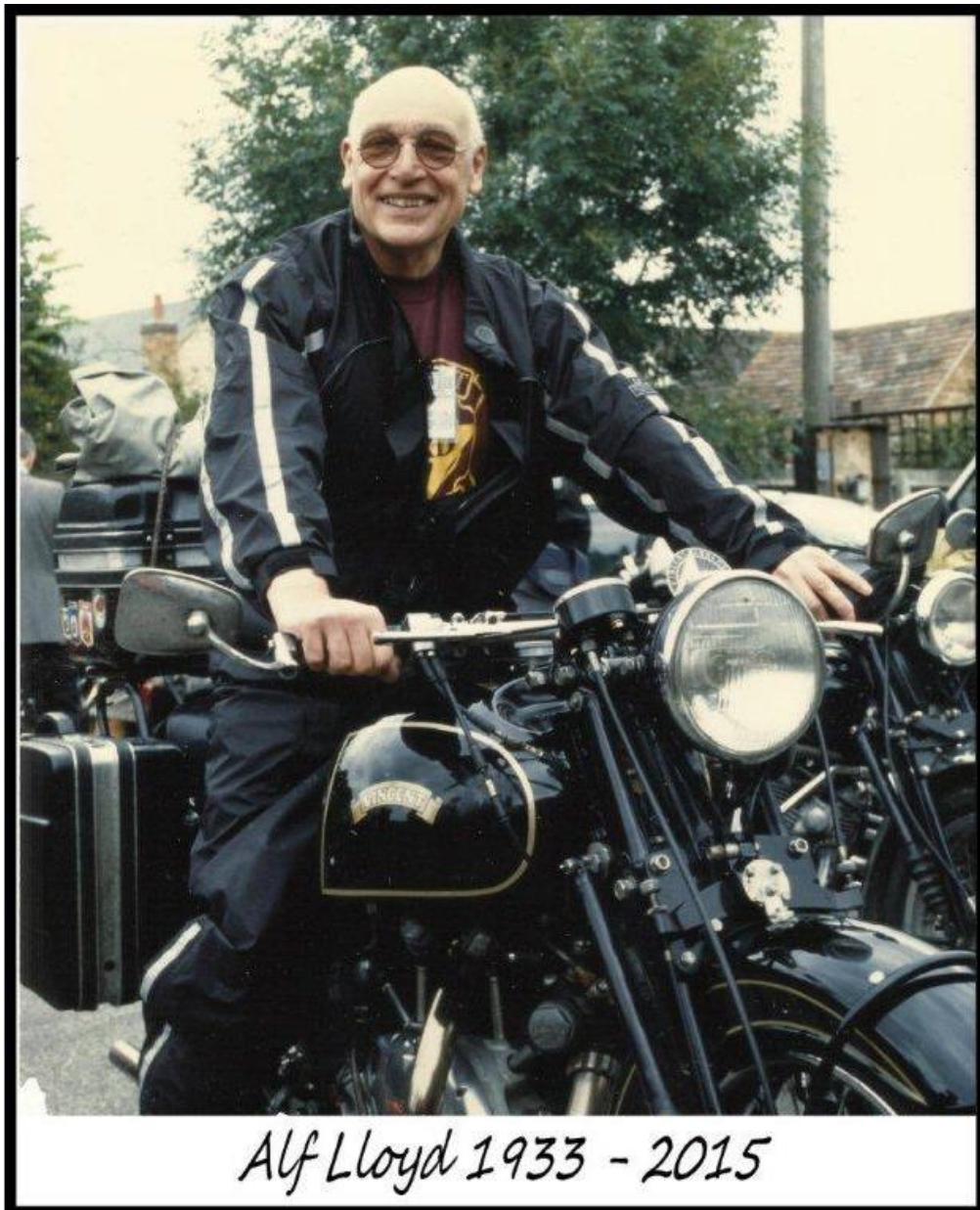




The Oz Vincent Review

Edition #23, February 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



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Welcome

Welcome to this latest edition of The Oz Vincent Review, **the second birthday edition** – who would have thought - with a focus on all things Vincent plus some tasty tit bits on other marques as well. As indicated last month, this is a bumper edition of OVR with lots and lots of content to get through but I hope – all of interest. Special thanks to Franco Trento for his exhaustive contribution on Black Lightnings.

The cover this month depicts the late Alf Lloyd astride his beloved touring Rapide.

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Melbourne, Australia.

Email: ozvinreview@gmail.com

Letters to the Editor

Hello Martyn, It is with much sadness that I have to let OVR readers know of the death after a short illness of Alfred Lloyd on the 19th December 2015 due to kidney cancer, Aged 82 yrs.

I met Alf 38 years ago, I had just got home from work at about 5.30 pm. I heard the recognisable sound of a Vincent going past my house. I got back into the car and chased Alf up the street about ¼ mile. Hence a 38 years of friendship with a common interest of Vincent's. As I found out over the years Alf had a vast and wide interests in his life, Other than Vincent he also had a BSA M21 which he called his shopping bike. A Rapide was set up for touring for his long legs being 6ft tall. Also a Black Shadow. Over the years all 3 bikes had quite a few modifications' done to them, anything to do with electrics and ignition Alf would give it to me to sort out. He did not like or understand electrics/ignition.

Just before the UK International rally 1999 Alf decided to strip and have his Rapide repainted so we started the stripping and getting all the parts repainted with 2 pack paint. When the Rapide was being put together Alf decided to get the Shadow done as well. We were still putting the Shadow together on the Friday before the sailing from Liverpool. Alf took the Shadow back home to complete and I left to go to Friends at Parbold. Alf finished the Shadow had it MOT and taxed on the Saturday then rode up to Liverpool with my Tickets as I had forgotten them. Sunday Morning Alf arrived on his Shadow with an engine being run in. Had his week on the IOM then rode back home and the next day carried on to Scotland for the rest of the rally on his Rapide with no problems.

Alf was also interested in building model steam engines and also helping rebuilding full size steam engines, He spent about 12 months traveling to and from and staying in York to help with the rebuilding of The Duchess of Hamilton Engine at the York Railway Museum. He also took his test and was allowed to drive the Duchess. Alf's other interests was Opera and Ballet. Alf used to sponsor apprentice dancers and purchase ballet shoes for them. I do know that he would sometimes go to St Petersburg Russia to see some of the Russian dancers in their performances. Also he would go to the ballet in London at least twice a year. He had been presented with some ballet shoes but found them too small!

Opera was on his list and he would go to the Royal Albert Hall for some of their concerts. And wherever he went on a VOC International Rally he would make sure that he could go to an Opera. One in particular was when he went on the Australian International he made a point of going to Sydney Opera house for a concert while the rest of the group were trying to drink the Australian pubs dry. At any meeting or rally Alf was always well dressed Tie and Blazer with VOC Badge.

Alf was a gentleman and did not have a bad word for anyone. He would shire away from anything that would make him stand out, but as someone told him - you are big bloke riding an old big bike so you cannot help but be noticed.

You will be missed Alf thank you for your friendship over the 38 years.

Peter, Zelia, Wendy, Vincent and Michele Bromberg, UK

Hi Martyn, Just a bit of Vincent trivia I have: John Surtees was once employed at the Vincent factory in Stevenage. While there, he got to know a workmate, stock car driver "Dirty" Dennis Burdett-Coutts, whom Surtees called "a madman". (English stock-cars = armoured combat, like OZ/NZ). Dennis used to race his old Rudge round the Vincent car park but Surtees refused to take part. Surtees has just been awarded the CBE (Commander of the British Empire).



"Dirty Dennis"

David Kipling, Canada

Hi Martyn, Here's the very brief videotape of the start-up of the Jack Ehret Lightning. Nicolas (the current owner) has approved release for general distribution. Click [on this link](#) and turn up the volume! As you see, Nicolas instructed Patrick to preserve the patina.

