight, the oil catcher filling up very slowly, and the chain case is not losing oil.

Even more surprising is that the engine now feels more responsive and has little bit more zing. I have read all the theoretical stuff about how pressured up crank cases steal engine power but I have always been a major sceptic and honestly did not expect to able to notice the difference.

Regards

Holger
Perth, Australia

G'day Martyn

Phillip White mentions in his article (OVR #20) that Ehret may have had something to do with the lightning he cut up or the Rollie Free type tank.

Jack Ehret owned 3 bike shops in Sydney in the early fifties; Mascot, Rockdale and Randwick. I was employed by Jack in the mid sixties to drive semi trailers interstate. From 1964 until his death in 2001 I was in constant touch with him and heard all his stories ad nausium. There was never any mention of such a tank, this does not however mean it did not exist or at some time pass through his hands.

Jack owned and raced the ex McAlpine ex Forrest Lightning F10AB/1C 7305 on which he took the Land Speed Record in January 1953. He sold this bike just before his death. It is now in America and in very close to original condition.

Bill Moline
Townsville, Australia

Hi There Marty,

Can you mention in OVR that the Broadford Bike Bonanza exists on so much goodwill and great volunteers? This year we will be having a specific Saturday Fun & Meal Night for all the volunteers in a marquee at the RR pit area. The Classic & Custom Jap Club are putting this on in conjunction with MA to reward directly the volunteers who often can't stay for the 'nosh up' on the Sunday night. The guts of it is: As an incentive, if your readers can give us 4 hours a day of their time over the weekend they can have the rest of the day off to ride a pre-1990 bike or spectate. The only costs to them will be the \$30 one event Recreational Licence they will need to ride the tracks (if they don't have an existing MA Licence), this is a saving of up to \$160.

Peter Drakeford, Event Organiser,
Penrite Broadford Bike Bonanza, Motorcycling Australia

Note the Volunteer 'entry' form is available in this copy of OVR – Why not plan to join me there as part of the volunteer team? *Martyn*

3 weeks in Italy

An OVR item from Robert Walch, Hobart,
Australia

The 2015 International Vincent Rally was to be held in Italy. 15 days, 3 locations, 8000km of ride options. It catered for riders and partners as well as club members who just wanted to socialise. There are lots of club members who use the rally as an excuse to catch up. Of the 200 odd punters about 20 were from Australia.

Peter Bender and I accompanied by Jen and Francis flew into Geneva. The girls hired a car and magically a truck delivered 2 bikes to our hotel. Staying together as a group of 2 bikes and 1 car was not easy and using the Volvo GPS caused a fair bit of grief but we were quickly over the Alps and into Italy. Tight narrow roads, Fiat Puntos, a few thunder storms, peak hour traffic, thousands of gear changes and all was going well.





Near Lugano we met a Silver Hawk and Black Shadow owner called Angelo. He was a hoot and flew about the country side on his Black Shadow with a cigarette in his mouth. He has a great workshop and outstanding motorcycle knowledge.

We then missed the tight opening time for the Moto Guzzi museum at Mandello Del Lario but did get to see the front gate. That night, by chance, we stayed at the Nautilus Hotel at Lake Como. This was an inconvenience for its owner but a necessary evil to raise enough money to be able to get out on the lake in his Riviera Mahogany Cruiser with twin 7 litre Cadillac engines and "make noise".

The next day we reached the stage 1 rally site at Lake Garda. 5 days of rides around the lake and into the mountains. Day 1 we decided to circumnavigate the lake with Jen and Francis on the bikes. A nice little 120km ride with 2 breakdowns, frayed tempers and sore bums that took over 8 hours. The lesson of the day was to keep away from the lake!!

Day 2 was an organised day trip by bus to Venice which was an eye opener and ok. Day 3 Peter and I headed for the hills, got lost and had a good day. I am not sure about the other 2 days but next was transfer day.

200km to Rimini, 6 hours that turned into 8 but generally a good day. Rimini is on the Adriatic East Coast and is on a beach covered with banana lounges and umbrellas. It was Moto GP weekend and Valentino Rossi lived just up the road. His home town was covered with plastic tape with the number 46 all over it. We visited a great motorcycle museum, Revinna, San Leo, Urbino and San Marino. Rimini proved to be a relatively easy town to get in and out of and offered great rides on the roads where Valentino used to test his tyres. Then it was transfer time again.

150km to Montecatini Terma. 6 hours, minor problems. From here we did day rides into the mountains and visited Florence and Lucca. The end was Monday the 21st of September.

Lots of goodbyes and we hit the autostrada heading for the Swiss border. We had to be back in Geneva on the Tuesday and managed to knock off nearly 600km and the St Bernard Pass before nightfall. That put us within easy striking distance of Geneva the next day.

The sense of achievement when we arrived in Geneva was overwhelming. To have survived the Italian traffic and roads on 2 relatively unknown 60 year old bikes seemed like a miracle!! To say that the bikes had performed



outstandingly is an understatement. I have extra respect for Vincents and especially their clutches. On the 23rd, exactly on schedule, the truck swooped and started the bikes trip to Tasmania.



We also discovered that although 70 years ago the Swiss/Austrian hills may have been filled with the sound of music, today they are filled with the sounds of sports bikes!! Northern Italy has limestone and marble. Beautiful marble. However limestone makes cement and their creek banks have a sand and gravel mix that is just about right for concrete. Just as well the post WW11 immigrants came out to Australia to show us how to use it!!

Italian roads are typically 4 meters or less wide and have a corner of greater than 90 deg every few hundred meters. Lots of these are either steep or have cliffs on both sides. Add to this a mix of grandpas and kids in Fiat Puntos, each at opposite ends of the speed spectrum, and it's entertaining motoring. Throw in some dodgy navigation, vintage machines, keeping right and humid 30deg+ temperatures and you sleep well by the end of the day.

However, it was a fantastic experience and thinking back on where we went and what we did it is hard to believe it wasn't all a dream.

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. Just drop the editor a line at OzVinReview@gmail.com .

2015	
December 6	BHMCC Motorcycle Only Swap Meet @ Llanelly Public Hall Reserve; o/nite camping available contact rexyjones37@gmail.com for more info
2016	
January 22-24	International Island Classic; Philip Island Race Track
March 19	Annual New Zealand Mail Run Rally; contact hbcmcmailrun@gmail.com for more info
March 26-27	Broadford Bike Bonanza – see flyer later in this edition of OVR; why not consider acting as a volunteer – the benefits are significant.
April 15-17	New South Wales (Australia) Vincent/Velo rally at Moss Vale, NSW; Online, go to www.mossvalevillagecaravanpark.com.au and email mvcp@bigpond.com to book your cabin
August 18-21	North American Vincent Rally 2016 – in Missoula, Montana. Contact Josh Bogage for more information email joshuabogage@gmail.com
October 15-16	Girder Fork Rally, Cooma, NSW - email owenpamjohnson@gmail.com for more info.
October 15-17	VOC Australian National Rally, Parkes, NSW. contact alynvincent@mac.com for more information
2017	
March 19-30	Tassie Tour 2017 (Australia), open to pre 1970 British bikes – for more info contact tassietour2017@hotmail.com . The tour is limited to just 100 bikes so if you are interested, act now.

John Victor (Jack) Ehret

An OVR contribution from Bill Moline, Townsville, Australia

Australian Land speed Record Holder. Small Bore Rifle Champion Garden Island 1940's ; member of Army and Navy, Long distance motor transport operator, motorcycle retailer, speedway and tar motorcycle racer.

