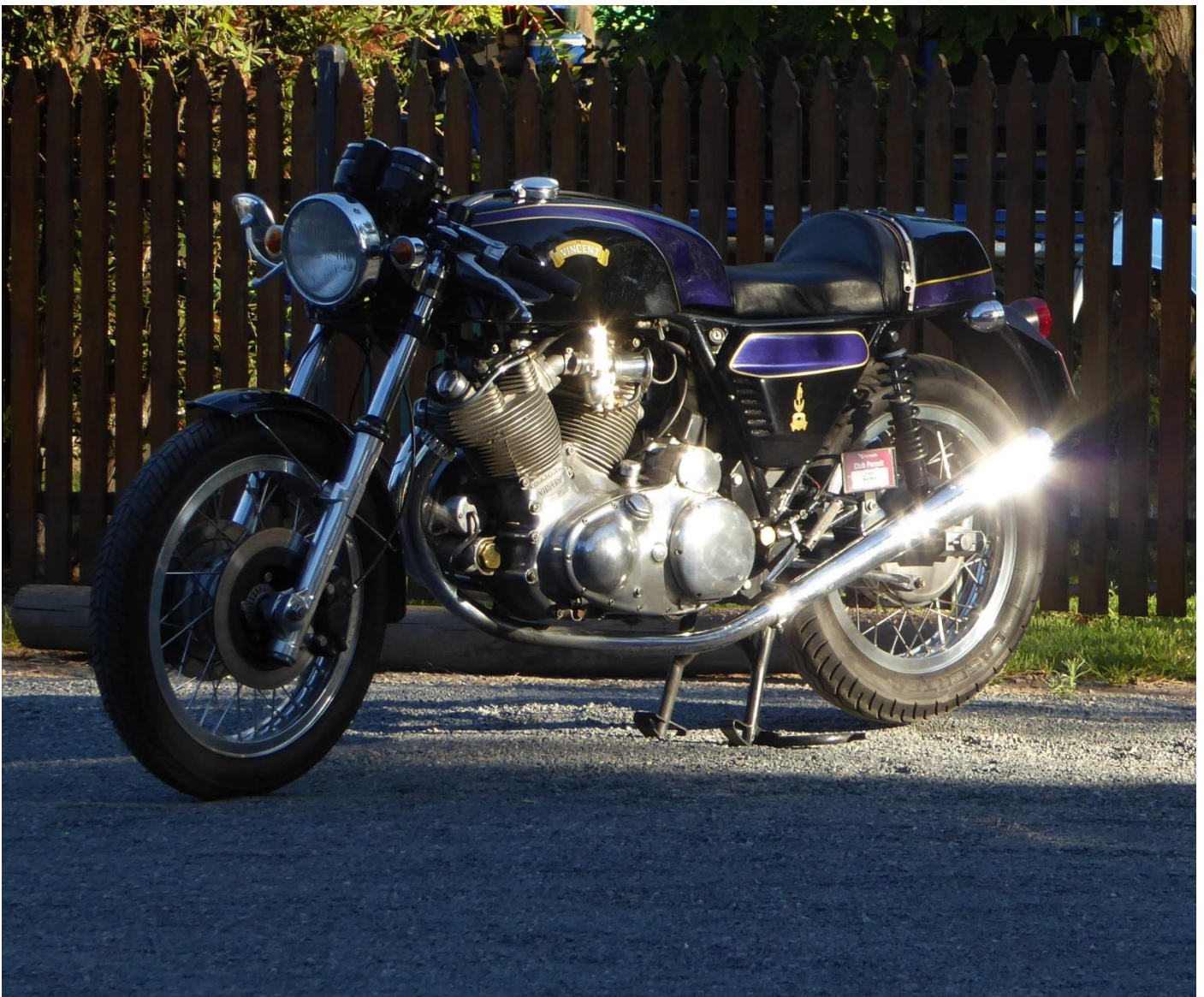




# The Oz Vincent Review

*Edition #22, January 2016*

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)



**Disclaimer:** The editor does not necessarily agree with or endorse any of the opinions expressed in, nor the accuracy of content, in published articles or endorse products or services no matter how or where mentioned; likewise hints, tips or modifications must be confirmed with a competent party before implementation.

**Unsubscribe:** If at any time you want to cease receiving The Oz Vincent Review all you need do is send a email, with the subject "UNSUBSCRIBE" to [OzVinReview@Gmail.com](mailto:OzVinReview@Gmail.com) and the email address you send it from will be removed from the OVR distribution list.

# 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. I have a stash of contributions on hand already for the next edition and that's great – but folks, please keep them coming as OVR depends on your valuable contributions for almost all of its content.

This month's cover features the dawn sun sparkling on BBQ Bobs' (see the Oz Vincent Dinner item for more info) delightful "Violet Crumble" Vincatti at Corryong; and no – it's not parked - it's just waiting!

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](mailto:OzVinReview@Gmail.com) with the subject "Subscribe". It would help if you included your name and location in the body of the message.



Melbourne, Australia.  
Email: [ozvinreview@gmail.com](mailto:ozvinreview@gmail.com)

---

## Letters to the Editor

Hello everyone.

The Vincent HRD Owners Club NSW Section Inc. would like to invite you to join us at the combined clubs annual weekend run on 15-17<sup>th</sup> April 2016.

Please see the attachment for the necessary form. *(later in this edition – Editor)*

The big differences for this year is that we have bought the date forward, so the weather may be a little kinder to us. Also I am requiring upfront payment for the organised meal at the club on the Saturday night.

So please book yourselves a cabin to share with your mates, get in early before the big rush. Post the form and payment back to me early in the new year, for planning purposes.

Thanks, Jo Wenden, NSW section

-----

Dear Editor

Would you please add my name to your list of recipients to receive The Oz Vincent Review. I do not own a Vincent motorcycle but I do know a rider who has fallen off one. Also my grandfather used to take a Vincent powder each morning and each evening. He also took Bex powders but I don't think there is a Bex motorcycle.

Please consider my request and advise at your convenience

cheers, John, Queensland

-----

*I just had to share this letter with you.. Martyn*

Hello there,

I am the proud owner of the Jack Erhet Bike, and a friend of mine send me the December Oz Vin review. I have few Vincents in France and in the USA.

I know a little bit Australia as I spent 2 years Down Under exploring your shores in early 90's with Jacques Cousteau's boat...

Best regards, Nicolas, USA



Martyn,

I hope you are recovering after your fall! Just a congrats on this Oz review #20. It was a fantastic read and those two boys, Alan & Robert being recognised for their bravery was the least that could have been done. Well done to them for their selfless act.

On a two wheeled note, the Comet is fully up and running though there is a couple of little niggles but they should be sorted out before we see our first snow! One is a sticky float in the float bowl causing fuel to continuously flood the bike! And the other is the downpipe which just needs an extra gasket and tightened up! Anyway, a few pictures attached. Hopefully after that everything should be good.

Best Regards, Kenny. UK

(pictures of Kenny's bike later in this edition)

---

## Oz Vincent Riders Dinner, 2015

A contribution from Chris Weir, Australia

Five riders (Bob Allen- Vincati, Brian Hale- Rapide, Vince Rogers -Norvin, Chris Weir- Shadow and Dave Hulstone- Comet mounted) headed out on Friday Nov 27 2015 for the Vincent riders dinner at Merimbulah. Covering some of Victoria's most amazing country - roads winding thru spectacular country in the Australian Alpine Ranges.