Have fun, Bill Hoddinott, USA

Hello Martyn, I recommend that you check out the video by Gerry Jenkinson on Vimeo that features The Godet team at the Manx Grand Prix for the 500cc Classic TT in 2015. The video is available for your viewing pleasure at <https://vimeo.com/148275254>

Tony Adams, UK

G'day Martyn, For brake shoe bonding, good linings, etc., I found people called BGT in Dandenong, outside of Melbourne, phone 03 97922806, ever so helpful. If you speak to a man by the name of Derry Roberts, he is familiar with Vincent brakes and knows which linings are suitable. He also tells you how to true them to your drums, in case you don't know. (You need a lathe of course.) I believe he is the man used by many vintage car racing people, and others with mechanical brake issues.

Robert Rigby, Australia

G'day Martyn, A letter to the Editor as Comment ? Went for a lovely ride on Saturday ... Kinglake, Yea, Strath Creek, Broadford. The R1100 was purring; The Cage Dwellers parted like the Red Sea for Moses. Was early morning and the Blue Planet was a lovely place to be - Until I hit the Rabbit! It came out of the foliage at a flat Run Clocked the Spinning Michelin and next minute the front wheel was skidding on a velvet carpet of Lepodae. Heart in the Mouth... Eyes Bulging ...White knuckles. Pulled over and walked around the Bike thanking the Michelin Gods and Germanys Finest And Thought how quickly this can all change.

Loved everything about Bikes for 40 years Even the Bad ones The rainy rides The Freezing Rallies The Moments of Exhilaration and the broken bikes on the back of trailers And I don't

want it to end. Made me think of a mate who is recovering from a bad accident and who is unsure of his Biking Future. Wanted to say .. It will all end well ... Perhaps not the same as before ... but the things that have made his spirit soar for 60 years will still be there and waiting for him.

Rob Starbuck, Australia

Hi Marty, I figured anyone interested in Gunga Din would love this [Click Here](#), Baz.

Ireland To Lake Garda

An OVR contribution from Stephen Carson, South Korea.

Instead of shipping over a Black Shadow from Australia to UK Vincent International rally in Italy thought best to buy a BMW and sidecar for the rally and leave in UK as our yearly explore throughout Europe. So bought the 1959 BMW R69 with Watsonian sidecar in the UK and was uncoupled and transported to my Cousins place about 30 min South of Belfast near Waringford BT252EY. Prior to Violy and I arriving in August the outfit was reconnected by my Cousin son-in-law Ken Hamilton and a biker neighbor John Corbett. Son of Brian Corbett a well-known collector of Vintage bikes in Nth Ireland . They had fun getting it going [a bugger to start] and travelling up and down the lane.

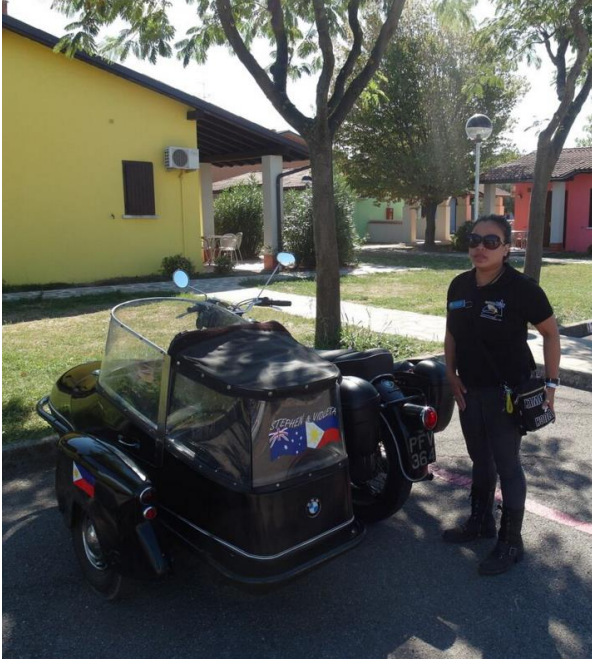
On arrival I spent a few days getting used of the sidecar and after being confident asked Violy to jump in and go for a spin. She put on out new helmets with Blue tooth communication only trouble my battery was flat. Off we go about 300 meters there was a laneway with a back hoe digging out the ditch, on concentrating on how to pass him there was a loud bang on the side car as I moved over too far to side of lane way and hit a temporary roadside survey peg. On looking at Violy's face I could see the expression on her face. "So this is the skill on sidecar after 4 days practice".

After settling down we proceeded for another couple of KLMs on laneways. Then I heard a muffled voice from Violy as I thought "Shop" I told her the Shop was about a kilometer away. But on a more urgent command from Violy this time "Stop" and an urgent finger point to a strap from my fuel tank bag strap that had come loose and getting caught in my rear wheel. Not a good start for the test trip.

Over the next few days ventures further and further once running out of fuel till a trip to see some more relatives in Annalong "Mountain of the Mourn country" about 80 kilometers round trip. All's well until about 3 kilometers from home when the bike just died after trying to start and no go and checking no spark decided on calling Cousin Ken for a tow home. Now for the uninitiated getting towed in a side car is not an experience one needs to do twice zipping around narrow lanes at breakneck speeds. Luckily in "Dromara Destroyer " territory was able to get assistance of one of two of their greatest, Ian McGregor ably supported by another Destroyer Legend Ray McCullough. The coil was found to be dead and after a few frantic phone calls to England and the attendance from John Kidd of Vincent fame we sourced for overnight delivery from Bob Porcha in London. We were running out of time as we had ferry booked from Rosslare on 28th August to France.

That night had a BBQ with neighbor with another Dromara Destroyer Brian Reid and other neighbors for our send off to Italy. The Coil arrives overnight and other spares like a side mirror so could see what's behind, so next day all fitted but could not get timing right but bike was running. Also found ignition-light switch not in good shape also connect wiring to sidecar. But decided let's take a chance and head out early next day. A trial packing of Sidecar revealed we, or should say I had too much clothes and gear. So excess left for posting back to Korea. The

helmets intercom not operational as my mini USB charger point damaged so cannot be charged. So we are back to sign language for rest of trip.



Day 1: 27th August off Down South past Dublin to Powerscourt Hotel Co. Wicklow to meet Violy's cousin Joey and Imelda Fernandez family and friends. On freeway down to Dublin stopped to top up with fuel only to find when bike would start again as I had filled up the tank with Ultra diesel, this was after my wife asked me twice are you sure you put the correct fuel in? Another hour after draining fuel off and another tank of Petrol/gasoline and being asked by Violy "why don't you listen" to me were off again.

Caught up with Violy's relatives at Powerscourt after first missing the turnoff. After a great feed that night at a local pub with family we were off. Only complaint was Violy had a ghost visit her through the night and was tugging at her leg so next time we are back we won't stay in the same room. As I was topped up with a few pints of Guinness I slept through the ghost visit.

Day 2: Caught the Ferry Oscar Wild overnight 18 hours to Roscoff in France and was a rough crossing and Violy was seasick so no more sea trips for her. I noted that we ended up with two cabins and on investigation found that I had booked two online when I meant to have booked one cabin 2 beds. I wondered why the price was excessive.

Day 3: Bike would not start and we held up the line of cars coming off until able to maneuver out of the way and seem like 100 kicks later it started not a good start to the 1st day in France plus raining. Our friend Fred Durand was meant to meet us on arrival but nobody there. After about 45 minutes Fred turned up as there was a mix up in arrival times. So off we go following Fred to Lesconil his home town in Brittany.

We spent day 4 and 5 with Fred's family meeting a local Vincent member Dominique Le Bris who gave me a French VOC member patch and a couple of T-shirts which I was most grateful for. Also met up with the local biker group "Klaps". Also met Fred's friend Captain Fred a BMW enthusiast with a beautiful R50 who has owned many BMW over the years. We both looked at the timing and unable to make sense but as bike was running and by that time had traveled over 500 kilometers could not be that bad.