Jack Ehret was born at Rainbow Victoria, the only son of John Ernest Ehret and Margaret May Stewart. His father, was of German descent and his mother of Scots ancestry, which probably accounted for his outspokenness, determination and tenacity. The family drove off the property during the depression when Jack was about 12 and came to Sydney where they lived for a time at Cabramatta. Jack secured an apprenticeship with the navy shortly before the outbreak of WW2 and at the outbreak of hostilities was forbidden to join the armed forces as all apprentices were "manpowered".



In typical Ehret fashion he "Shot Through" to Melbourne and joined the Army, where he was quickly discovered and sent back to Garden Island for the duration. Whilst at Garden Island he became the small bore rifle champion of the Island for 5 or 6 years running, an accomplishment of which he was always very proud.

I was lucky enough to first meet this most remarkable man in '63 or '64. We met in the Hollywood Hotel when I was a very knowledgeable 19 year old and I think his first comment about me was "Who is this idiot?" or words to that effect.

His current driver sacked himself or was sacked. I applied for the job on the spot as it paid 40 quid a week as against the 12 quid I was getting at Ryan and Honey. Jack got a bit technical and asked could I drive a truck. I said I couldn't but for 40 quid a week could soon learn. So he taught me. 18 quid a week though, not 40. He had an international L 190 at the time and the cab was about the same size inside as an Holden Ute. I shared that cab with him for 'about six months and heard most of his stories and they were many and varied. I nearly became famous for killing him when I started the truck in gear and almost crushed him.

He was, until his death, very quick on his feet and this saved him many times over. Although he lacked any couth at all he had a wonderful way with words. People variously electroplated themselves, "You should have seen his eyes shining - as good as Premiers chrome." On the Minister for Transport of the era Milton Morris (who did not have a license to operate any type of motor vehicle and rode a pushbike, so I am told). "He petrified himself. No he didn't turn to stone; he sh@t himself."

In the minutes of the first meeting of The Veteran & Vintage MCC of NSW held at the Hollywood Hotel Jack nominated Roy Honey for the position of Club Bar Steward. The nomination was seconded, Roy accepted the nomination and was elected and Ehret had paid back an old favour as he put it.

All of the Ehret stories had foundation in fact but you just knew that he was stretching it a good deal. He had to be. But then one by one over the years they turned out to be true. The strangest

one concerned the Land Speed Record Attempt and its effect on business. The week after the record attempt Jack sold every new Vincent to be had in Sydney (about 6) "and one poor idiot got a Square Four as a consolation prize" he said. I told you he had no couth.

Fast forward to 2003, myself and a friend were touring the Atherton Tablelands on a Norton Atlas and a Big Fin Goldie. We pulled up in Herberton and entered the camera museum. The proprietor, noting our attire asked what we were riding and then informed us that nearly fifty years ago he had bought a Square Four Ariel from a famous motorcyclist in Sydney but couldn't remember his name. Having heard the story at the museum for thirty years I said "That would have been in 1953, from Jack Ehret in Gardeners Road Mascot". "Yes," said the bloke, "that was him, I wanted a Vincent but he had sold them all and said these were nearly as good".

Jack had three motorcycle shops, Mascot, Randwick and Rockdale. Randwick he inherited. He had been a good customer of the previous proprietor who had died and the family sold it to Jack for little or no money providing he gave them the money he took for the remaining stock. This and about 150 pounds that he inherited from his father gave him his start.

Jack could have been relied upon to have kept his end of the bargain. He was notoriously mean but very honest when dealing with others of his same economic status or below. He admired the man who would steal a Rolls Royce but detested the thief who stole a pensioner's push bike. The Mascot shop he built himself and operated until about 1957 when the Parker Pen people rented it from him to make biros in. He shut the shop overnight and moved the stock to his home in Randwick and to the other shops, all and sundry chipped in to help. In the final wash-up he was missing a brand new Campy Matchless.

The shop at Rockdale he bought as a going concern, sort of. An old bloke had it and was living on the premises. Jack bought him out, had the County Council turn off the electricity and proceeded to gut and refurbish the store. Moving into the living quarters he proceeded to remove the wall and electrical fixtures and fittings thereon when he was "bloody near electroplated mate". In high dudgeon he rang the County Council and in his own inimitable way told them what he thought of their disconnection. They sent an electrician and foreman who checked the pole fuse and found that all was as it should be. They then inspected the live fitting inside and followed it three doors up the street to where it was plugged into the fuse box of a large retailer who was not missing the little that old bloke had used. That put Jack off high voltage electricity for life, Low voltage survived until "they brought out those Triumphs with switches with 24 wires mate." FADE he described as 5 yards of wire and one hours work but alternators had him beat.

Australian Land Speed Record
BROKEN AGAIN
BY
VINCENT
(The world's fastest standard motor cycle)

Riding a Vincent Black Lightning at Gunnedah, N.S.W., under A.C.C.A. supervision, Mr. Jack Ehret established new figures of 141.5 miles per hour to create a new Australian land speed record. When a Vincent breaks a record or wins a race . . . it is proving the excellence of the standard model that you can buy and ride yourself.

VINCENT
Built Always to the Highest "Specialist" Standard

DISTRIBUTORS:
Smith Sons and Rees Ltd., 30 Wentworth Avenue, Sydney
Disney Motors, 410 Elizabeth Street, Melbourne.
Markwell Bros., 8 Victoria Place, South Brisbane.
Sven Kallin Motor Co., 20 Hanson Street, Adelaide.

14-NSW Motorcyclist c. 1953

Jack Ehret was one of the most gifted tradesmen I have met. With very limited equipment he could perform wonders. He built a model aeroplane engine including the spark plug, a supercharged rotary valve engine based on a C11 BSA, at least five prime movers, two of which I drove for him, and various pieces of mining machinery for his father-in-law Jim Pollard, He was

Garden Island Small Bore Rifle Champion for four or five years running during WW2. He restored two houses in Toothill Street, Lewisham and made them the best in the street. It is interesting to note that after he finished his apprenticeship at Garden Island he never worked for a boss again.

The Duke/Ehret set to at Mt Druitt was one of the better stories. Jack maintained that he was probably only bloke in the world to give the eight times world champion, Geoff Duke, a half mile start in a 'ten mile race. He never mentioned that Duke's Lightning failed to start, but on the other hand never claimed that it was a handicap race either, but it sure sounded like it the way



he told it. interestingly enough if the lap times are still recorded somewhere it will be seen that they both broke the lap record from a standing start. It was broken again on the next lap, and then the times drifted out as Duke waited for Ehret and Ehret made sure not to catch up too quickly. They boat-raced for the remainder of the race, neither making a fool of the other. Ehret always maintained that Duke could have beaten him on a good condition pushbike.

Ehret was offered a ride overseas in the off-season on the Gilera but with three motorbike shops in Sydney and three trucks on the

interstate he could not get away. Another of his great failings was an inability to delegate responsibility, he was not however a control freak, just a poor picker of people. If he had the money he had been duded for, as he put it he would have been quite well off. There were two Vincents in the Ehret stable; The 'Bricklayer's' Rapide and the Lightning. After being offered a ride on Harold Braund's Rapide at Mt Druitt Jack was so impressed he bought it. "You can ride it just like a speedway bike it has so much grunt, just tip it sideways and squirt it", he told me. The Girdraulics were taken out of the Lightning and replaced with Webb girders after Jack saw a photo taken during a sidecar race of the front wheel rubbing on the inside of the Girdraulics .