The rendezvous at Yea saw Chris doing a hasty repair to a broken throttle cable and by 10:30 they were off!

Gentle winding roads - little traffic - gave the bikes and riders time to relax and settle into the trip. Caffeine levels were restored at Whitfield - coffee was lovely - fortunately as there was only one shop to choose from!! Beechworth offered lots of choices for lunch; a pie and coffee outdoors to take advantage of the lovely weather.

The Vincent's, all parked on the footpath, drew plenty of interest and were a real talking point for the passers-by.



*Dinner organizer Brian Hale, astride Vince Rogers lovely Norvin. Background L to R; Ken Phelps, Bob Allen, unknown spectator and Vince*

Off again, heading for Corryong for dinner and bed where Martyn and Ann Goodwin joined the group. They were doing the tour by 4 wheels as Martyn's broken arm (courtesy of a vicious tank slapper on his Comet) curtails any 2 wheel activity.

As Bob Allen arrived in Corryong he stopped on the side of the road to chat to Ann and Martyn where, on attempting to restart his Vincatti, he overdid the carb tickle and the bike burst into flames while he was astride it! It was more good luck than planning that Ann had just purchased a large bottle of Acqua Minerale Frizzante that instantly became an improvised fire extinguisher. Fortunately all flames were quickly extinguished with the only damage being Bob's reputation - he will forever be known as "BBQ Bob"!

Over dinner there was lots to talk about particularly for those of us who had great memories and

stories of the Italy International rally still fresh in our minds . 300 miles covered during the day saw all bikes purring along.

Start schedule for 9:00 on Saturday morning - a civilized time of the day and with both bikes and bodies fueled we were on the road - all bikes started first kick; well... maybe some. Mid-morning coffee at Cabramurra the highest town in Australia, over the wall of the Tumut dam; another quick coffee and onto Cooma for lunch via the Alpine National Park - amazing scenery and again roads which were built with Vincent's in mind!



*A pause at Tumut Dam*

The afternoon riding led to Bombala where we stopped for petrol and followed local advice and diverted onto a quiet piece on bitumen which went thru a wind farm, Interesting sight close up! An isolated part of the world.

We arrived at Merimbula at 4pm time to freshen up at the Comfort Inn hotel - Ken Phelps and his son Ryan - both on their Vincent's arrived from Traralgon and Blue Bailey was on his very nice 1952 shadow. Ken was on his unstoppable Norvin and Ryan was on "the Bobber" an early 1948 Vincent B Rapide sporting 2" straight thru pipes. This bike sounded awesome . Time to check the bikes before dinner; it was found that the rear tyre on Chris's bike was getting down on tread - actually it was starting to look a bit like a racing slick and being a weekend there were no tyre suppliers open for a replacement. Dinner that night was amongst great friends with great conversation with the newly named 'Slick Chris' joining "BBQ Bob".



*Bikes packed and ready to depart from Merimbula.*

The only shower of rain over the entire 4 days was in overnight Merimbula and it was the only time the bikes were under cover. Someone was looking out for us.



Sunday morning 8 bikes left for home for the last 2 days and the best riding of the trip; while the Goodwin's headed North to visit relatives in Brisbane.

A stop at Cann River for coffee and a refuel - and noticed Bob's muffler was about to part company with the bike - maybe a result of his earlier fire? And as happens so often when travelling on a Vincent the local knowledge had it repaired and back on the bike thanks to the generous assistance of a local only too happy to help. After completing the coffee and repairs we rode thru Orbost and onto Bruthen for lunch - all bikes behaving brilliantly. The Vincent riders in leathers were a stand out in the midst of a car rally in progress- and a gaggle of bicycle riders in Lycra !!



*Ken Phelps and his son Ryan with BBQ Bob Allen!*

From Bruthen then on into Omeo (described as deserted and with a pre paid servo that dispensed \$15 of petrol for \$20 prepaid! ) the road followed the Tambo river - probably the best riding of the trip - along winding roads and wonderful country - a parallel universe. By the time we reached the Blue Duck Hotel at Anglers Rest we were pleased to stop and enjoy nice food - copious amounts of good wine and again great company. Some of us attracted more attention than others - the service was amazing even without the 20% tip!!!!

Monday morning and we were on the road at 8:30. Ken and Ryan had left us at Nowa Nowa to go back to Traralgon; the rest of us headed up over the mountain to Falls Creek - it was deserted- so onto Mt Beauty where we had the best brunch of the trip.

From Mt Beauty it was off to Bright then Wangarata and back down the Hume - to home - tinkering and tales to be told. A total of 1150 miles [1850kms] from go to whoa in just 4 days!

Again thanks go to Brian Hale for organizing yet another truly memorable Vincent Riders Dinner.

# Vincents and Bex ??

*An explanation re one letter to the editor in this edition*



It was billed as mothers little helper but “a cup of tea, a Vincent (or a Bex) and a good lie down” turned out to be a killer prescription. The patent medicines Bex and Vincents contained the addictive pain killer phenacetin. They were heavily advertised in Australia as pick me ups from the 1930s to the late seventies. Some folk took three or more doses a day of the powder that could be dissolved in water or a cup of tea to help them get through the day.

In the mid-1970s kidney failure caused directly by the medicines was the reason 15-20 per cent of patients using dialysis needed the treatment and it also boosted the need for kidney transplants. These over the counter medications were banned in Australia in 1977.

---

## Event Calendar

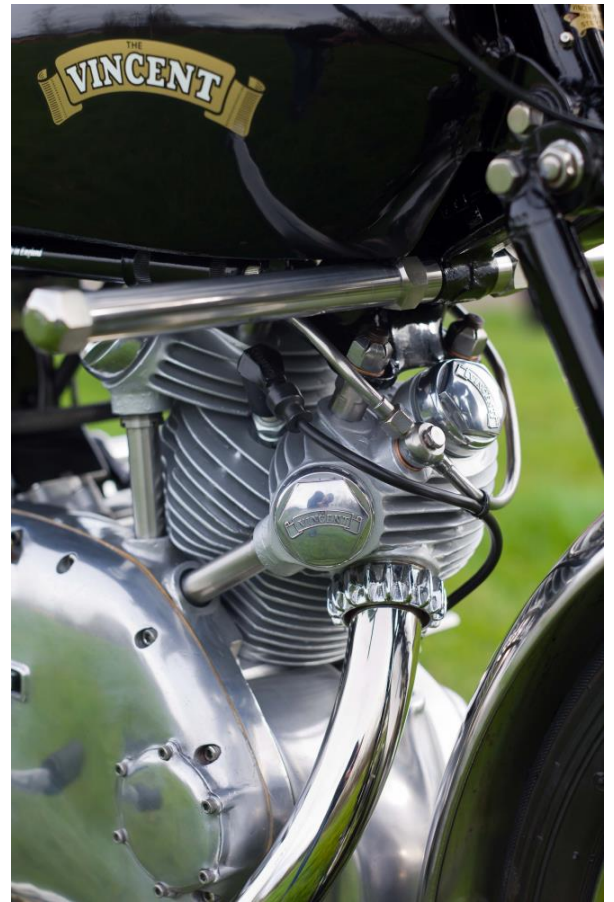
If you are planning any rides or are aware of events that readers may be interested in, you may invite others to participate via the “OVR Event Calendar” column. Just drop the editor a line at [OzVinReview@Gmail.com](mailto:OzVinReview@Gmail.com) .