Day 6: Fred had mapped out a route for us to Lake Garda Italy. Fred escorted us to Quimper then freeway E60 bypass Nantes to Fonteny being our 1st overnight stop and we were off cruising along at 80-90 klms per hour just keeping up with the trucks in the slow lane, then losing power on freeway. Pullover fuel tank bone dry? Close inspection I had the fuel tap on reserve so no warning on running low on fuel. We are about 2 kilometers from a turnoff and nobody is stopping to lend a hand. I could see tops of buildings in an industrial estate. Violy waits with bike I walk back about 3 kilometers to find the empty industrial estate but luckily see a guy walking with his kid. A brief conversation in sign language as his English is as good as my French. He is a truck driver and just has a jerry can full of fuel so he drives me back to the bike with the fuel, fills us up wouldn't take any money. I shoved 20 Euro in his pocket. He waits until I get the bike is going and we are off again. We make Fontenay a nice little village and stayed the night.

Day 7: After missing a turnoff D948 after Niort we continued on the freeway A20 till we get our bearings. The bike again starts to miss fire, this time not fuel we are down to one cylinder luckily we have only a couple of kilometers to freeway roadside rest area and fuel stop so we creep along the side of the road with trucks overtaking us that I had passed proudly some kilometers back. On pulling spark plug one very black one normal color. Top of one carburetor noted only held on

by one screw and that was stripped - a cable tie fixed that and noted that exhaust bracket loose on RHS found mounting bracket broken only held in place by the GIVI pannier bag mount that I fitted in Ireland before we departed. As bike would not start after kicking for 15 minutes or more decided best thought get a mechanic who is familiar with BMW to have look at the bike.

Luckily when in Lesconil, VOC member Dominique lebris gave me two contact one being Daniel 'Dr. Jivaro' Meurine who will help out if we breakdown in France. A call on my mobile and after explaining what had happened as he was 500 kilometers from where we were he will get a friend nearby to come and help us just call him back in half an hour. Whilst waiting we got plenty of attention from the travelers. One fellow Eric, as I found out later in a van took particular notice and on explaining my problem and waiting to call Jivaro again. He knew Jivaro and spoke on the phone to him as well, seems he well known in France.

On calling Jivaro back he said his friend Thierry Berthelot a farmer and noted BSA owner collector will be there within 30 minutes. Soon after Thierry arrived and luckily his English is far better than my French we both agreed to take the bike to his friend some 30 kilometers away but 1st Thierry needs to pick up a trailer to load the BMW on. He arrives back an hour or so later then off we go on a magical mystery tour into the lovely French country side with many fields of sunflowers. We end up near Romazieres in an old French farm house and shed with his friend a collector of 60's 50cc racing bikes. Also makes fiberglass tanks fairings etc. A view in the shed reviewed some very collectable 50cc racing bikes. Also Nortons and numerous other Spanish bikes all covered in sheets covered in sparrow droppings as the rafters were covered in nests and squawking baby birds.

An old grey Ferguson tractor was noted under a mountain of farm equipment and bike parts with numerous colored cats looking curiously at us strangers. Thierry friend set about checking the bike out. He tapped out the carburetor body and fitted oversized screws as a temporary measure and then set about checking it out. Surprisingly the bike started after about 10 kicks, that being a record. On using timing light which we never had previously it was finally deduced that when bike last stripped down the flywheel was out on one bolt hole out. No wonder we could not get the stationary timing sorted. So Thierry friend measured TDC through spark plug and worked at 9 deg BTDC and set points. However timing was not that far out. On balancing the carburetors it was running sweet. But didn't explain satisfactorily the loss of one cylinder. On reaching down checking the temperature on cylinder heads he got a shock; on investigation found that one high tension lead was shorting out to cylinder head when spark plug cap was orientated close to cylinder head. This was quickly sorted and Thierry friend would not take any money for his troubles which we were so grateful for his help.



Neal Videan, Jacqueline Bickerstaff, Rodney Brown and Stephen Carson at Lake Garda Village

By this time it's getting dark and our headlight problems was become apparent as each bump we hit following Thierry the lights going off and on to accommodation he had organized for us. Thierry would not take any money for his trouble assisting is but took up our offer of a meal and a bottle of red wine at the lovely B&B he had found for us. By the time he left it was near on 11pm. I do hope to meet these guys again to show them the same hospitality.

Day 8: After finding out way back on our original route D148/D979 that Fred Durand had marked out for us we were off again. What a great scenic day until we got hopeless lost going through center off Limoges - Violeta off on foot to get her bearings with one map and me with another. By the time we got ourselves sorted was getting late and we had no lights. So off we pushed on until it was too dark and we pulled over in a lovely little town called Montsalvy on the D920.

Day 9: We plan a big push this day as we needed to be in Sirmione Italy in 3 days' time. So down a beautiful scenic route across the famous Millau viaduct bridge down to the coast on highway bypass cities Montpellier, Nimes, Aux-En- Provence. Going along the 3 and 4 lane highways on a hot day on a side car with trucks passing you numerous tunnels with no lights is no fun for Violy or myself. So we decide to head off the coastal route and head on A5 up the 'Napoleon way' to Barcelonnette into Italy. We pushed on until we reached Sisteron and stayed the night at a lovely hotel Ibis Nth of the town.

Day 10: What a scenic rise this was up into Barcelonnette to a contact Dominique gave us Bilkerscamp. We found the place after passing it 10 kilometers out of Barcelonnette. We backtracked and finally found the place at the end of a 950 meter rough gravel road.

On earlier VOC Forum it was mentioned that some VOC members would be there. Andy Davenport from UK was there about an hour before us and had set his camp whilst waiting for another USA traveler Bill and also Ray who had a broken leg when he fell off his Vincent when opening a gate. The owner turned up on a loud Harley chopper splendid beard and all, but I decided as no running hot water and showers down a steep hill and basic bunk accommodation that Violy deserved better, so we decide to head back into Barcelonnette before it got dark.

A lovely little town and found a nice hotel checked in and then off to explore. The town centre was surrounded by bars and restaurants and we soon wondered why everybody was going indoors to eat when we sat outside in the lovely town Centre. When the sun when down we knew why as it became cold. We ordered what we thought was a entrée and the waiter took out menus away before we could order any more - luckily he did the entrée size salad turned out to be huge a mountain would struggle climbing it. So as full as rabbits on all the greens and a bottle of red we wandered back to our hotel.

Day 11: What a most scenic trip heading over the Napoleon way into Italy across the Alps and onwards on the S1. We hoped to make Sirmione ,lake Garda that night before dark as no lights. Violy was a little concerned as I was putting her too close the oncoming traffic as we wound our way up and down the alps into the lowland of Italy. After getting lost and then back on track again we were pushing hard with about 150 kilometers to go on boring freeways. Violy pointed to the fuel tank as we had decided she reminds me to get fuel. At the same time Any Davenport and his mate Bill overtook us pointing at us as well. I thought Violy was indicating to get fuel about 2 kilometers away but her more aggressive pointing made ,me look down to see the whole engine and my leg covered in oil. At the same time noted the dip stick bouncing up and down as had become unsecured. Early on in the trip I bought a 4 liter container of oil and each morning I checked the oil and topped the bike up if needed. Obviously last time not tighten up enough. Anyway I tightened it up and was soon pulling into the fuel stop.

The VOC members Andy and Peter commented on the slow moving missile ahead of them as the oil was burning off on the exhaust leaving a cloud of smoke behind us that we were totally unaware off. On pulling up and pulling dipstick no oil showing empty so I just topped the oil up and explained to the Andy and Peter 'this is how we change oil in Australia. Pushing on hard it was getting dark quick and after making two wrong turns on freeway and we soon realized Sirmione was not within our reach. One frightening time going through some dimly lit tunnels no lights with traffic only separated by white line we needed desperately to get off the freeway and get accommodation.

On seeing a bedside accommodation sign we exited the next available down a dimly lit road to a couple of hotels. They were all booked up and the lady told me to use your tomtom to go to her friend place in Lunato. On explaining in sign language we had no tomtom navigator and no

lights she was horrified and offered her husband to take us there in his van. We assumed he meant leave the bike there and unpack what we needed for the night. Wrong again he beckoned us to follow. The next was a scene from the Italian job as he took off like a scolded cat with us in hot pursuit on the freeway again. Off the freeway into Lunato speeding down one way streets with Violy hanging on for grim death bouncing all over the place almost doing summersaults in the chair. We arrived finally at a dimly lit street and after numerous ringing of a door bell a lady appeared and looked us over and beckoned us in. The room was nice but too late for dinner but we wandered out to a Pizza place close by with Indian owner and full of Indians all very surreal.