Harold and Jack had both worked on the Rapide and Ehret said it was as fast as the Lightning. Jack was also a pragmatist. On one run at Gunnedah he was clocked at 160 mph. The stop needle tacho indicated that the rear wheel had been turning at 180 mph, giving 20 mph of wheel spin. Jack had lengthened the swinging arm by 11 inches in an attempt to cure any tendency for the bike to wind itself around the back wheel as he put it. He intended to have another go and try to get the record up to about 145 mph but on the evening of the run a photographer showed him a photo of the front wheel about six inches off the road as he crossed the line. 141.5 mph looked pretty good after that. One day as we were trucking across that same piece of road at 43 mph in the 190 he told me that at 140 mph the road looked much narrower. In 1964 or 1965 Jack moved the bikes away from his home in St Fouls St., to the yard where he kept his trucks in Waterloo. They were stolen from here while Jack was away. A former customer and truck driver Terry Williams, who was employed in the yard witnessed the removal of the bikes and was told by the thief that he had bought them. Terry did not believe that Jack would sell them and told Jack when he came home who had them. Ehret went round and re claimed them. Jack did not prefer charges for theft on the understanding that the thief did not prefer charges against Jack for assault!



Franco Trento and Marty Dickerson with the Ehret Land Speed Record Lightning

The bikes then went to my shed in Kensington for a spell, then to his mother's place in London Street. From here to Toothill St and then to Bondi junction for a brief spell. Finally just prior to his death Jack sold them to Frank Trento, possibly one of the smartest men ever to buy an old bike as he has decided to leave what is almost certainly the only unmolested Lightning in the world as he bought it. I notice however that it is a good deal cleaner than the last time I saw it in the late 90's at Toothill St.

He is also remembered for his outspokenness and boorishness as well as his prowess with things

mechanical and fast motorbikes. A mutual friend who doubted some of his claims to fame once challenged him to "Put up or shut up". Jack Put-up and Warren became a believer, telling all comers from there on in that "He's the best bull artist in the business except that he can and has done it".

Workshop Wisdom



Buy original and know what you want before you look to buy. If you want only an original bike, go for one with just a few previous owners and a history that can be documented from new. With proper care and feeding, even a 60-year-old classic can present beautifully. If you're after total perfection, a restored machine makes sense, but make sure that you're really getting what you think you are. Mix-and-match "bitsas" (i.e., "a bit of this and a bit of that") may look gorgeous, but you may soon discover their dubious history and questionable resale value.

The safest route is to invest in the most original machine you can find (a well preserved example or a properly restored, fully documented original bike). This way there are no questions about its authenticity. And be ready to spend fairly for the right bike.

Remember - It's better to pay for the right machine once, than for the wrong machine twice.

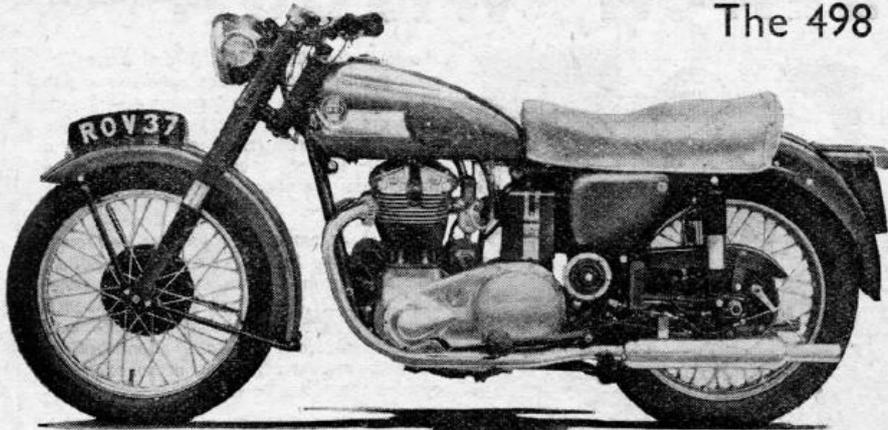


ROAD TESTS OF CURRENT MODELS

The 498 c.c. o.h.v. Model KH

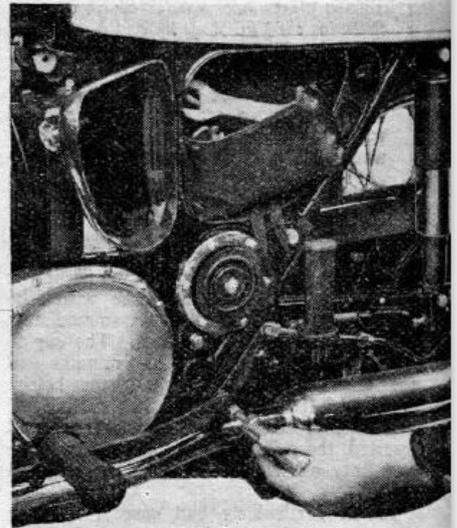
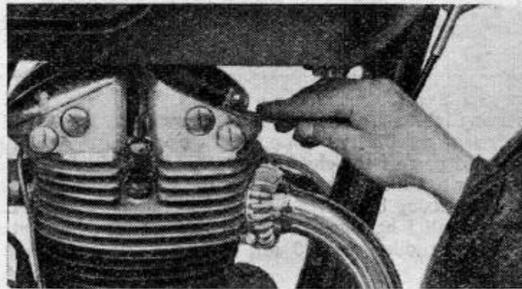
“HUNTER”
ARIEL

A Thoroughbred Twin with High Performance Characteristics



(Above) The clean, compact lines of the Model KH are seen at best in this nearside view which shows the streamlined boss on the primary chaincase.

(Right) Adjustment of tappet clearance is easily carried out with the large caps fitted to the valve chambers removed.



(Right) Lubrication points are sensibly placed. Here is a grease-gun being used on the rear-brake pedal pivot.

TESTER'S ROAD REPORT

Maximum Speeds in:—

	Time from Standing Start
Top Gear (Ratio 5.18 to 1) ... 89 m.p.h. = 5700 r.p.m. ... 38 secs.	
Third Gear (Ratio 6.77 to 1) ... 79 m.p.h. = 6500 r.p.m. ... 25 secs.	
Second Gear (Ratio 8.8 to 1) ... 62 m.p.h. = 6800 r.p.m. ... 11 secs.	