<b>2016</b>	
January 22-24	International Island Classic; Philip Island Race Track
February 5 - 7	Triumph Owners, Australia annual NULLI SECUNDUS Rally at Myrtleford Victoria. Contact Triumph Owners Club Vic for more information – phone 0438 733 299; Application form included with this edition.
March 19	Annual New Zealand Mail Run Rally; contact <a href="mailto:hbcmailrun@gmail.com">hbcmailrun@gmail.com</a> for more info
March 26-27	Penrite Broadford Bike Bonanza –
April 15-17	New South Wales (Australia) Vincent/Velo rally at Moss Vale, NSW; Online, go to <a href="http://www.mossvalevillagecaravanpark.com.au">www.mossvalevillagecaravanpark.com.au</a> and email <a href="mailto:mvcp@bigpond.com">mvcp@bigpond.com</a> to book your cabin
August 18-21	North American Vincent Rally 2016 – in Missoula, Montana. Contact Josh Bogage for more information, email <a href="mailto:joshuabogage@gmail.com">joshuabogage@gmail.com</a>
October 15-16	Girder Fork Rally, Cooma, NSW - email <a href="mailto:owenpamjohnson@gmail.com">owenpamjohnson@gmail.com</a> for more info.
October 15-17	VOC Australian National Rally, Parkes, NSW. contact <a href="mailto:alynvincent@mac.com">alynvincent@mac.com</a> for more information
<b>2017</b>	
March 19-30	Tassie Tour 2017 (Australia), open to pre 1970 British bikes – for more info contact <a href="mailto:tassietour2017@hotmail.com">tassietour2017@hotmail.com</a> . This fantastic 10 day tour is limited to just 100 bikes so if you are interested, act now.



# This is a Kenny's Comet, a work in progress

*see Letters to the Editor*





# Workshop Wisdom

## Improving the front brakes on your Vincent.

*A contribution from E. Norman Walker*

Upfront - I do not consider myself to be an expert on this subject but if the ideas contained in it are of use to anyone else then I will be happy to have helped.

First I assume that anyone wanting a better brake will be using either the original Electron brake plates, which despite rumours can still be in good order if they have been kept dry or the currently available (from the VOC Spares Co) super strong 'machined from billet' ones.

In either case it is important to ensure that the central hole is significantly larger than the outside diameter of the central axle, H15/1. The reason for this is that the original Works instructions for their racing brakes was that they were to be assembled in between the girdraulic fork legs, the brakes applied hard and then the 'tommy bar' axle tightened. The reason for this is to centralise the shoes within the brake drums. Many years ago England based Trevor Southwell and John Philipp measured the position of all the components on a brake plate on Trevor's digital milling machine and discovered that the pivots for the brake shoes were one millimetre away from their ideal position. Immaterial



of whether this is correct or not it is still a very good idea to allow the brake shoes to become centralised. So ensure that there is enough possible movement on the central hole to allow the shoes to centralise.



Next the brake shoes themselves. It is possible to weld up the hollows towards each end of the brake shoes and then blend this into the general curve of the original surface. By doing this it is possible to put more than one and half brake linings on each shoe and so to increase the total lining area available. With this modification the lining length can be 9.25" (235 mm) as opposed to the original 5.5" (140 mm). That is about 68% more lining area than

standard. Following picture shows this modification on my own bike.

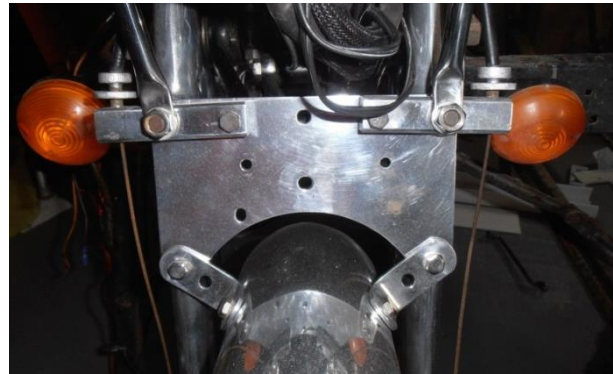
Next is the system on the front forks to take the brake cables. The original balance beam has often had a stiffening plate, generally a curve or a vee shape, applied to help to stiffen the pivot point of the balance beam. There is an alternative and that is to get rid of the whole device and to replace it with two items that are so solid that the forces which can be applied by hand are never going to cause any significant distortion. The next picture shows the idea.





The two blocks of aluminium in the photograph are about ¾" x ¾" x 3.5" (about 20 x 20 x 90 mm). You will not bend these by hand.

Of course if you have got rid of the original method of equalising the pull on both brake cables then another method has to be used. In my case I used a brake lever, believed to be from a Royal Enfield, which has what is commonly called a 'whiffle tree' built into it. Picture below shows this small item which does the job of the original balance beam.



Having done all this, all that remains is to ensure that the cables to be used are strong enough for the forces involved. I made up my own cables by buying parts from a local cable manufacturer. I chose to use particularly robust items. The diameter of the central cable is 88 thou (2.25 mm) and the o.d. of the outer cable is 0.295" (7.5 mm). When the brake is applied the brake lever comes to a solid stop, there is no sponginess.

Finally, when one uses two brake cables rather than one the force being applied by hand is reduced as it applied to the brake arm, If you look back at the first picture you will see that the brake arm used on my brake is not the standard short front one but rather the longer rear series 'D' item. This is not only longer but is also cranked so that it now clears the air scoop on the outer surface of the brake plate.

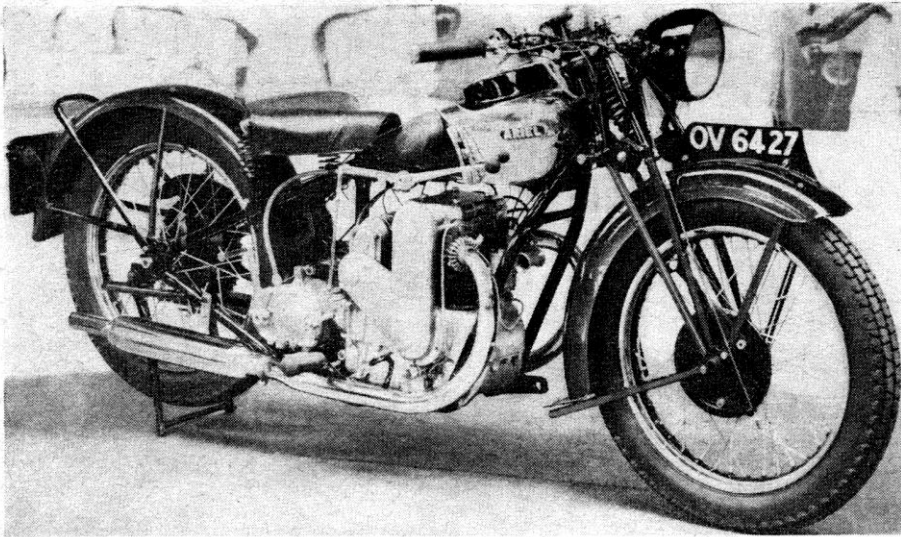


With all this will your brakes be as good as modern discs? No they won't. Being drum brakes they could fade if used on long downhill roads. (At one time I worked in the Spanish Sierra Nevada, at 3,000 metres (10,000 feet) altitude where it was downhill almost all the way to the nearest town, 25 miles away, but most of us will never experience those conditions.) In addition the hydraulic operation of modern discs makes them very powerful for a given applied force. However, with the above set up on one occasion I did have the rear wheel in the air when a female in her 4 x 4 out hunting in the local store for her children's supper pulled right across my side of the road. Panic lent power to my grip but just don't ask me to do it again.