Day12: As we are close to Sirmione had a look around Lunato city centre before heading off. On returning and packing all out gear in the BMW noted pools of oil on the spotless clean garage mosaic tiles floor parked beside very expensive cars. We cleaned the floor as best we could and hope the owner wouldn't be too upset.

Arrival into Sirmione trying to find the Garda Village proved difficult but on finding a lost French VOC member, Eric on a Norvincent we found the place. But this time the bike was running terrible again miss firing and difficult to keep running in the snail moving traffic. Investigation later revealed the air filter blocked due to saturated with oil 3 days prior when the dip stick came out. On removing the filter again the bikes was running sweet. But the lack of lights and attempts to get lights and found generator shot and even more frightening tunnels on the 150 kilometer trip around Lake Garda we decided no tunnels on remainder of our Vincent VOC rally.

We then decided not to ride back to Brittany France as original plan, but get it shipped back to Fred Durand to oversee of full restoration of bike and sidecar, ready for use next year.

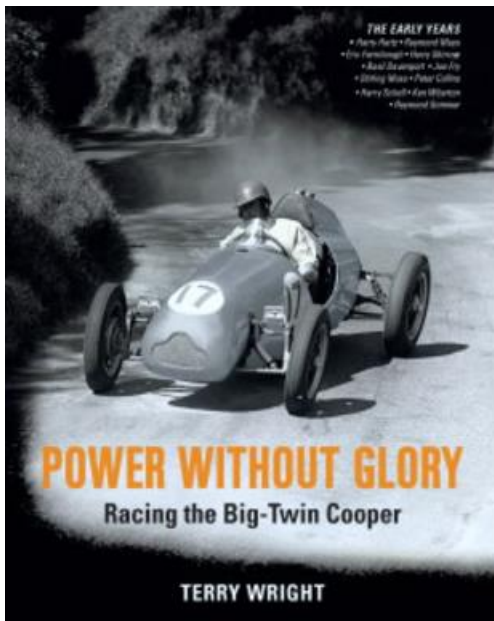
We had a great time meeting VOC members from all over the world and finally putting face to many people I have communicated with over the years. We then traveled by train Lugano Switzerland for a couple of days then onward to it Salzburg in Austria. 'Sound of music county' where we rested up for 3 days before flying back home again to South Korea.

Next adventure is the Australian National Vincent rally in Parks NSW.

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.

2016	
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.
March 19	Annual New Zealand Mail Run Rally; contact hbcmcmailrun@gmail.com for more info
March 26-27	Penrite Broadford Bike Bonanza
April 29 - May 1 Note: Revised dates	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 . This fantastic 10 day tour is limited to just 100 bikes so if you are interested, act now as its Filling Fast!!



POWER WITHOUT GLORY, Racing the Big-Twin Cooper

This book written by Terry Wright is a new look at the early history of the modern racing car. It explores the influences behind the first Coopers including Vincent and JAP V-twin engined record breaking motorcycles, hillclimb and sprint specials and dirt track speedway cars. The engine and chassis designs and the racing and hillclimbing of the early post-war years are described and illustrated by hundreds of previously unpublished photographs and drawings.

The pedigree of the modern racing car is usually considered to have originated with the classic marques of Europe. In this book, the author suggests that the

clearest line of descent started before World War 1 with the 'boy' racers of California and was developed between the wars by the 'special' builders of England. In building their first car in 1946, Charles and John Cooper were strongly influenced by these antecedents. When they mated their offspring with the invincible Vincent motorcycle engines a new breed emerged. Motor racing was never to be the same again.

Power Without Glory is printed four-colour on 150gsm satin-coated paper and is hard-back bound with a laminated colour jacket. There are 352 pages, 254 x 203mm, and 300 colour or duotone racing, car, engine and document images. If you haven't already got a copy, and you want a fabulously illustrated book that breaks the mould of conventional motor sport history, this might be just the thing. Go to the publisher's website www.loosefillings.com.

CRAVEN EQUIPMENT

FOR some years now the name Craven has been associated with high-quality touring equipment for motorcycles. For next season, Craven Equipment, of 61 Eden Grove, London, N.7, are continuing their present wide range, principal places in which are occupied by the "Silver Arrow" pannier sets. These are supplied in two sizes, priced at £10 2s. 6d. for the standard set and £12 15s. for the Continental, or larger version.

The pannier boxes are made of black bonded laminate, with polished aluminium binding bands. To detach each case from its carrier, which is supplied with the set, it is only necessary to slacken three wing-nuts. The case can then be carried about as an ordinary piece of hand-luggage.

In addition to the two pannier sets, the concern lists a matching top case to fit transversely across the carrier. If a carrier only is fitted to a machine, this top case may, of course, be used alone. It is priced at £4 7s.

Fittings for attaching the carrier to the machine have been the subject of much research by the Craven concern. As a result, they can now supply patterns which will fit most British machines, without drilling, simply by employing existing bolts—a point which has much to commend it.

Designed for 1954-55 A.J.S. and Matchless

R2

FOR
1956

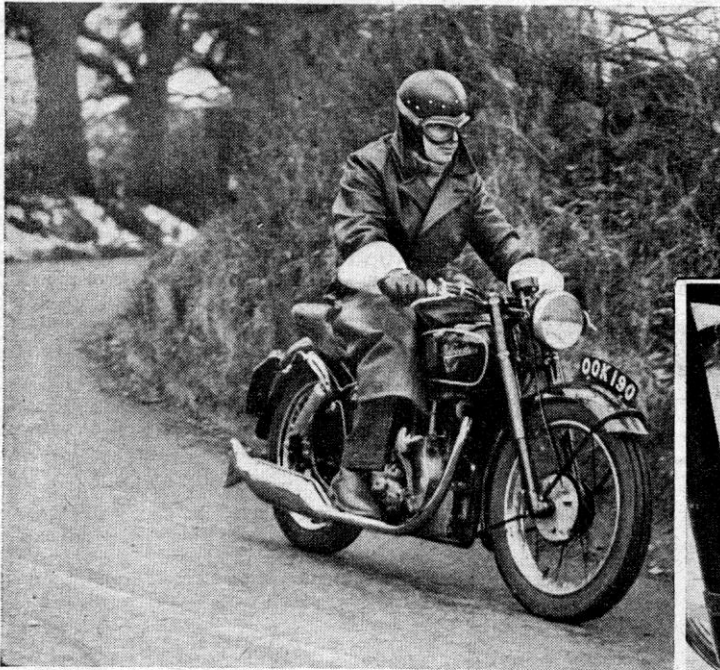


Practical, neat, and compact, Craven pannier equipment, shown fitted to a machine used by a member of "Motor Cycling's" staff, is notable for its light weight and quick detachability, both valuable attributes from the touring enthusiast's point of view.

machines is a smoothly contoured windscreen, with an "apron" of glass-fibre, moulded to enshroud the headlamp, and a flared Perspex top.

Other equipment listed includes aero-type elastic straps, induction horns and pannier frames. All Craven prices are inclusive of fitting at the factory, or of delivery to any address in Great Britain. Details of the entire range can be obtained direct from the makers.