Speeds over measured Quarter Mile:—

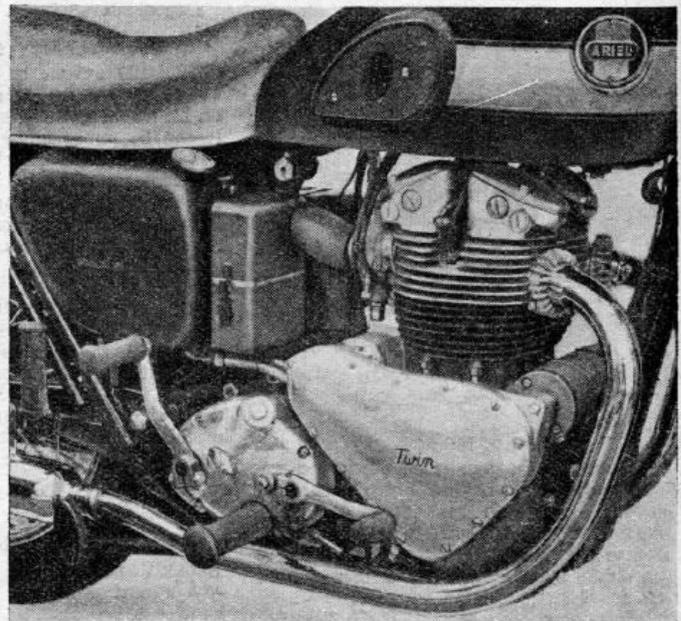
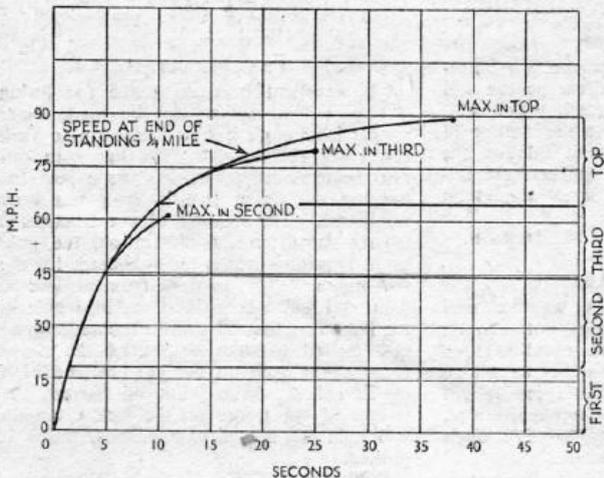
Flying Start ... 85.7 m.p.h.	Standing Start ... 52.9 m.p.h.
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Braking Figures On DRY CONCRETE Surface, from 30 m.p.h.:—

Both Brakes ... 30 ft.	Front Brake ... 43 ft.	Rear Brake ... 56 ft.
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Fuel Consumption:—

30 m.p.h. ... 86 m.p.g.	40 m.p.h. ... 75 m.p.g.	50 m.p.h. ... 68 m.p.g.
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From the timing side, the twin engine is seen to be accessible and neatly planned with the separate dynamo in front and the Lucas magneto, with automatic ignition control, safely housed in a well-protected position aft of the cylinders. The Amal carburetter is of the now well-known Monobloc pattern with in-built float chamber.



Quiet, fast, smooth and easy to handle, the "Hunter" acquitted itself well on the road.

NOW in its eighth season as a production model, the 498 c.c. Ariel "Hunter" Twin continues to uphold the prestige and performance long associated with the "Red Hunter" range of motorcycles from Selly Oak and to take its proper place alongside its contemporaries.

The 1955 power unit, a vertical twin of 498 c.c. capacity incorporating cast-iron cylinders, polished aluminium alloy cylinder heads and light-alloy connecting rods, has remained basically unaltered since the model was tested previously, some four years ago, but, with developments carried out during the intervening period, it is possible now to record slightly improved performance, plus generally better comfort and handling attributes, due to the adoption of swinging-fork rear suspension and dualseat equipment.

The model's clean lines and smart, but pleasantly conservative, maroon finish is indicative of continued thoroughness of design methods. A sincere sense of pride of ownership at once is induced by this handsome twin which combines potency with docility. Nothing is lacking in flexibility—minimum non-snatch speed in top gear is 25 m.p.h.—and excellent acceleration is matched by good braking; two important factors to be considered, bearing in mind the congested state of our highways.

Only one small point impaired the high standard of one-up comfort. The rear Armstrong suspension units, used as standard, incorporate springs of 115 lb. rate specified by the manufacturers to cater also for pillion work, and this resulted in less resiliency than is usual these days. Once two-up travel is essayed, however, the efficient springing fore and aft really comes into its own and the designer's policy is well vindicated.

90 m.p.h. Maximum

True summer weather marked the test period and consequently there were no starting troubles. After light flooding of the Amal Monobloc carburetter, the engine always responded to a first kick-starter prod. In fact, on one occasion, the tester was merely turning the engine over compression prior to starting when it fired! The spring-loaded plunger which operates the air slide was very rarely used for starting. But an English summer is not English without the inevitable downpour, and on wet roads the model acquitted itself admirably. Over-zealous manipulation of the twist-grip while travelling at 60 m.p.h. into a fast bend in rain did result in rear wheel grip breaking momentarily, but recovery was immediate.

Capable of pushing the speedometer needle around to the "90" mark, the powerful yet sweet engine would effortlessly sustain cruising speeds of 70-75 m.p.h. on the open road. Engine noise could scarcely be heard and, commencing with a subdued burble at tick-over speeds, the exhaust note developed a pleasantly deep song as acceleration progressed.

An outstanding feature of the road test machine was the efficiency of the two 7-in. brakes which gave the rider a complete sense of confidence in his ability to stop quickly. The action of the cable-operated rear brake was firm and positive, i.e., no "give" in the cable developed.

It appeared that under the strain of hard braking there was a tendency for the outer cable of the front brake to compress slightly for, even with the brake-shoe fulcrum adjustment taken up to its maximum, it was still possible to pull the lever against the handlebar. However, this "sponginess" did not detract from the smooth and powerful retardation; the brake, if used fully, would lock the front wheel on a dry surface with the model on an even keel. Both brakes were light and sensitive in operation and only the front, after the initial bedding down of the linings, required adjusting by means of the Ariel patent cone-adjustment screw.

The power-unit remained free from oil stains but the rear pivot-fork assembly

showed traces of oil overflow. This emanated from the primary chaincase bleed hole which provides lubrication for the rear chain; subsequent reduction of the oil flow by screwing in the adjuster cured the trouble.

Only the engagement of first gear from neutral was audible; second, third and top gears could be selected readily and quietly, up or down. The seven-plate dry clutch proved to be light and efficient although, after suffering the exacting loads imposed while obtaining maximum performance data, a factory check-over and adjustment were carried out.

Occasionally, when running the engine in a "cold" state after starting, there was intermittent spitting back through the carburetter at the smaller throttle openings, but induction bias or excessive heat usually indicated by blueing exhausts was absent.

Probably the positioning of the handlebars in relation to the dualseat would necessitate a certain amount of stretch for a short owner, but all manufacturers are obliged to cater for "Mr. Average" and the fully adjustable handlebars (clamped in place by inverted "U" bolts on the steering-head lug) and footrests which are positioned to the frame on finely serrated tubes, enable the optimum in rider comfort to be obtained.

Manhandling

The exceptional ease with which the "Hunter" (dry weight 390 lb.) can be raised on to its centre stand (a prop stand is also provided) is worthy of note. Of Ariel design, the former embodies solid elliptical cam feet and, by lightly supporting the stand, the rider can effortlessly raise his motorcycle merely by pulling on one handlebar alone. Grounding of the stand occasionally occurred during the early stages of the test, but a modification made to the rubber stop buffer—a portion was cut off to allow the stand to return to its highest position—obviated this risk. Steering was first-class and rock steady, and although a steering damper is fitted as standard, this was not generally used.

The 7½-in. Lucas headlight and large, bright stop/tail light were adequate for safe, fast night riding. Controlled by a switch fastened to the handlebars close to the rider's left thumb, the main bulb, when dipped, threw an inoffensive beam and the illuminated speedometer could be easily read with the minimum distraction. The layout of the controls was above criticism. The provision of an automatic ignition advance mechanism and remote air strangler left the handlebars virtually unencumbered.

The beige-finished and softly resilient dualseat was in keeping with the high standard set by the remainder of this motorcycle's equipment.

BRIEF SPECIFICATION

Engine: 498 c.c. four-stroke; bore 63 mm. by stroke 80 mm.; twin cylinder; alloy head; overhead valves, push-rod operated; C.R. 6.8:1; claimed b.h.p. 28 at 6,500 r.p.m.; Amal carburetter, type Monobloc with plunger (spring loaded) operated choke (air slide).