*Footnote: an alternative modern "twin pull" brake lever is Suzuki part 57300-31010 that even includes provision for a brake switch.*

*Editor*





First of the series, a 1931 five-hundred with hand-change gear-box, forward-mounted carburettor and chain-driven overhead camshaft

From the standpoint of production costs, the engine's compactness was a great boon, for it was possible to marry it to a conventional frame and transmission. As a result, the Square Four sold in 1931 for only £70, plus £5 10s for electric lighting.

However, the cylinder arrangement was not ideal for air cooling.

At high speeds, the front mudguard created a pocket of low air pressure in front of the cylinder block and this was matched by a similar pocket behind the block.

Hence, air flow between the cylinders was dubious so that there was insufficient reserve of cooling capacity if the engine was worked very hard for long periods.

# GLAMOUR-PUSS

by Phil Vincent, C Eng, AMIMechE, AMIPE

**GOLDEN AGE OF DESIGN.** That's the tag used by those enthusiasts to whom the models of the 1930s represented the ultimate. Typical of the prestige-building machines of the era was that fabulous glamour-puss, the Ariel Square Four. Announced in *Motor Cycle* for 30 October 1930, the first of the illustrious series, an overhead-camshaft five-hundred, was welcomed by the pundits of the day as a breakthrough in ultra-smooth, fast, comfortable machines.

Development over the years ensured that the Square Four carved a niche for itself in the hearts of riders everywhere. Not only did it grow in public esteem but in engine size, too. It finally blossomed into the light-alloy, pushrod thousand so cherished in the post-war era.

Bore and stroke of the original engine were 51×61mm (497 cc) and the cylinder axes were spaced 4½in apart, so that there was a clear passage for cooling air between the left and right pairs of cylinders.

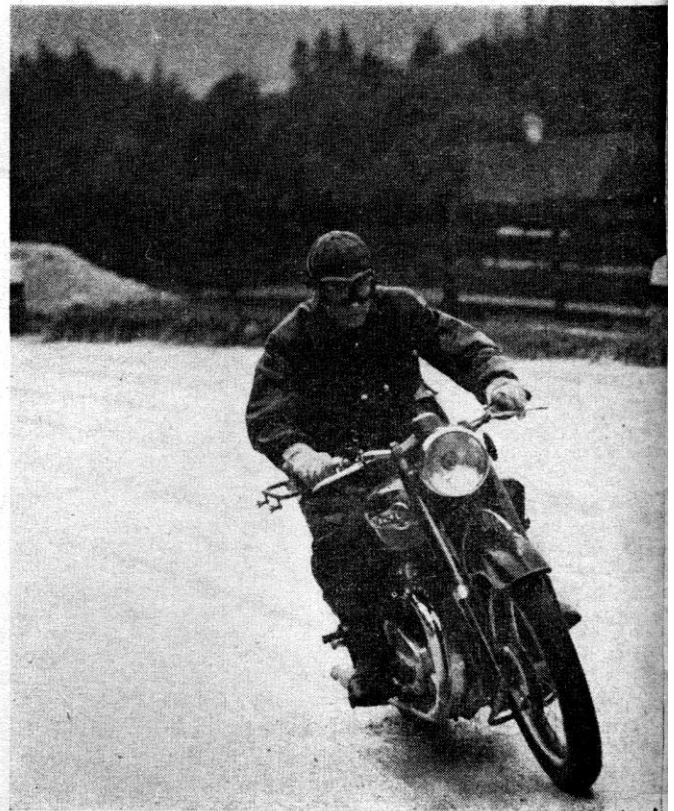
Each of the two transverse crankshafts had its crankpins set 180 degrees out of phase, like any parallel-twin two-stroke, and the shafts were geared together in such a way that diagonally opposed pistons moved in step.

Hence, firing impulses were evenly spaced at 180 deg while

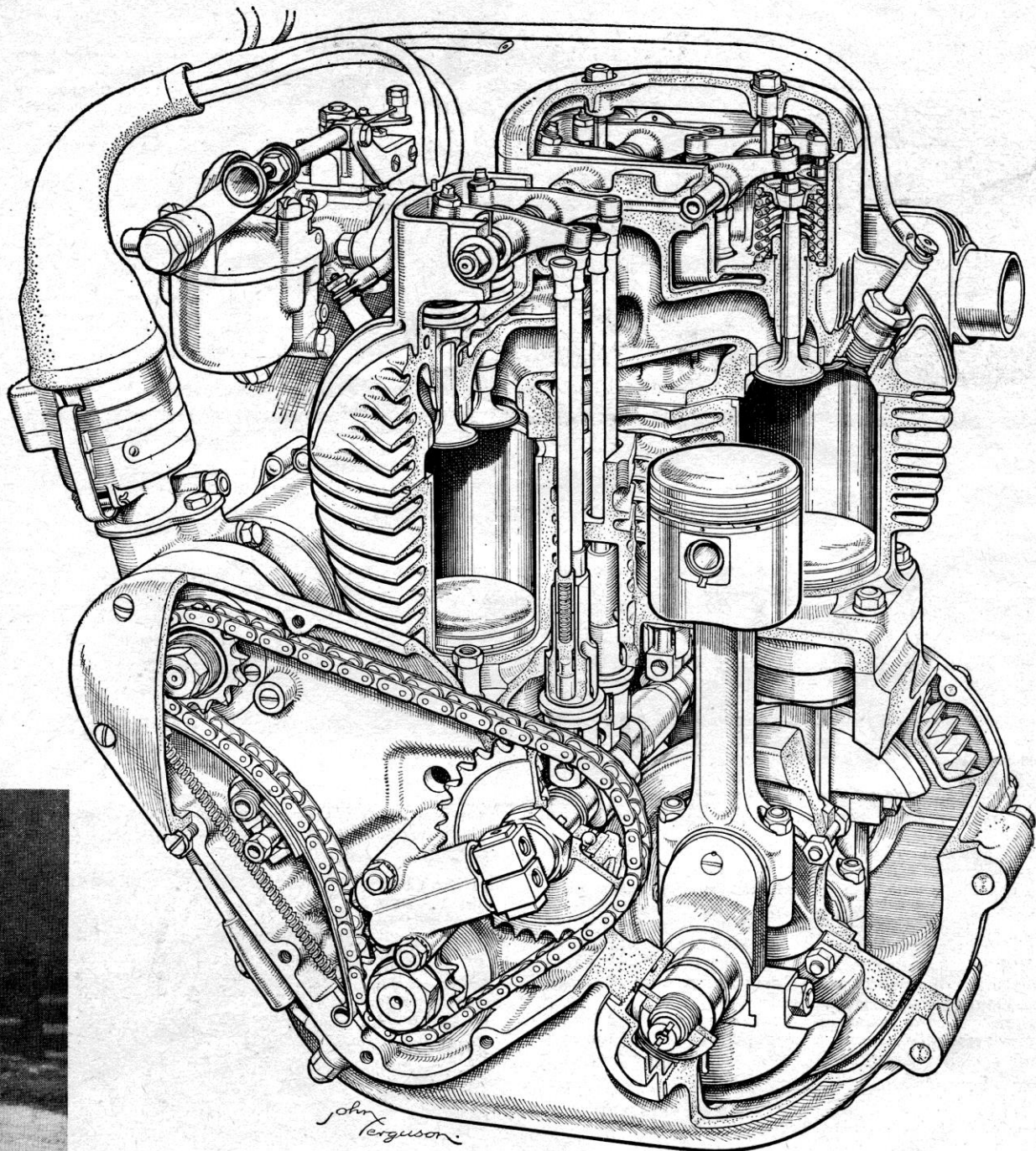
mechanical balance was as good as that of an in-line four.