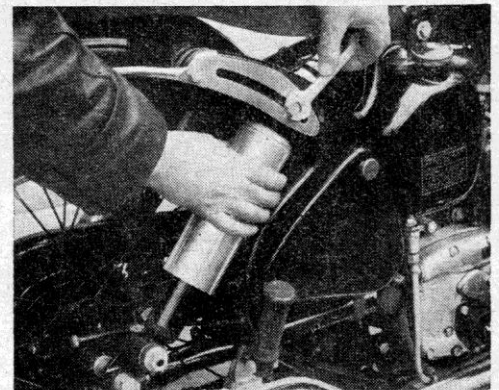
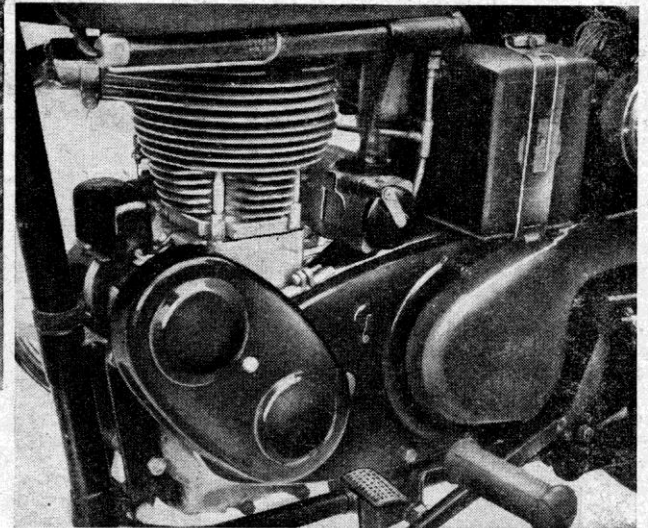
ROAD TESTS OF CURRENT MODELS



The Velocette on the road, provides an easy comfortable ride.

The 349 c.c. o.h.v. High-camshaft MAC
VELOCETTE

A Popular "Alloy"-engined Touring Model with Swinging-fork Rear Suspension



(Above) The latest primary chaincase includes a cover giving easier access to the clutch adjustment. (Below) The cover removed. (Right) Adjusting the rear suspension.

TESTER'S ROAD REPORT

Maximum Speeds in:-

	Time from Standing Start
Top Gear (Ratio 5.5 to 1) 75 m.p.h. = 5390 r.p.m. 45 secs.	
Third Gear (Ratio 7.3 to 1) 57 m.p.h. = 5440 r.p.m. 17 secs.	
Second Gear (Ratio 9.6 to 1) 45 m.p.h. = 5640 r.p.m. 10 secs.	

Speeds over measured Quarter Mile:-

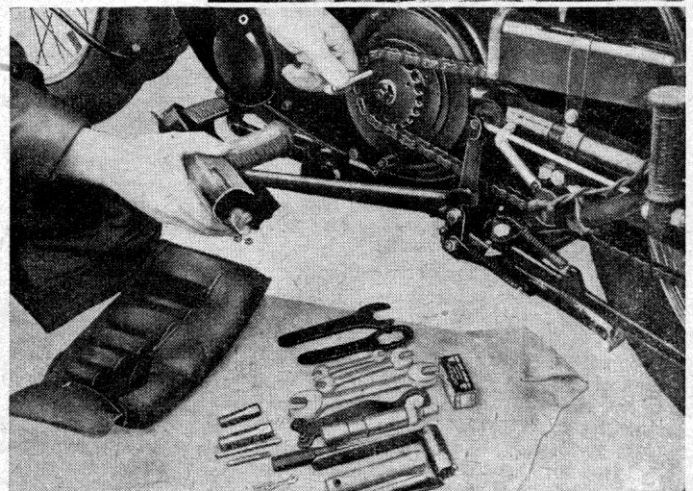
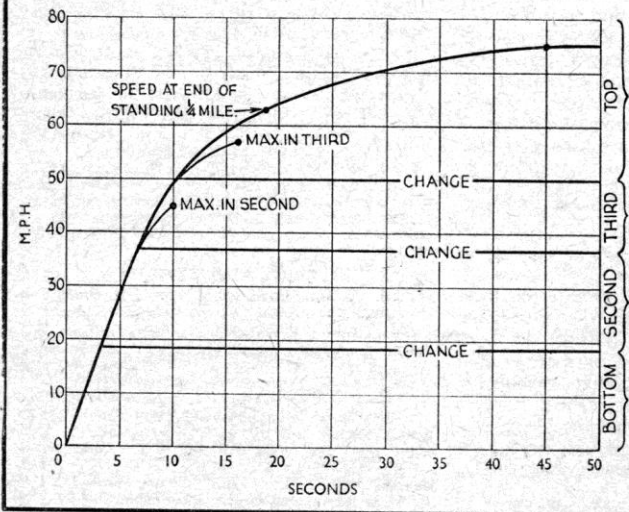
Flying Start 73.77 m.p.h. Standing Start 45.45 m.p.h.

Braking Figures On DRY, TARRED MACADAM Surface, from 30 m.p.h.:-

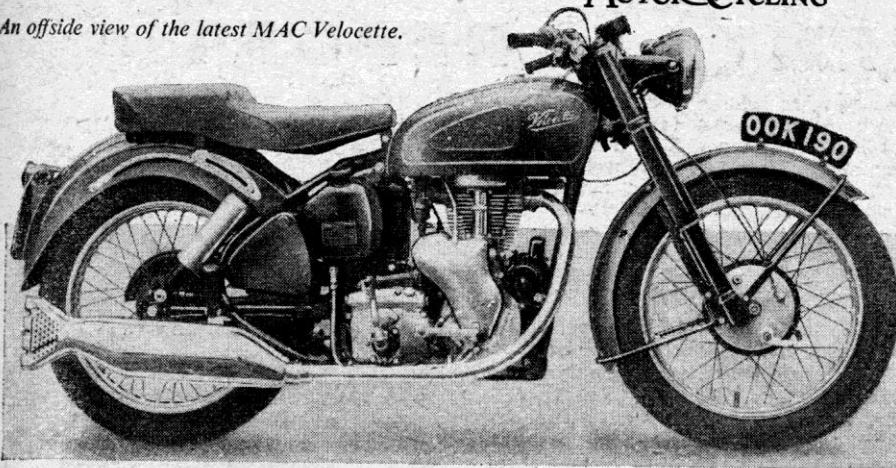
Both Brakes 32 ft. Front Brake 36 ft. Rear Brake 57 ft.

Fuel Consumption:-

30 m.p.h. 82 m.p.g. 40 m.p.h. 70 m.p.g. 50 m.p.h. 59 m.p.g.



An offside view of the latest MAC Velocette.



ALTHOUGH the 1954 version of the 349 c.c. MAC Velocette carries the unmistakable hall-mark characterizing the push-rod models of Veloce, Ltd., since the early 1930s, it is a machine to which the manufacturers have devoted considerable detail modifications season by season. Each model tested by *Motor Cycling* since the war has passed with flying colours; first it was the MAC, well in fashion with proprietary telescopic forks; then with Velocette-made forks, plus a new alloy engine, and now with those refinements plus improved all-round performance and a new frame incorporating swinging-fork rear suspension.

The tester's first reaction was to the vastly altered seating arrangements. One no longer has that sense of sitting *in* the machine, for the new two-level seat which has displaced the separate saddle and pillion equipment, gives greater elevation. While the old position was a good one from many points of view, the new dual seat is more in keeping with the current trend and is appreciated by the pillion passenger whose field of vision is now greatly improved. A rider of average stature—the tester tops 5 ft. 8 in.—has no difficulty in touching the ground with both feet simultaneously.

Starting was easy, and excellent mixture control, combined with nicely-set Lucas automatic advance mechanism, produced a tick-over which was a real joy to hear. Probably the achievement of slow-speed firing is one of the most satisfying things about a "single." From the tick-over stage the engine accelerated cleanly to normal running speeds and the graph curve indicates the good and progressive acceleration recorded.

Except at maximum r.p.m., when valve-

float became imminent, no single mechanical note obtruded above the general, silky sound of good machinery in excellent tune.

Initially there was a suspicion of clutch drag when engaging gear with the machine stationary. Users of the unorthodox Velocette clutch know that this is a relatively good fault—if such a term can be used—showing that the all-important clutch thrust bearing is relieved of pressure except when the clutch is actually being disengaged. One was also conscious of the close proximity of the folding kick-starter to one's right leg. It was noticeable rather than annoying and is probably accounted for by the angle of the kick-starter crank which extends outwards to clear the exhaust pipe.

It is necessary to repeat a previous test criticism concerning an annoying dribble of oil emerging from the exhaust-lifter bush in the crankcase. This little fault blemished an otherwise perfectly oil-tight engine.