Transmission: Four-speed gearbox; positive-stop footchange; ratios, 5.18, 6.77, 8.81 and 13.72:1; primary chain ½ in. pitch by .305 in., 72 links; final chain ⅝ in. pitch by ⅝ in., 100 links.

Frame: Duplex cradle type, pivoted rear fork.

Wheels: WM-2 19-in. rims, carrying Dunlop tyres; 3.25 in. by 19 in. front; 3.50 in. by

19 in. rear; hubs incorporate 7-in. brake at front and rear.

Lubrication: Dry-sump lubrication with double (two independent plunger pumps) oil pump; oil tank 6 pints capacity.

Electrical Equipment: Electric horn; 7½-in. headlamp, 56 watt, 6v.; C.V.C. controlled dynamo; 6 volt battery; stop and tail lamp; engine cut-out switch.

Suspension: Telescopic front forks of Ariel design, controlled by hydraulic damping; rear springing by swinging fork; movement controlled by Armstrong units with hydraulic damping; spindle adjustment by means of pedal-cycle type chain adjusters.

Tank: Welded steel fuel tank of 4-gallon capacity.

Dimensions: Wheelbase, 56 in.; ground clearance, 5½ in.; unladen seat height, 34 in.; dry weight, 390 lb.

Finish: Claret enamel, chrome tank flutes and wheel rims, etc.

General Equipment: Full kit of tools; tyre pump; 120 m.p.h. speedometer; pillion footrests; air filter (Burgess); reflector.

Price: £192 plus £38 8s. P.T. = £230 8s.

Annual Tax: £3 15s. Quarterly amount, £1 0s. 8d.

Makers: Ariel Motors, Ltd., Selly Oak, Birmingham, 29.

Two Australians At Large

The travel diary of Bob Allen and his 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. Bob picks up the second part of the story [editor]

Well the light problem is terminal, the newly rewound Lucas A3L that I fitted a week before shipping the bike has fried itself like a piece of pommy cod, this necessitates a quick 1000km dash from lake Como in Italy to Malaunay in Southern France to Patrick Godet who has an Alton in stock he can fit.

Early the next day finds us climbing out of Italy and into the Swiss Alps when we are hit by a Alpine storm. The rain and hail were so heavy that I could not see ten feet in front of me but I was able to pull onto the verge against the Armco to sit it out. The thunder and lightning had Joy so far inside the Stieb with the tongue cover over her head that I thought she had left the party!

The mountains are very steep and the engine compression could not hold the outfit so I had to hold my foot on the brake and the rain filled my boots to overflowing. I had my helmet pulled down so far I must have looked like a turtle but at least my ears were warm because nothing else was; it lasted for twenty minutes then just stopped, we had water two inches deep racing down the the road and had to wait until it was down to about half an inch before we started up and rode on for another 45 minutes. The mountains kept rising until we were above the snow line and the water that had been leaking out of my bootzips was starting to freeze, I couldn't feel my fingers or knees and was starting to have dark thoughts about mountain touring when we rode around a bend and [VOLIA] there sat a mountain climbers chalet/hotel.



Ten minutes in the shower had everything properly thawed out again, then it was down to the bar for a cold beer! Early next morning with dry warm clothes on we waved goodbye to a small group of Vincent fans (Who can't love a bike that sat in the ice all night and starts first kick) and off we headed to Lucerne then across the Rhine into Germany to Mulhouse then into France near Belford, very quick riding after this Langres, Troy, Orleans, Chateaudun, Chartres, Evereux, Rouen and the final 30klms to Patricks workshop in Malaunay.

We were greeted by the very friendly staff who were expecting us; we arrived 30 minutes earlier than expected not bad going. They began to work immediately and Patrick arrived 2 hours later and arranged fabulous accommodation nearby, lent us one of his work vans and advise on the local area; Many thanks Patrick.

With a brand new Alton, new breather, new battery and timed breather replaced with a Series D breather we were fully charged on our way again, this time to Somme in Normandy & Villers

Bretonneux where we paid our respects to the fallen before visiting Georges and Catherine from the French section we met in Morteau. They invited us to stay the night and after a fabulous lunch of Canard (duck) followed with many spirits (the bottled type) Georges took us on a tour of his workshop and his collection of bikes, Panhard cars and showed us the scaled self built steam engines; then it was back to his house for dinner more food and wine and met their delightful family members.

Early next morning saw us heading toward Giverney, near Vernon and visited Monets garden, magnificent but the heavens opened and we were soaked as we left. We took refuge in a modern hotel something we try to avoid but the showers were hot and the Vincent was chained next to the window all night we then travelled to Moreux where we had fabulous seafood especially the Oysters.

Then onto Marcel Brittany where we spend 4 days in a small chateau which housed the Knights Templar so the story goes. One night we went to a local village La Gacilly for dinner and returned home late with some fine French reds under our belts in too bed when the sound of something disturbed Joy, I turned the light on but saw nothing, so light out straight away you could hear wing beats and something in the room, BATS!! they had move in through the open window and set up camp, and weren't happy when I turned on the lights - I spent the next 10 minutes catching Bats and throwing them out the window (NO BATS OR OTHERS MAMMALS WERE INJURED DURING THIS STORY!!!) No more fresh air for Joy.

The next leg was a 380 km run to a prearranged 1638AD gite in Villedieu Les Poules; 60 kms out the bike began to backfire and lose power plus still losing 1.5 pints of oil a day (500km) I cleaned the slip ring, leads, Plugs, and cleaned out pilot jets it started and ran but very rough so I assume the magneto is the culprit got back to our accommodation drained the fuel dismantled carbs and blew out pilot jets with the Owners compressor and fitted new plugs but to no avail !!

I had to rent the gite Owners Landrover and trailer and he and I drove 6 hour round trip back to Malaunay, but Patrick and his race team were at Oddington race track in England competing with his three Vincents and was unable to help !



A quick call to Steve at Conway Motors in Nettlestead, UK had a truck leave England early next morning, cross the channel, drive to Malaunay, load the bike and have it in Conways workshop by [4.20 pm](#) the following day to have a new BTH magneto fitted.

Joy and I hired a car and left Brittany and drove to the Loire Valley near Orleans at a house swap that Joy had organised from Australia , a very good way of living the French way of life with a host family who live beside you, it certainly improves your French and causes some hilarious faux pas , inadvertently of course !! We cooked them the traditional Aussie Lamb roast and might I say very expensive in France for lamb but was delicious and our hosts Herve and Silvie loved it. They cooked us Herve's speciality Pommies fried with cheese and garlic delicious and of course BBQ ssaucisse or sausages and lots of wine particularly from Bordeaux very nice drop

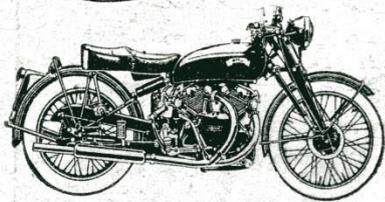
We spent August 21st in Orlean [the home of Joan of Arc] another beautiful city which has a who's who of fashion shops which Joy likes to trawl , I even gave in and purchased some smart new footwear!

That's it for now, Bob

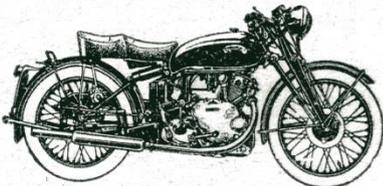
Buy, Swap n' Sell

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.

In this edition the Buy, Swap n Sell cupboard is bare!!



Series "C" Black Shadow, 125 m.p.h.
Price fully equipped £296. £79.18.5 P.T.