Better, in fact, because the rocking couples arising from opposed piston motions in the two shafts were much closer together than they are in a conventional long shaft.

This meant that the bending stresses in the engine structure were smaller; in any case, the layout was much more compact and rigid than a four-in-line. These advantages showed up in uncommonly smooth running.







Left: Former staffman George Wilson aboard his twin-pipe thousand. Above: A 1950, 997 cc model with light-alloy cylinder block and head, plunger oil pump and crankshaft gears in a separate case on the left side

Cast entirely in the cylinder head, the induction tract was very neat. From the forward-facing carburettor flange, a passage led back to the middle of a cruciform (X-shape) arrangement of ports, one leading to each inlet valve.

As on all single-carb fours, however, cylinder filling was rather poor because the overlapping inlet phases prevented any ramming-in of the fresh charge.

At the end of each stroke there were always two inlet

valves open simultaneously; and the cylinder just beginning its inlet stroke drew off the gas that should have been rammed into the other cylinder after the piston reached bottom dead centre.

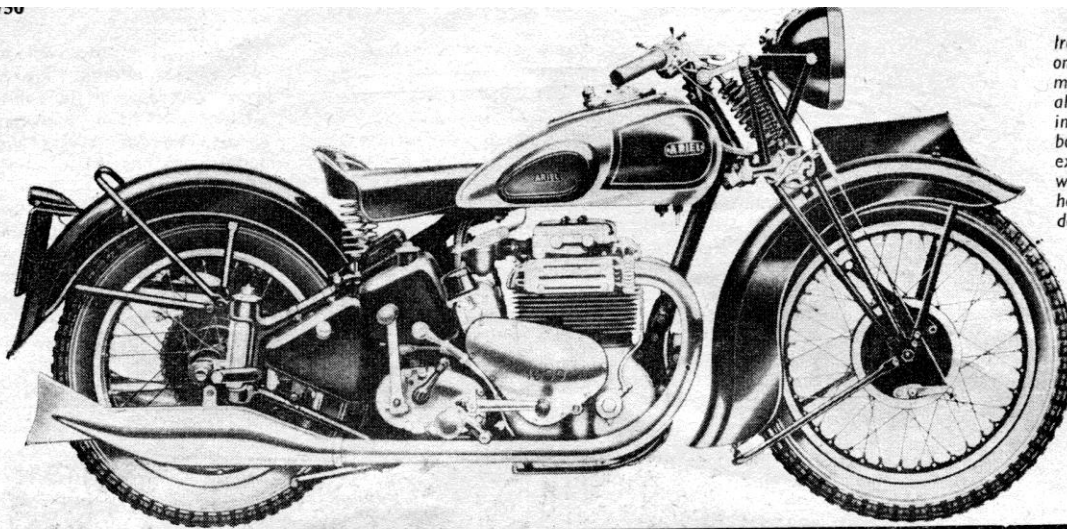
For a refined tourer such as the Squarrel aimed to be, however, this was not a great drawback and it was subsequently offset by increasing the engine capacity.

Separate chains were used to drive the overhead camshaft, and the magneto mounted be-

hind the cylinder block. Wear in the camshaft chain was automatically taken up by a Weller tensioner (a spring-loaded steel blade) bearing on the slack run.

The driving sprockets were carried on a short shaft, gear-driven at half engine speed by the front crankshaft. Inboard of the sprockets on the half-speed shaft was a worm gear that operated the gear-type oil pump in the crankcase.

Distributor for the ignition



Iron barrel and head on the girder-fork model. The light-alloy rocker box and inlet manifold were bolted on and the exhaust manifolds were separate to keep head temperature down

was driven by the left-hand end of the camshaft.

The eight vertical valves, each with a throat diameter of 29/32in, lay in two rows of four across the cylinder head. Cast along the sides of the head, the two exhaust manifolds were fed by the outer valves in each row.

**These integral manifolds were found to be a bad feature, since much of the heat in the exhaust gases was fed back into the head. When the 997 cc engine was launched in 1936 there was a change to bolt-on manifolds, partially insulated from the head by gaskets.**

In the original five-hundred, the crankshafts were built up on both sides of two middle flywheels, which had meshing teeth on their peripheries.

Each shaft was supported in two large ball bearings, one each side of the flywheel, and the bearings were housed in inverted caps which formed an inner crankcase compartment enclosing the gears.

The cranks themselves comprised circular webs (outboard of the main bearings) with the crankpin on the outside and the mainshaft on the inside. On assembly, the mainshafts were pushed through the bearings and pressed and keyed into the geared flywheels.

Three of the crankpins were overhung—that is, not supported at the outer end. The exception was the rear left-hand pin; this was tapered at the outer end to accept a conventional flywheel and half-shaft for the primary drive chain sprocket.

A large ball bearing behind the sprocket supported the half-shaft.

Just over four pints of engine oil was carried in a compartment formed in the rear of the crankcase. There were two feeds.

The first went to the fly-wheel compartment, there to lubricate the gears and main bearings. Four holes in the compartment walls let oil overflow into troughs under the big-end bearings.

Projections on the bottom of the connecting rods dipped into these troughs to splash oil to the big-end rollers, pistons, cylinders and oil-pump worm drive.

The second feed went up to the camshaft tunnel. After lubricating the cams and rocker heels, oil splashed out on to the rocker spindles and valves, then drained down to the sump, lubricating the camshaft and magneto chains on the way.