The main purpose of the test obviously was to establish whether the MAC with a sprung back-end handles as well as the former "rigid" model did. Does the extra weight involved, or the arc-wise movement of the rear spindle, affect hitherto unimpeachable steering qualities?

A disused and bumpy airfield provided adequate terrain for this part of the test and revealed no trouble at all.

A series of fast runs down A5 and A41—in particular along the mile straight near Bicester on A41—also failed to fault the MAC on these important aspects. During this part of the test the adjustable Woodhead-Monroe dampers were left at the position of maximum inclination, giving a pleasant, soft ride. Adjustments were made experimentally—the job took less than a

minute—moving the legs into the near-vertical plane, so stiffening the suspension for pillion work.

Actually, only prolonged two-up riding, with a medium-to-heavy passenger, called for this change. Experienced passengers praised the seating position, the location of the footrests and the high comfort factor.

Irrespective of single, or double, loads carried during the test and the fact that the current model is some 25 lb. heavier than its rigid-framed predecessors, day-in and day-out cruising speeds in the region of 54 to 57 m.p.h. were found to be practicable and, under give-and-take conditions, the petrol consumption at these speeds averaged nearly 70 m.p.g. Best figures for sustained 30, 40 and 50 m.p.h. consumption tests are shown on the tester's report panel.

High marks were given for accessibility—accessibility of the flange-fitting magneto, of the gearbox final-drive sprocket for clutch adjustment, of the Varley battery, the oil tank filter element, the Miller dynamo with clipped-on voltage regulator, and the rear wheel q.d. components.

The brakes were good, positive and developed no sign of fade, and, for night-riding purposes, the Miller electrics showed the way ahead brilliantly.

In traffic the model would dawdle at less than 20 m.p.h. in top gear, or it would fly along the open highway at more than 70 m.p.h.—the best build-up was just 75 m.p.h.—with the engine giving forth high song, and just a slight mechanical mutter coming from piston and rockers.

The traditional black and gold finish of the MAC, set off by chrome-rimmed, black-spoked wheels, in the opinion of the tester lends to the machine an air of dignity as well as being highly practical. Exposure to more than a fair share of bad, late-winter weather left the plating and enamel quite unaffected by the conditions. The well-proportioned, widely valanced front guard trapped rainwater throw-back before it reached the rider's legs.

All the adjustments previously mentioned were carried out with the manufacturer's tool kit which was checked carefully and found to cater for all external jobs with the single exception of the petrol tap hexagon—which never seems to be provided for. Fortunately its removal from the tank is a rare requirement.

Hall Green have never attempted to market a "cheap" motorcycle and at £197 8s. the sprung MAC is in the upper half of the price scale for its class. But to those who seek high-quality workmanship and reliable performance this model actually represents a particularly sound investment.

BRIEF SPECIFICATION

Engine: Velocette single-port, single-cylinder, high-camshaft, o.h.v., bore 68 mm. by 96 mm. stroke=349 c.c.; die-cast light-alloy cylinder head and barrel; totally enclosed valve mechanism; single-row caged roller bearing big-end; alloy piston giving compression ratio 6.75 : 1; dry-sump lubrication, with felt oil filter, by double gear pump; pressure feed to o.h.v. mechanism and big-end bearings; helical gear timing pinions with strengthening outrigger plate; Lucas flange-fitting gear-driven magneto with automatic timing control.

Transmission: Four-speed Velocette foot-operated gearbox with built-in change mechanism; ratios 5.5, 7.3, 9.6 and 14 : 1; primary chain ½ in. by .305 in. running in oil bath; rear chain ½ in. by

.305 in.; Velocette seven-plate clutch operated by 2.8 mm. diameter cable; rear chain protected by generous valance.

Frame: Tubular construction, brazed-lug cradle type with Velocette patent swinging fork suspension assembly, including hydraulic dampers, adjustable for load.

Front Forks: Velocette telescopic forks with hydraulic damping.

Lighting: Miller belt-driven DVR type dynamo; automatic voltage regulator, Miller 7-in. headlamp; 24/24-w. main bulb, S.B.C. fitting.

Wheels: Front and rear WM 2-19 rims; Dunlop front and rear Universal 3.25-in. by 19-in. tyres; 7-in. brakes front and rear.

Tanks: Welded-steel fuel tank, capacity 3

gallons; oil tank 4 pints; built-in rubber knee grips.

Dimensions: Saddle height 30½ in.; wheel-base 53½ in.; overall width 27½ in.; overall length 94 in.; weight 355 lb.

Equipment: Varley 6v. 13-amp. hour battery; Smiths 80 m.p.h. trip speedometer; Miller electric horn, licence holder, dual seat, folding footrests.

Finish: Black tank lined gold with maker's gold motif; chromium-plated rims with dull chrome centres; timing cover contoured and polished; black handlebars; black head lamp with chromium rim.

Annual tax: £3 15s. (£1 0s. 8d. per quarter).

Price: £164 10s. plus £32 18s. P.T.=Total £197 8s.

Makers: Veloce, Ltd., Hall Green Works, York Road, Hall Green, Birmingham, 28.

P.E. Irving spent much of his working life at Velocette and was responsible for the design of the "adjustable" rear suspension found on many Velocette models. Editor.

SOMETHING ABOUT LIGHTNINGS IN AUSTRALIA & BEYOND

a contribution from Franco Trento, Australia; 2009

Australian Motorcyclists of the 40's and 50's were extremely fortunate in having access, for those who could afford them, to approx.600 hundred Vincent H.R.D. motorbikes imported through the total of Six appointed Vincent Dealers. In addition to the available Standard models on offer, well over a third of the entire production of Racing Black Lightning motorbikes, have graced our shores via Vincent Agents and thru private importation.

The achievements of the 'Fabled Beast' are well documented in motorcycling books worldwide. The history of Australian Vincent Black Lightning's was also significant. Australian Lightning historical dialogue is mostly scattered and undocumented. The following information is an attempt to document the achievements of famous Australian Lightning's and their riders. Additional information regarding Lightning Production numbers is also offered and may contribute some further answers to the often asked questions 'How many were built?' 'How many are left'? 'Where are they now'? The information offered maybe incomplete and perhaps inaccurate and therefore constructive criticism is welcomed in order to further clarify and consolidate the facts.

A Brief Vincent Black Lightning History:

The Vincent H.R.D Company Ltd. produced the cream of the Vincent crop with the special production of approximately 30 Black Lightning Motorbikes between 1949 and 1955.

The name 'Black Lightning' implies they were no ordinary beast; rapid they certainly were and remarkably versatile too, but apparently quite difficult to ride.

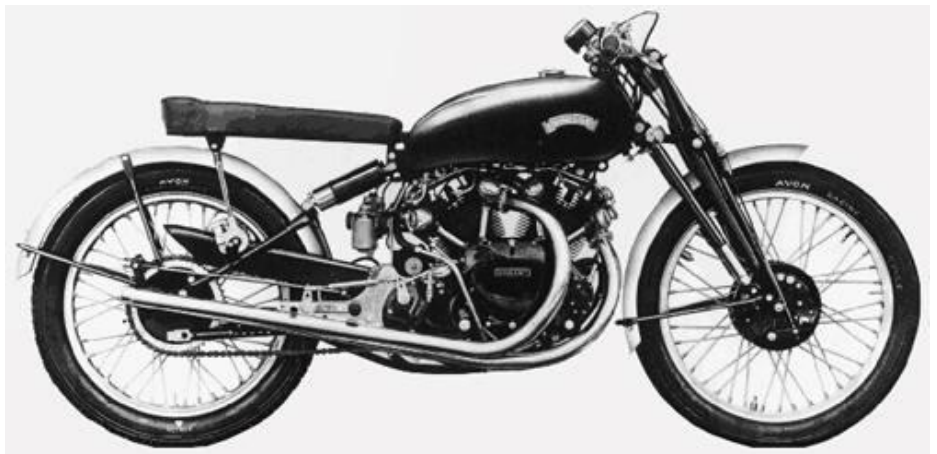
Intended purely as a racing and record breaking mount, they were built to "Special Order" only.