Series "C" Comet, 90 m.p.h.
Price fully equipped £180. £51.6.0. P.T.

**If it's a Vincent — consult
Britain's foremost specialists**

We hope that you will allow us the privilege of supplying your Vincent so that we can place our unrivalled experience at your disposal. We are well-known for our efficient Spares Service and our expert team of works-trained mechanics.

**EASY TERMS
PART
EXCHANGES**

for VINCENTS
CONWAY
MOTORS LIMITED
BRITAIN'S FINEST VINCENT SERVICE
FOR OVER TWENTY YEARS

301-7 GOLDHAWK RD., SHEPHERDS BUSH, W.12.

TEL: RIV. 5725

Service Providers

The Service Providers listed have been used with a degree of satisfaction by OVR readers in the past. Just because they are listed does not imply an endorsement of them by OVR. Service providers are not charged a fee for this service nor can service providers themselves request that their information be included, though they may request that an entry referring to them be removed.

Spares:

V3 Products, Australia: (aka Neal Videan) has an extensive range of top quality Vincent Spares including multiplate clutches, oil leak eliminator kits, socket head tappet adjusters, paper element oil filters and lots lots more. Ships worldwide. Email for a price list to nvidean@optusnet.com.au

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

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

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

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

Classic Fastners, 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

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

Restoration Services:

Steve Barnett, Australia. Master coachbuilder and fuel tank creator who does incredible workmanship; located in Harcourt, Victoria. Ph +61 3 5474 2864, email steviemoto@hotmail.com

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 . Located in Traralgon, Victoria, Australia

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.

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 or call (03) 9597 0387

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

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

Ringwood Speedometer Service, Australia: Experts in the repair and restoration of all motorcycle, automotive and marine instruments. Smiths chronometric 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



Tassie Tour 2017

19 – 30th March

The British Motorcycle Club of Tasmania is again conducting the ever popular Tassie Tour. The Vintage/Classic Motorcycle Rally around Tasmania, from 19th to 30th March 2017.

Open to all pre 1970 British motorcycles, we will enjoy 11 nights, 12 days of some of the best motorcycle roads and scenery in Australia. For those who have done this fantastic rally previously, this tour opens up new areas not previously ridden but also includes those roads that make this rally so popular.

Numbers are limited to 100 bikes so act now early to avoid disappointment.

The Rally will start and finish in Ulverstone, close to where the Spirit of Tasmania ferry docks. Arrangements will be made to leave vehicles and or trailers in Melbourne and/or Tasmania if required.

Although the itinerary is yet to be finalised, travelling around Tasmania will see us in Stanley, for the first time, down to Strahan, across to Hobart, south to Geeveston, also a first, North up the East Coast via Bicheno to Bridport and back to Ulverstone. We will travel between 150k to 250k each day, all on bitumen, mostly easy going for vintage bikes. Back-up vehicles are provided each day.

Accommodation details will be forwarded at a later date with a detailed itinerary of where we will be staying each night, ranging from caravan parks to motels with prices. You will be able to book the accommodation of your choice from our recommended sites.

To secure your place on the rally a deposit of A\$30.00 (for each person on the rally, ie: pillion) and will be deducted from the Rally Fee. Fees for the 2017 rally are A\$200.00 per motorcycle with rider, pillion and/or accompanying persons an additional A\$100.00. You will be forwarded with all rally information ie: brochures, accommodation, booking info., discounts etc. as the rally draws closer.

DEPOSIT IS NON-REFUNDABLE.

Further information email: Tassietour2017@hotmail.com

*I am reliably informed that the available 100 bike places are rappidly filling – so if you have any thought of being there get your deposit in now – I have already sent mine.
Martyn*



BROADFORD BIKE



RODANVA



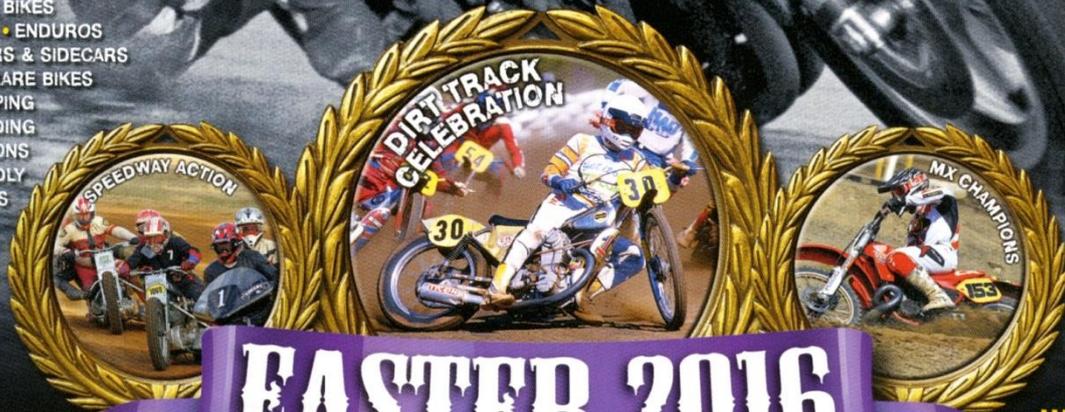
★★★ CELEBRATING ★★★

SUPERBIKES THROUGH THE AGES

USA FLAT TRACKERS

PLUS

- ROAD & RACE BIKES
- SCRAMBLERS • ENDUROS
- DIRT TRACKERS & SIDECARS
- SPEEDWAY • RARE BIKES
- ON-SITE CAMPING
- ON-TRACK RIDING
- PAST CHAMPIONS
- FAMILY FRIENDLY
- TRADE STANDS
- GALA DINNER
- SWAP MEET
- GREAT FOOD



Pre-1990
Historic
Motorcycling
Celebration

EASTER 2016

SATURDAY & SUNDAY 26-27 MARCH

...No Racing
...Just Riding



State Motorcycling Complex, Broadford Victoria

- Gates Open 8am-5pm • All Welcome • Spectators \$30 (\$50 two days) • Riders \$80-\$110-\$160 •

Contact the Event Secretary – Peter Drakeford Ph: 03 9684 0515 Email: pd@ma.org.au Web: www.ma.org.au



TICKET NUMBER

2016 PENRITE BROADFORD BIKE BONANZA ENTRY FORM - VOLUNTEER

PERSONAL DETAILS: Riders must be 16 years and over to ride.

NAME:		DOB:	
ADDRESS:			PHONE:
TOWN:	P/CODE:	STATE:	
EMAIL:			MA LICENCE #
DO YOU NEED A 1 EVENT LICENCE?	YES/NO	INCURS a \$30 Fee	EVENT LIC #

CATEGORY/DISCIPLINE DETAILS: (PLEASE TICK)

ROAD BIKE (RB)	NOVICE <input type="checkbox"/>	INTERMEDIATE <input type="checkbox"/>	EXPERT <input type="checkbox"/>	PRESS <input type="checkbox"/>
ROAD RACE (RR)	PRE 63 <input type="checkbox"/>	PRE 75 <input type="checkbox"/>	PRE 90 <input type="checkbox"/>	SIDECAR <input type="checkbox"/>
MOTOCROSS (MX)	PRE 75 <input type="checkbox"/>	PRE 80 <input type="checkbox"/>	PRE 90 <input type="checkbox"/>	SIDECAR <input type="checkbox"/>
SPEEDWAY (SW)	SOLO <input type="checkbox"/>	SIDECAR <input type="checkbox"/>	SPEEDWAY DEMO <input type="checkbox"/>	DIRT TRACK (DT) <input type="checkbox"/>
OTHER	NATURAL TERRAIN (NT) <input type="checkbox"/>	TRIALS (T) <input type="checkbox"/>	Red Plate Ride(RP) <input type="checkbox"/>	ENDURO (E) <input type="checkbox"/>

BIKE DETAILS MOTORCYCLES must be pre 1990.