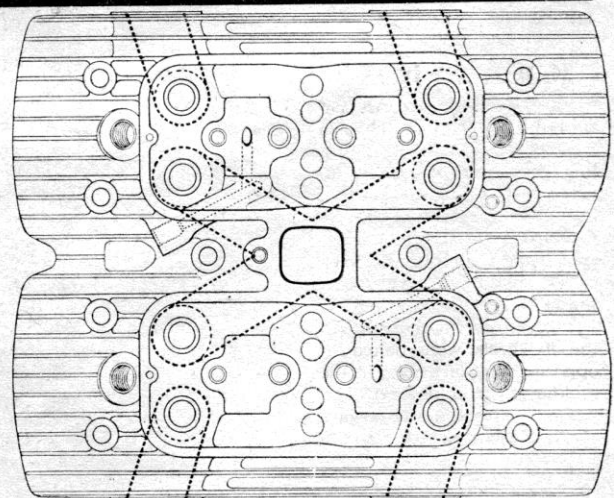
The scavenge pump returned oil from the sump to the storage compartment in the usual way.

### ADDITION

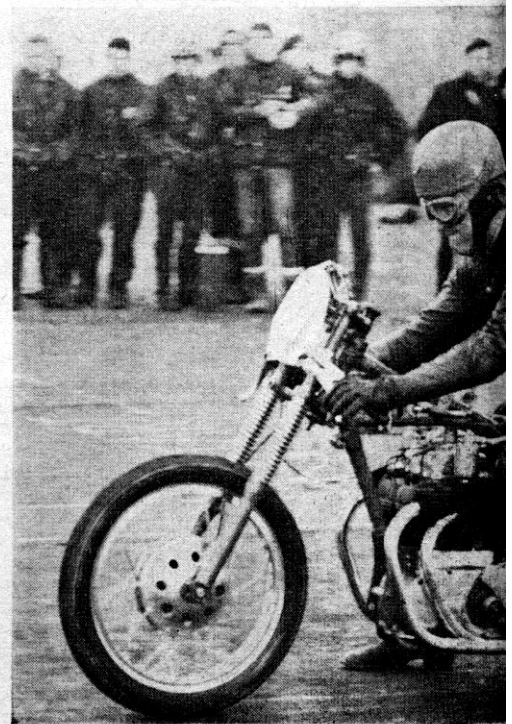
Compression ratio was 6.5 to 1; in view of the comparatively low quality of pump petrol in those days and the fact that both cylinder block and head were made of iron, that is nothing like so low as it may seem.

For 1932 the model was partnered by a six-hundred which had the same stroke but a bore of 56mm; compression ratio was 6 to 1.

The cylinder head was redesigned to provide more cooling surface and the opportunity was taken to simplify servicing by changing the cylinder-



Above: Plan view of the light-alloy cylinder head (separate exhaust and inlet manifolds) showing, dotted, cast-in tunnels to the eight valves



Very much cut-and-shut four-pipe sprinter belonging to Trevor Healy at the Birmingham Club's Church Lawton meeting in August



head fixing to eight bolts, all fitted from the top.

Though the extra 100 cc added but little to the peak power, it gave greater torque, hence pulling power, at medium speeds and that was an attraction in the connoisseur market, especially for sidecarists.

So popular did the six-hundred prove that the smaller model was dropped from the Ariel range after another 12 months.

In its original (ohc) form the new model continued for four years. Then came a major re-design, resulting in two sizes of engine—599 and 997 cc.

Stroke in both cases was 75 mm, while cylinder bore was 50.4mm for the smaller size and 65mm for the larger.

### MORE WEIGHT

Since the earlier engines had proved a bit short on flywheel weight, the crankshaft coupling gears were moved to an oil-bath compartment on the left side of the crankcase, to make room for separate, more-substantial flywheels mounted in the middle of the crankshafts.

Ingenuously (in those days), the flywheels were bolted to opposite sides of flanges in the middle of the crankwebs.

The resulting stagger allowed the flywheel rims to

overlap; hence it was possible to use wheels of 6 $\frac{1}{4}$ in diameter although the fore-and-aft spacing of the cylinders was only 5in.

The connecting rods were made from light-alloy forgings and plain, white-metal-lined bearings were used for the split big ends and the timing-side mains.

On the drive side, the crankshafts were carried in ball bearings, just behind the coupling gears, and there was an additional ball bearing between the

rear gear wheel and the engine sprocket.

The camshaft was located in the crankcase, with pushrods actuating the valve rockers.

A separate aluminium rocker housing incorporated the main induction pipe from the rear-facing carburettor flange but the cruciform passages remained in the cylinder-head casting.

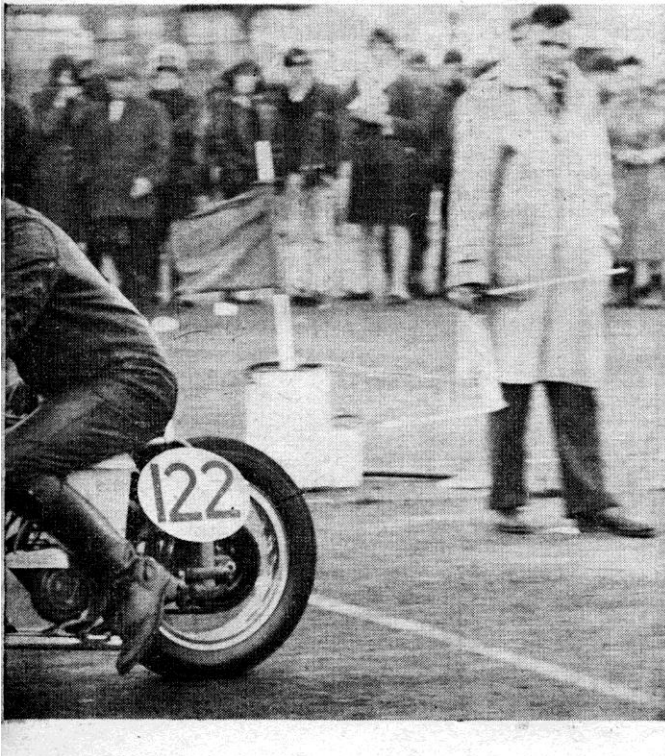
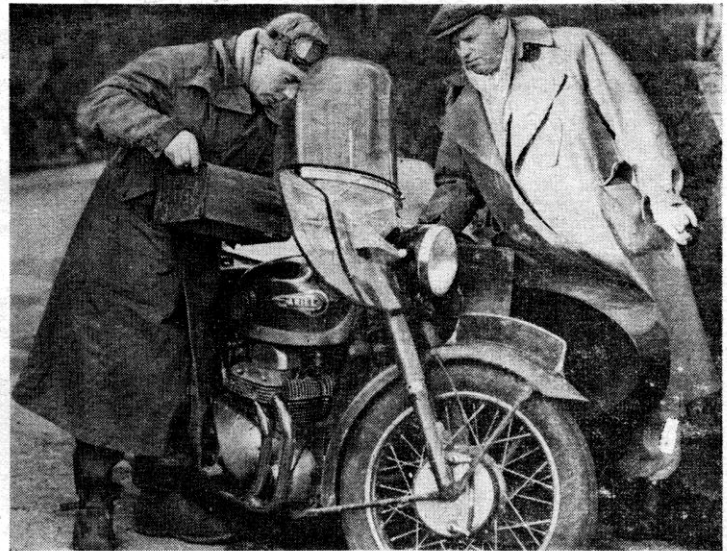
Valve throat diameter was increased to 1 $\frac{1}{8}$ in and, as mentioned earlier, the exhaust manifolds were separated from

Next major advance came in 1949 when aluminium alloy replaced cast iron for the cylinder block and head—a change which enhanced cooling and made a welcome cut in all-up weight.