Achievements worldwide by standard production Rapides in competition during 1946/47 and in particular by Frank Pratt and Jack Prime in Australia, gave cause for Philip Vincent to support the building of two very 'special' and quick Rapides. The first of these, F10AB/1A/70 was built by Phil Irving as well as George and Cliff Brown to the order of Jack Surtees for sidecar competition. It was subsequently sent to Cuba to Jose Amat (Cuba Joe), It was highly chrome plated. It was called 'the terror of Cuba' and was later outlawed. In the 60,s the bike was brought to America by Amat's son who sold it to a chopper shop. It was cannibalised for parts, (the camwheels had PEI stamped into them).

Sighted several years later it was part of a sad pile of various bikes. It then became part of a dispute between parties and pieces were sold off. The cases were apparently renumbered at the Works, so they could resell it as new. The Works records indicate that it was indeed a prototype "hot motor".

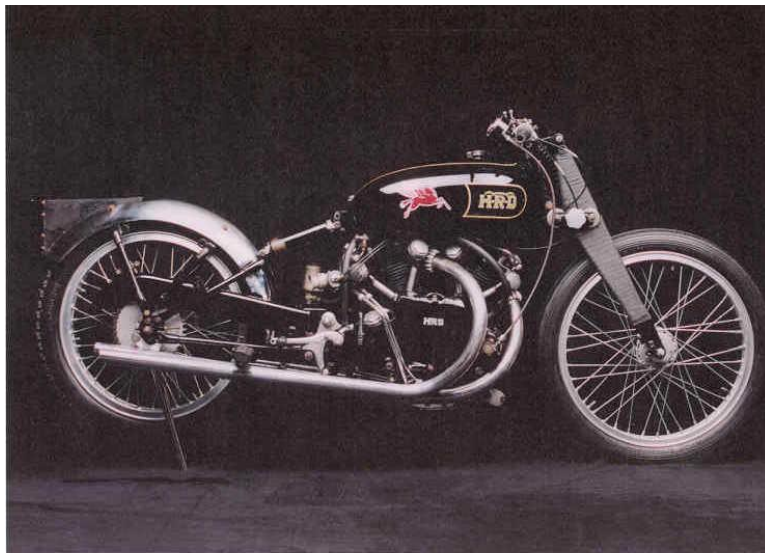
The second, 1A/71 was built for George Brown to campaign as the Factory Lightning Testbed, later to be named 'Gunga Din'. Both these machines are considered Prototype Lightnings. The 1A prefix indicating that they were rather

special in their components and state of tune. The success of the factory tuned Black Shadow, 1B/900,



primarily the work of Phil Irving, conceived by Phil Vincent, and ridden by Rollie Free, was further encouragement to build the 30 odd £500 beasts, plus an additional number of Lightning engines to power racing cars – approx. 13 in total.

Of the Lightnings built, about 10 went to Australia and New Zealand, 4-5 to America, 1 to South Africa, 3 to Singapore, with the remainder going between the UK and Europe. It would seem that better than two thirds have survived the passage of time – Australia (2), USA/Canada(18), the UK(4), Scandinavia (3) with 2 in New Zealand and Germany (1). A further 2 in Australia remain as mere engines-1C/1803 and 1C/2747. Two Lightnings are listed as stolen and unrecovered-1C/7304 (Aust), and 1C/3689 (USA). Only two of the 3 Lightning Prototypes survive 1A/71 and 1B/900.



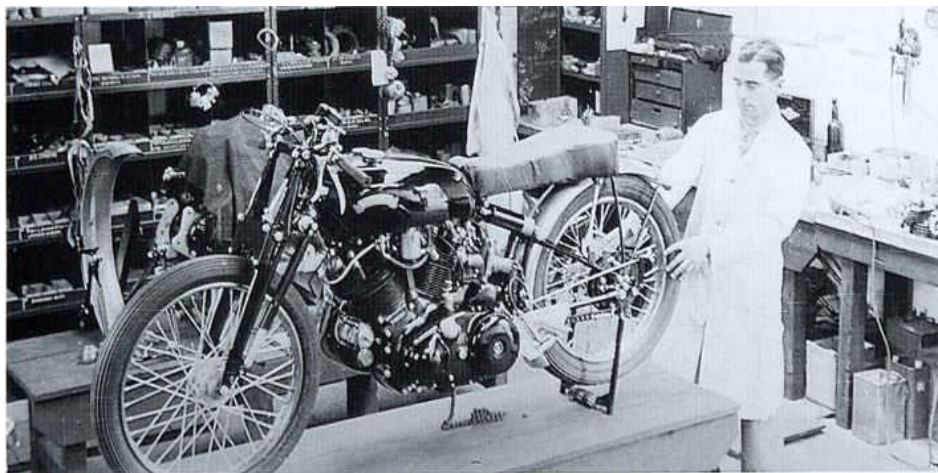
The Prototype Black Lightning - a factory tuned Black Shadow 1B/900 on which Rollie Free established new American records in 1948

The Denis Minett Years – A Tribute:

The majority of all the Lightning racers were built in the old Stevenage race shop by Jack Lazenby and Stan Duddington, under the careful supervision of our very own Denis Minett. Denis was appointed to take charge of the Special Engine Department in which all production Black Lightning, Grey Flash and ‘Special’ engines were built. Apart from being a pre-war Brooklands record holder, Denis was previously Manager of Francis Beart’s Tuning establishment for many years. It was here that he gained valuable experience in making full records of all data concerning machines under his control.

The Denis Minett Notebook (1983) is a valuable testimony to good data collection, particularly where engines are concerned. Denis has accurately noted all departures from standard specifications of many Rapides, Black & White Shadows, Black & White Lightnings and Grey Flashes, so that in the event of any rebuild for tuning or other purposes, the original assembly details could be adhered to, or altered as desired.

I thoroughly recommend the ‘Denis Minett Notebook’ as a valuable addition to the Vincent Library – if you are fortunate enough to locate a copy. Even if one doesn’t own a Lightning or Flash, it is a good reference on tuning data, applicable to any Vincent. Least of all, buy it as a tribute to the man, a very unassuming and likeable Gentleman as I remember him. He was responsible, as we see it, for ensuring the ‘quality control’ aspects of the Lightning assembly shop, which ultimately reinforced the catchphrase – “The



Black Lightning engineer Denis Minett, working on Rollie Free’s Lightning.

World’s Fastest Standard Motorcycle.”

It was commonly accepted knowledge for many years amongst Vincent buffs that approximately 20 Black Lightnings were built. It was also commonly maintained that the Minett Note Book contained details of most, if not all of the Lightnings built, and that if it weren’t contained therein, chances were that it didn’t exist. We are now aware that in fact a number of Lightnings were assembled long after our late and esteemed Denis left the race

shop to return to Australia towards the end of 1950.

According to available records, the last Lightning to be fettled by Denis with the assistance of Jack Lazenby and Stan Duddington, was in actual fact a White Lightning denoted by a 1A prefix. This was engine no. 1A/4438, Frame RC 6338, built for a Mr Williams in the U.K, ordered with full lighting equipment, mag. cowl, prop stands and kickstart. The last ‘Black Lightning’ to receive mention in the Minett notes was 1C/4439, Frame RC. 6339, built prior to 1A/ 4438, for ‘Garreau of Paris,’ the French

Agents. When the order was apparently cancelled by Garreau, this Lightning was forwarded to the Adelaide agents Sven Kallin, for the delight of Bluey Henderson, on the 4th September 1951. Bluey, who only recently passed away, still took a keen interest in all things Vincent until his death.

According to the available data at hand, there were at least a further 16 or more Black Lightning machines built up to the last 2C/10696 (Series D) assembled after Denis Minett left in late 1950.

This brings the total possible number of Production Black Lightning motorbikes built, to 36. There were also a number of 'Works Prototype and experimental' machines built to Lightning specs. These were built from standard Rapide/Shadow engines, the most notable of them being the Rollie Free 'Bathing Suit Bike' 1B/900, 'Gunga Din,' 1A/71 and 1A/70 of Jack Surtees. Gunga Din became the factory test bed for Lightning and production development, and ridden to great success by the late George Brown. Others, denoted by pre-fix 1X were experimental predecessors to the 'Prototype Lightning'. Details of these engines are presently unknown to the author.