OFFICE	DISCIPLINE	YEAR	MAKE/MODEL	CC

PAYMENT SUMMARY

RIDER FEES (includes 1 bike)	\$	QUANTITY	TOTAL
EARLY BIRD Before 15/1/16 \$80 Then until 4/03/2016 \$110	\$80 \$110	N/A	Volunteer-FREE
AT THE GATE	\$160	N/A	Volunteer-FREE
MA EVENT LICENCE	\$30		
RED PLATE TRAILRIDE sign on sticker	\$5		
CAMPING (per person, per night)	\$10	N/A	Volunteer-FREE
Extra Motorcycle \$10 Each <i>First bike is included in entry fee</i>	\$10	N/A	Volunteer-FREE
SIDECAR PASSENGER ONLY (non-riding)	\$50	N/A	Volunteer-FREE
EXTRAS			
Spectator Entry (1 Day)	\$30	N/A	Volunteer-FREE
Spectator Entry (2 Days)	\$50	N/A	Volunteer-FREE
GARAGE	\$100		
TRADE SPACE RR pits- per 3 x 3m area	\$200		
SWAP MEET SITE (per person)	\$50		
GALA NIGHT DINNER TICKET	\$95		
TOTAL:			

March 27th & 28th 2016

The 2016 Penrite Oil Broadford Bike Bonanza is proudly brought to you by Motorcycling Australia.

Full event details will be available on the Motorcycling Australia website. Visit www.ma.org.au for regular updates.

Strictly Prohibited from the event

- DOGS
- UNREGISTERED PIT BIKES
- JUNIOR RIDERS
- OPEN FACE HELMETS on RR Track

For any questions regarding this entry form or motorcycle eligibility concerns. please contact Peter Drakeford at:

MOTORCYCLING AUSTRALIA
POST OFFICE BOX 134, SOUTH MELBOURNE:
VIC 3205
 (03) 9684 0515 or 0422 299 003.
Fax (03) 9684 0555.
Email peter@ma.org.au

For volunteer enquiries please contact the MA office at the above numbers.
 Entry's close at the MA office
 Friday March 4th 2016

PAYMENT DETAILS

CHEQUE AND MONEY ORDER PAYMENTS: Please make payable to Motorcycling Australia
 PO Box 134, South Melbourne VIC 3205

CHEQUE
 MONEY ORDER
 CREDIT CARD
 CARD TYPE: MASTERCARD / VISA

CARD NUMBER:

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

EXPIRY:

--	--	--	--

 CARDHOLDER NAME: _____
 SIGNATURE: _____



TICKET NUMBER

CONTRACT TO PARTICIPATE IN THE PENRITE BROADFORD BIKE BONANZA 2016**WARNING! THIS IS AN IMPORTANT DOCUMENT WHICH AFFECTS YOUR LEGAL RIGHTS AND OBLIGATIONS, PLEASE READ IT CAREFULLY AND DO NOT SIGN IT UNLESS YOU ARE SATISFIED YOU UNDERSTAND IT****1. I THE UNDERSIGNED [Insert Name]**

HEREBY AGREE with Motorcycling Australia Limited ("MA") that I am by this agreement entitled to participate in the Motorcycle Activity/Meeting listed in Schedule 2 (hereinafter called "the Meeting" or the "Event") at the venue listed at Schedule 3 (hereinafter called "the Venue") on the terms and conditions set out in this document.

2. DEFINITIONS In this declaration:

- "Claim" means and includes any action, suit, proceeding, claim, demand, damage, cost or expense however arising including but not limited to negligence but does not include a claim against a Motorcycling Organisation under any right expressly conferred by its constitution or regulation;
- "Indemnitee" means and includes the persons, organisations and bodies corporate whose names appear in Schedule 1.
- "MA" means Motorcycling Australia Limited;
- "State Controlling Body" (SCB) means a state or territory motorcycling association affiliated as a member of MA;
- "Motorcycling Activity" means performing or participating in any capacity in any authorised or recognised Motorcycling Organisation event, meeting or activity;
- "Motorcycling Organisation" means and includes MA, and the MA members (including the SCBs and affiliated clubs) and where the context so permits, their respective directors, officers, members, servants or agents.

3. ACKNOWLEDGMENT OF RISKS, DANGERS & OBLIGATIONS**I ACKNOWLEDGE that:**

- motorcycle sport is dangerous and that by engaging in the sport (whether as a competitor, recreational rider, coach, official or media) at the Meeting I take and am exposed to certain risks and dangers and am under certain obligations as follows:
 - that I may be injured, physically or mentally, and may be killed;
 - that my machinery or equipment may be damaged, lost or destroyed;
 - that competitors may ride dangerously or with a lack of skill;
 - that track or Event conditions may be hazardous and may vary without warning or predictability;
 - that organisers, officials, landowners/track operators and any agents or representatives of those in charge of meetings are frequently obliged to make decisions under pressure of time/or events;
 - that any policy of insurance of or in respect of my life or physical or mental health may be voided;
 - that there may be no or inadequate facilities for treatment or transport of me if I am injured;
 - that I have an obligation to myself and to others to act safely and within the rules and regulations of MA;
- the indemnitees do not make any warranty that the services at the Meeting will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied;
- to the extent that any warranty is implied it is excluded to the full extent permitted by law;
- that I have voluntarily read and understood this warning and accept and assume the inherent risks in participating in the Event.

4. WARNING UNDER THE Australian Consumer and Fair Trading Act 2012 (Vic)

Under the provisions of the Australian Consumer and Fair Trading Act 2012 (Vic) several conditions are implied into contracts for the supply of certain goods and services. These conditions mean that the supplier named on this form is required to ensure that the recreational services it supplies to you are:

- rendered with due care and skill;
- as fit for the purpose for which they are commonly bought as it is reasonable to expect in the circumstances; and
- reasonably fit for any particular purpose or might reasonably be expected to achieve any result you have made known to the supplier.

Under section 22N of the Australian Consumer and Fair Trading Act 2012 (Vic) the supplier is entitled to ask you to agree that these conditions do not apply to you. If you sign this form, you will be agreeing that your rights to sue the supplier under the Australian Consumer Law and Fair Trading Act 2012 (Vic) if you are killed or injured because the services were not rendered with due care and skill or they were not reasonably fit for their purpose, are excluded, restricted or modified in the way set out in this form.

NOTE: The change to your rights, asset out in this form, does not apply if your death or injury is due to gross negligence on the supplier's part. "Gross negligence" is defined in Regulation 5 of the Australian Consumer Law and Fair Trading Regulations 2012 (Vic). For the purposes of the clause 3, "the Supplier" shall mean and include the Indemnitees.