The new head had 20 fixing points and incorporated the rocker box, hence the whole of the induction tract. Because of aluminium's superior heat conductivity, the head design also reverted to integral exhaust manifolds.

Final stage in the Square

Last of the line. The Mark 2 four-port thousand, first introduced in 1953



the cylinder head. The number of head fixings was increased to 12.

Both the camshaft and the Lucas Magdyno were driven by a Weller-tensioned chain engaging with a sprocket on the right-hand end of the rear crankshaft.

The oil tank was separated from the engine and the gear-type pump was replaced by one of plunger pattern (circulating 12 gallons an hour at 3,500 rpm); this was driven by a peg on the camshaft sprocket retaining nut.

Main feed was to the timing-side crankshaft bearings, from which the oil passed through the shafts to the big ends; an auxiliary feed pressurized the rocker spindles.

The timing chain was lubricated by the overspill from the pressure relief valve.

Price difference between the two models was comparatively small and, once again, the larger engine proved more popular; the six-hundred was discontinued after the war.

Four's evolution came in 1953 with the introduction of the high-performance Mark 2 version, affectionately known as the four-pipe model.

Apart from the use of four exhaust pipes and reversion to a worm-driven, gear-type oil pump, the main change again lay on cylinder-head design.

Though the rocker box and, of course, the cruciform part of the induction tract remained integral parts of the casting, the combined interests of high performance and stamina led to the use of bolted-on induction and exhaust manifolds.

Alas, in 1959 the Square Four went out of production, a victim of the modern trend towards small, high-revving power units.

The demand had tailed off a bit and, with the reduced output, the price would have had to be hoisted excessively high. At that time it was approaching £350—out of reach of all but a few of the potential buyers.

Yes, it was a pity.

this item first appeared in "Motor Cycling" 1961

# Two Australians At Large

## **The continuing 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 third part of the story [editor]*

Our six days in the Loire Valley had us visiting small villages, cathedrals and chateaux, but the two that stand out most were the Chateau De Chaverny made famous by the writer Herge in his TinTin series and the best was Chambord a modest little 420 room hunting lodge for the king at a time when if the neighbours dropped in, they usually had 250 knights on horseback 300 archers 3000 foot soldiers and some serious siege weapons with them, but I digress, it is the most amazing thing I have ever seen and big, 2000 acres of forest for hunting deer and pig.

With our home stay finished we took a passenger ferry to Dover and then caught a train to Maidstone in Kent we stayed at the white rabbit pub again my favourite haunt and then on a bus to pick up the bike.



Steve and Ben had retimed the breather for our oil problem and fixed my magneto got the alton charging, fitted a new chain, after giving Ben a hand to fit the side car and thanking them for their organising of the bike and sidecar pick up from Rouen and their immediate attention to our problems, and now she was running like new.

Back to the pub load up and rode to Portsmouth to catch the overnight Ferry to St Malo in Brittany trying to beat the rain unsuccessfully I might add. We arrived [at 3pm](#) at the docks saturated in front of Customs in a line with 3 other bikes and 50 plus cars at this stage.

We just sat there in the rain for 2 hours, no shelters, the car owners thought it was hilarious Joy was the only dry one in the sidecar with her Monet umbrella up and she was nestled in but the worst were the pushbike riders they were drowned, after 2 hours the customs felt pity so they move all the bikes under a bridge to give us some shelter.

I don't know if all this water in my boots is stretching them or if its shrinking my feet but after drying them out during the crossing I now need 2 pair of socks to stop my feet sliding around. We had a good meal in one of the restaurants on board and a good night's sleep before waking at 6am big breakfast and 8am dis-embarkment the sun was out so we investigated Saint Malo a fortified city which has more shops than Chadstone Melbourne

Hot coffee and Baguette under our belts and we were headed across Brittany to Rennes, Redon, then onto La Baule a Port area in the Loire region.

This area was heavily bombed by the Allies in 1942 as the Germans had set up ship building facilities here there is very little left of the original city now very Modern.





*A jeep of U.S. Army combat engineers unit drives past the destroyed Saint Malo church (at rear) following the D-Day landings operation in Valognes, France June 24, 1944.*

It is now the 20th August and the French are still on School holidays which means half the shops are closed and the French are all travelling so accommodation can be tricky to find in some areas also some tips on riding in France; You are supposed to give way to your left on roundabouts but you also have to give way to your right when you see certain signs but I haven't found a book or map which explains which signs mean what. The older French people don't give way to anyone whilst the younger French give way to everyone so I have joined the young French and give way to anything bigger than my outfit;

Also pedestrian crossings you don't stop until they have a foot on the crossing and in many small villages the crossing is a place for the elderly to stop and have a chat to a neighbour or friend oblivious to you sitting there waiting for them. Also need to remember if you are in a car and the driver behind is nearly in your back seat he is not tailgating you or road raging, he is just trying to slip stream you to save petrol so don't give him the finger!!

Happy hour calls, Bob

The Allen's Travel Diary will continue in the next edition of OVR – *Martyn*

---

## *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 advertment. 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.

---

### For Sale: 1951 Series C Rapide;

Matching UFM & RFM, new John Whyatt crankcases and V3 crankcase studs, new timing cover fitted with all new spindles and mains, Maughan oil pump and big-end, flywheels and all machine work by the late LR Binns, new barrels and mufflers fitted with JP (USA) forged pistons. New ESA cam and springs, primary chain & tensioner, new ATD and overhauled Lucas magneto. Cylinder heads overhauled with new hard seats and Black Diamond valves, new rocker pins and rocker bearings, ET100MOD locking feed bolts, new Vincent rocker inspection caps, oil filter chamber caps, seal on Drive Side main bearing,



steel large idler, Gary Robinson Mk1cams, new valve lifter mechanism, all new kick starter mechanism including forged arm, new oil lines

New alloy guards, new stays, rear stand and chain guard new alloy guard hinges, Battery carrier and strap, Boyer 12V regulator, new pillion footrests and plates and rear brake pedal, New Feridax seat & tool tray, new brake plates drums, arms & shoes/brake cams and all cables, new handlebars and Doherty levers, overhauled Smiths Chronometric speedo, new wiring harness, complete Miller steel headlight with new stays and ammeter, switches new rear number plate bracket and rear stand, new Ewatts fuel taps and new fuel lines, new fork spindles, and bushes, new muffler, engine pipes and nuts, new frame studs, Ikon shockers. Heaps more parts that I haven't mentioned; Australian \$70,000\* no offers all receipts on hand.

Contact Phil +61 3 94996428 or email [unionjack@unionjack.com.au](mailto:unionjack@unionjack.com.au) for additional info.

*\* Editors note: so that's around US\$51,000, €47,000 or Stg£34,400; and the bike is located in Melbourne, Australia*

---

## 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 for twins, 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 for Comets 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>.

**Euro-Brit Motorcycles**, Australia: Large range of Vincent and other spares including Miller 6 1/2" headlight glass/reflector assemblies. Also stocks hard to find bits for Moto Guzzi, Royal Enfield, Brough Superior and Ural. Ships Worldwide. More info at their web site <http://www.eurobrit.com.au/>

**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](http://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](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 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](http://www.precisionshims.com.au)

**V3 Products** (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](mailto:steviemoto@hotmail.com)

**Ken Phelps**, Australia – 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

**John Bennett**, Australia: Hand made fuel tanks in both steel and alloy. A consummate perfectionist who cannot be rushed. For more information phone John on +61 3 5786 5212

**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.

**Grant White – Motor Trimmer**, Australia: Specialising in Vintage and Classic Cars and Motorcycles. Located in Viewbank, Victoria. ph 03 9458 3479 or email [grantwhite11@bigpond.com](mailto:grantwhite11@bigpond.com)

## *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

**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](mailto:qualmag@optusnet.com.au)

**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** **MOTORCYCLING AUSTRALIA**

# BONANZA

\*\*\* 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

**YAMAHA**

**State Motorcycling Complex, Broadford Victoria**

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

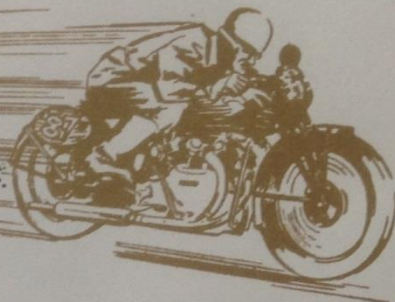
Contact the Event Secretary - Peter Drakeford Ph: 03 9684 0515 Email: [pd@ma.org.au](mailto:pd@ma.org.au) Web: [www.ma.org.au](http://www.ma.org.au)





# THE VINCENT H.R.D. OWNERS CLUB

**N.S.W.  
SECTION** INC.



Invites you to attend the annual Vincent and Velocette Clubs Rally

To be held on the weekend of **Fri 15<sup>th</sup>, Sat 16<sup>th</sup> and Sun 17<sup>th</sup> April 2016** at Moss Vale, NSW

Moss Vale is approx. 1 and 1/2 hours from Sydney, Wollongong and Canberra.

**Accommodation: Moss Vale Village Caravan Park, Willow Drive, Moss Vale NSW 2577**

Online, go to [www.mossvalevillagecaravanpark.com.au](http://www.mossvalevillagecaravanpark.com.au) and email [mvcp@bigpond.com](mailto:mvcp@bigpond.com)

There are Standard Cabins (sleep 4 people), or Deluxe Cabins (sleep 4 people).

Each cabin has an ensuite bathroom, queen bed, and single bunks. You may have to bring your own linen (queen bed) or sleeping bag (bunks), or do linen hire. So, please get together with your friends and make a booking of 4 people per cabin directly to the park. Phone: (02) 4868 1099, speak to Rob or Marea.

**PLEASE INDICATE BELOW IF YOU ARE ATTENDING AND ANY SPECIAL DIETARY REQUIREMENTS.**

Name: .....

Address: .....

Phone: ..... Mobile: .....

Number of People Attending: .....

I'm sharing with: .....

Cabin number: ..... (Booked BY YOU direct with the Caravan Park)

Yes, I will require breakfast on Saturday morning: .....Sunday morning.....

Saturday Dinner: Yes, I will be requiring a meal .....

Vegetarian / Gluten Free option: Yes ..... No .....

**I enclose a cheque for A\$28 for Sat dinner. ( If you don't pre-pay and book a meal. You may miss out)**

Our rides have been developed around social riding and they are based on safe group riding. All participating riders of this event are expected to be licensed and to ride at their own risk and hold insurance policies. All machines must be registered and roadworthy. All road rules are to be adhered to and any form of unruly behaviour will not be accepted. In the event of an accident I will not hold the organisers nor the clubs responsible.

Signed: .....

**PLEASE POST YOUR REPLY AND CHEQUE TO:**

Jo Wenden, Secretary VOC NSW, P O Box 1565, MAQUARIE CENTRE, NSW 2113

**Organisers:** Vincent Club: Joanne Wenden 0423 205 288 or email [j.wenden@bigpond.com](mailto:j.wenden@bigpond.com)  
Velocette Club: Rod Moore 0407 333 840 or email [rodmor@westnet.com.au](mailto:rodmor@westnet.com.au)

THE TRIUMPH OWNERS MOTORCYCLE CLUB OF AUSTRALIA INC.

Presents the 22nd Annual

# NULLI SECUNDUS RALLY

Attendance Rally

Look for signs at Myrtleford

All Welcome

5<sup>th</sup>/6<sup>th</sup>/7<sup>th</sup> February 2016

Food available from Friday arvo

Food and Beer

BYO Tent and sleeping gear

Available on Site

Amenity Blocks, Creek & Swimming Hole

To be eligible for trophies, bikes must be ridden to the Rally

## ONLY PRE-PAID ENTRIES WILL RECEIVE RALLY BADGES

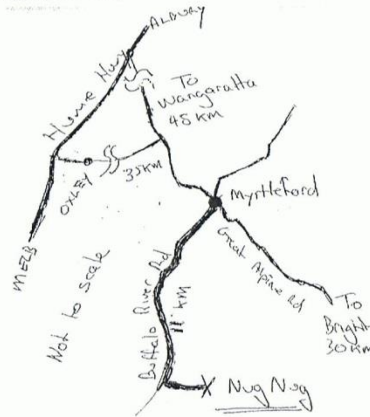
\$25:00 Pre-paid or \$30:00 at the Gate (including site Fees)

Saturday Morning Ride 9.00am at Gate  
Gymkhana kicks off Saturday 4.00pm  
Band 8.00pm Friday & Saturday Nights

NOTE: NO FIRES, NO DOGS,  
NO GLASS ON SITE.  
(Nug Nug Reserve)  
No motorcycles to be ridden on site,  
other than upon arrival, departure.

[www.tomcc.com.au](http://www.tomcc.com.au)

All enquiries & prepaids to:  
TOMCC  
PO Box 257, Belgrave 3160  
Ph: 0438 733 299



PLEASE NOTE: Pre-paid entries must be received by 26<sup>th</sup> January 2016.

PLEASE PRINT CLEARLY

Full Name:.....

Pillion:.....

(PLEASE COMPLETE IN FULL)

Address:.....

.....Postcode:.....

Mobile: .....

Club (if any):.....

I ACKNOWLEDGE THAT I/WE ARE RESPONSIBLE FOR MY OWN WELLBEING, ALL POSSESSIONS AND VEHICLES THAT I/WE HAVE WITH US.

Signed:.....

Date.....

Number attending .....

Amount Enclosed \$.....

PLEASE CIRCLE:

Cheque Cash Direct Money Order

Direct Deposit may be made to our Account. You MUST put your Full Name (as above) as a Reference when paying AND post this form to us. Failure to do both will be considered as non-payment and no money will be refunded as we can't verify the payee.

Triumph Owners Motorcycle Club:

Westpac: BSB: 033134 ACC No: 277508

## AMCN INTERNATIONAL ISLAND CLASSIC

22 - 24, January, 2016



The Event



Shannons Parade Lap



Onsite Camping



This year featuring the amazing Irving Vincent bikes and many other exciting machines.