5. INDEMNITY AND RELEASE GIVEN TO ORGANISERS

I IN CONSIDERATION of the acceptance of me as a participant in the Meeting:

- I AGREE TO INDEMNIFY AND KEEP INDEMNIFIED to the full extent permitted by law the Indemnitees and each of them in the following manner:
 - that I participate in the Meeting at my sole risk and responsibility;
 - that I accept the Venue as it stands with all or any defects hidden or exposed;
 - that I indemnify and hold harmless the Indemnitees, their respective servants, agents, officials and competitors against any actions, costs, losses or Claims which may be made by me or on my behalf for or in respect of or arising out of my death or any injury loss or damage caused by me or my equipment whether caused by negligence, breach of contract or in any other manner whatsoever.
- I AGREE TO RELEASE to the full extent permitted by law the Indemnitees and each of them from all liability to me for any Claim, loss, damage, cost or expense (whether arising under statute, from negligence, personal injury, psychological trauma, death, property damage or infringement of third party rights or otherwise) that arises as a result of any act, matter or thing done, permitted or omitted to be done by me or which is in any way connected with my presence at or involvement in the Event.
- The release and indemnity provided by me in this declaration is in addition to, and will not in any way limit the application of, the conditions of sale attaching to tickets, conditions of entry, conditions of credentials or any other applicable terms or conditions in respect of the Event.
- A term of this release and indemnity will not apply where the term contravenes the law of the relevant jurisdiction under which any legal action is legitimately taken however such terms are severable and do not invalidate the remaining terms.

8. MEDICAL

I declare that I am and must continue to be medically and physically fit and able to participate in the Meeting. I will immediately notify MA in writing via my SCB of any change to my fitness and ability to participate. I understand and accept the Indemnitees will continue to rely upon this declaration as evidence of my fitness and ability to participate.

I acknowledge and agree that if required, the Indemnitees (or any of them) may arrange medical or hospital treatment (including ambulance transportation) for me. I authorise such actions being taken by the Indemnitees and agree to meet all costs associated with such action. I understand it is compulsory for me to have ambulance insurance in some form and I accept responsibility for the cost of ambulance transportation, ambulance cover and further agree to maintain ambulance cover during the term of my license / membership.

10. PRIVACY

I hereby consent to the collection of my personal information by MA and the SCB in connection with my involvement at the Event and the use and disclosure of my personal information by MA to other agencies and officials associated with the Event for the purposes of conducting and managing the Event. I understand that I may gain access to my personal information held by MA at 147 Montague St, South Melbourne, Victoria, 3205. I understand that if I do not provide the personal information requested above that I may not be permitted to participate in the Event.

11. PERSONAL HEALTH INFORMATION

I hereby agree with MA and the SCB that in consideration for my participation in the Event that MA and the SCB may receive, collect, store and use personal health information about me in the manner set out below:

- I ACKNOWLEDGE that:
 - if I am injured, become ill or die at or following the Event the party listed at item 8 in Schedule 1 in addition to any hospital at which I am treated (together "my Carers") will have health related information about me in their possession, power and control relating to me which is subject to obligations imposed by the Privacy Act ("my information") and the Privacy Act is intended to protect my personal information;
 - MA and my SCB wish to collect my information for purposes that include their risk management programs, evaluating and improving the safety of MA and SCB events and of the Meeting organisers and facility providers of MA /

SCB permitted events, and generally to reduce the risks to persons engaged in motorcycle sport; and

- It is reasonable for MA and my SCB to collect, store, use and disclose my information in accordance with clause 11(a)(i) above and in the manner set out in clause 11(b).
- IN CONSIDERATION of my acceptance as a participant in the Meeting I consent and agree that MA and my SCB:
 - may collect and store any of my information, including obtain my information from third parties including my Carers;
 - may use any information collected in accordance with this clause for any purpose consistent with creating safer competition in motorcycle sport and events held by or in conjunction with MA, my SCB, or with an MA or SCB permit;
 - may disclose my information to third parties provided such disclosure is reasonably intended to be used for the purpose of improving safety at events held by or in conjunction with MA, or with an MA permit provided any such information is held by MA or my SCB in accordance with the MA Privacy Policy.
- I irrevocably authorise MA and my SCB and hereby appoint MA and my SCB as my lawful attorneys to collect from my Carers, and I hereby direct my Carers to provide to MA or my SCB upon request being made by MA or my SCB, any of my information including but not limited to any information concerning any incident or event causing or contributing to or resulting from any injury, illness or death to me, the details of any diagnosis and prognosis provided to me by my Carers (or any party with the knowledge of any of my Carers), and any other matter to the knowledge of my Carers that might reasonably be considered to be requested by MA or my SCB for the purpose of improving safety at MA and SCB events.

12. POLICIES AND REGULATIONS

I acknowledge, understand and agree that it is a condition of my participation in the Event that I agree to be bound by, and subject to, the rules, regulations and jurisdiction of MA as amended from time to time. Copies of all MA rules, policies and regulations are available by contacting the MA office.

All participants are bound by the MA anti doping policy and thus understand they may be subject to drug testing. Testing conducted by the Australian Sports Anti-Doping Authority (ASADA) is in accordance with the ASADA Act and the National Anti-Doping Scheme. This involves the taking of a sample (any human biological fluid or tissue whether alive or otherwise, or any human breath) for the purpose of detecting the use of a Prohibited Drug or Doping Method. Any participant infringing MA's policy or refusing a drug test may be disqualified or otherwise dealt with in accordance with the terms of the anti-doping policy.

13. RIGHT TO USE IMAGE

Right to Use Image: I acknowledge and consent to photographs and electronic images (including, but not limited to, moving images) being taken of me during my participation in the Event. I acknowledge and agree that such photographs and electronic images are owned by MA and it may use the photographs and electronic images for promotional or other purposes without my further consent being necessary. Further, I consent to MA using my name, image, likeness and also my performance in the Event, at any time, by any form of media, to promote MA or the Event.

SCHEDULE 1:

- Federation Internationale de Motocyclisme
- Motorcycling Australia Ltd
- Motorcycling Victoria
- Motorcycling Australia Ltd
- State Motorcycle Sports Complex, Broadford
- Motorcycling Victoria
- Penrite
- Race Solutions Motorsport
- DELWP

All other persons involved in the organisation, conduct and promotion of the Event or construction or location of the facilities used in connection with or otherwise related to the Event.

Each of the respective officers, employees, servants, agents, sponsors, successors and assignees of each of the above.

SCHEDULE 2:

Friday March 25, Saturday March 26, Sunday March 27 2016.

SCHEDULE 3:

State Motorcycle Sports Complex, Broadford, Tallarook State Forest.

14. EXECUTION I THE UNDERSIGNED STATE THAT I HAVE READ AND UNDERSTOOD THIS DECLARATION (INCLUDING THE WARNING, INDEMNITY AND RELEASE) AND AGREE TO THE TERMS AND CONDITIONS AS STATED.

NAME (PRINT): _____ SIGNATURE: _____ DATE: _____

PASSENGER (PRINT): _____ SIGNATURE: _____ DATE: _____

15. THIRD PARTY INDEMNITY WHERE PARTICIPANT IS UNDER 18 YEARS OF AGE

I/WE _____ being the parents or guardians of the person named in Clause 1 (hereinafter called "the entrant") HEREBY ACKNOWLEDGE:

- I/we have read the whole of this document and understand it; b) I/we consent to the entrant participating in the Event; AND c) I/we are aware of the risks, dangers and obligations set out in Clause 3 above; d) I/we acknowledge that the entrant is bound by and subject to the rules and policies of MA, including, without limitation, the MA anti-doping policy.

16. IN CONSIDERATION of the entrant being accepted as a participant in the Meeting I/WE HEREBY INDEMNIFY AND RELEASE the Indemnitees in the same manner and to the same effect as if I/WE were the entrant and agree to personally accept all terms and conditions and obligations set out in this declaration,

PARENT/GUARDIAN: _____ SIGNATURE _____ DATE: _____
 PASSENGER'S PARENT/GUARDIAN: SIGNATURE _____

**SIGN
HERE**