'Bluey' Henderson on his new Black Lightning, 1C/4439, Dec. 1951

THE COMPLETE LIGHTNING PRODUCTION-COMPILATION FROM VARIOUS SOURCES

Engine Number	Frame Number	Delivered to	Date	Notes
F10AB/1A/70	?	Jack Surtees,London		First Prototype Lightning-Amat Cuba-Broken up in USA
F10AB/1A/71	?	Gunga Din-Works Lightning Testbed		Second Prototype Lightning.USA
F10AB/1B/900	R2890B	John Edgar USA	15.7.48	Rollie Free "Bathing Suit bike" Herb Harris. USA.
F10AB/1C/1320	RC3310	Cimic, Buenos Aires, Argentina	17.1.49	First Production Lightning.John Kinley-U.K.
F10AB/1C/1648	RC3548	Heironymi, Zurich, Switzerland	24.1.49	Bramptons, short ufm, "B"
F10AB/1C/1803	RC3903	Elder Smith, Sydney, Australia	18.3.49	Les Warton. In classic Speedway car Adelaide.
F10AB/1C/1980	RC3880	Trivellato, Brazil	28.3.49	
F10AB/1C/2283	RC4183	Nathan Smith, Durban, South Africa	13.6.49	Larry Feece -USA
F10AB/1C/2284	RC4184	Vic Proctor, South Africa	13.6.49	Stan Harris, South Africa.Morelli NZ
F10AB/1C/2285	RC4185	Elder Smith, Adelaide, Australia	18.7.49	Sven Kallin, Charlie 'chook' Walker. Lloyd Hurst.Now in US
F10AB/1C/2535	RC4435	V.L.Martin, California, USA	27.10.49	
F10AB/1C/2536	RC4436	Kings, Manchester (for Reg Dearden)	27.10.49	Blower fitted 10.7.50. Herb Harris USA
F10AB/1C/2537	RC4437	Van Rooyen, Rhodesia	20.7.49	
F10AB/1C/2747	RC4647	Elder Smith, Sydney, Australia	2.9.49	Harold Braund.In NSW as cases only.Parts scattered in Oz.
F10AB/1C/2748	RC4648	Stan Marks, Manchester	12.10.49	Road trim.Kelbin Hardin.Missouri
F10AB/1C/2749	RC4649	Indian Sales Corp, Springfield, USA	15.11.49	Show model

F10AB/1C/2752	RC4652	C.H.P.M. Motobytt, Poland (No.1)	29.11.49	for sidecar racing
F10AB/1C/3230	RC5130	C.H.P.M. Motobytt, Poland (No.2)	8.12.49	for sidecar racing
F10AB/1C/3641	RC5541	Villy Egen, Denmark	20.3.50	Sivert Bomberg-Sweden
F10AB/1C/3642	RC5542	Villy Egen, Denmark	27.3.50	Kurt Carlson -Denmark
F10AB/1C/3686	RC5586	Elder Smith, Sydney, Australia	16.5.50	John Snow, Lex Davison, Frank Sinclair.Now in N.Z Alan Powell
F10AB/1C/3687	RC5587	Malte Bohm, Sweden	26.6.50	Espen Odberg-Switzerland
F10AB/1C/3688	RC5588	Rollie Free, USA	5.8.50	6,400rpm in third, 141mph. Team Obsolete USA
F10AB/1C/3689	RC5589	Indian Sales Corp, Springfield, USA	3.9.50	Fitted with lights etc.John Dolshea USA. Stolen after 76 Wellsboro rally -cover MPH 322
F10AB/1C/4437	RC6337	Lohmann & Louis, Germany	26.9.50	Kurt Schupp.Germany.
F10AB/1A/4438	RC6338	Mr. Williams U.K.	03.11.50	Full road equipped White Lightning.
F10AB/1C/4439	RC6339	Sven Kallin, Adelaide, Australia	4.9.51	Bluey Henderson, Sth. Aust John Dunscombe, NSW.Now in USA-Virgil Ellings
F10AB/1C/7304	RC9204	Sven Kallin, Adelaide, Australia	4.9.51	Don Willison.Stolen in the 70,s
F10AB/1C/7305	RC9205	W.A.McAlpine, London	25.7.51	Raced by Jack Ehret in Australia 1952 to1993-Won at Eastern Creek. F .Trento Aust.
F10AB/1C/8245	RC10145	Eastern Auto, Singapore	26.6.52	Bob Williams. Ottawa, Canada
F10AB/1C/8246	RC10146	Humphreys, London	15.12.50	John Taylor U.K.Road equipped
F10AB/1C/9469	RC11369	Eastern Auto, Singapore	26.6.52	Boyd Museum. West. Aust
F10AB/1C/9818	RC11718	Eastern Auto, Singapore	20.12.52	Shown at Earl's Court, James Taylor U.K.

This list totals 30 production Lightning motorbikes. In addition the list above contains the first Rollie Free "Bathing Suit Bike" 1B/900, Jack Surtees 1A /70 and "Gunga Din" 1A/71 which are considered the 'Prototype Lightning's', but are not part of mainstay 'Works Production'. A possible SIX additional Lightning's were produced after engine 10,000- to which records do not exist, 4 x C- Series and 2x D-Series. Total production : 3- Prototype, 30- Production-documented, 6-Production - undocumented.

Additional Complete Lightning Machines With Engine Numbers over 10,000. No factory records available

LIGHTNING MACHINES--- WITH SERIES 'C' ENGINES = 4

Engine No.	Frame No.	Delivered to:	Date	
F10AB/1C/10096	RC11996C	Sir Kegian Cycles, Los Angeles, Ca	1955	Drag race bike.John Hanson USA.Engine& UFM are gen.
F10AB/1C/10335	?	USA		USA No other info. at hand
F10AB/1C/10393	?	New Zealand		Burns & Wright Streamliner USA.No frame no.
F10AB/1C/10552	?	USA		Len Hardy of Winnipeg USA

POSSIBLE LIGHTNING MACHINES—WITH SERIES 'D' ENGINES = 2

F10AB/2C/10610	RC10251		1955	Cottom/Cindy Rutherford 1955 model
F10AB/2C/10696	?		1955	D engine in C frame-Jeff Gilbert USA. The Last works built Lightning while factory still open.

BLACK & WHITE LIGHTNING ENGINES—BUILT FOR RACE CARS -- TOTAL = 14

F10AB/1A/700	White Lightning engine fitted by Works into Mk 4 Cooper car for “Abecassis”
F10AB/1C/1438	Engine only supplied to Ted Davis/Jack Surtees for race bike
F10AB/1A/1458	White Lightning engine 13:1 comp –use in Ferguson race car 26/05/49
F10AB/1C/1459	Engine only –for George Hartwell-Cooper Cars 28/02/49
F10AB/1C/1465	Engine only for race car use--No available History
F10AB/1C/1469	Engine only supplied to Murray Tremberth for race car 21/09/49
F10AB/1C/1470	Engine only supplied to Eric Winterbottom for race car 05/05/49. Sold Andy Rackstraw, N.Z, to Tony Skipper W.A. Sold via Vee Two to UK \$75K-John MOSSEY Motors
F10AB/1C/1474	Engine only supplied to Joe Potts for race car raced by Ron Flockhart 26/01/50. John Kidd Nth. Ireland built it into bike-advertised in Atlantic M/C \$212K- still for sale 2005
F10AB/1C/1485	Engine only supplied to P. Monkhouse –car race use 11: 1 comp. 01/10/50
F10AB/1C/1486	Engine only ‘ditto as above’
F10AB/1C/1488	Engine only-unknown history. Owned by Giovanni Cabassi-Italia
F10AB/1C/11136	Engine only ordered by a Car Company—Order later Cancelled
F10AB/1C/11137	DITTO AS ABOVE
F10AB/1C/11138	DITTO AS ABOVE

The Vincent Lightning Numbers Saga:

An important issue needs to be raised at this point when investigating the authenticity of Vincent machine serial numbers. The Vincent Factory Official Machine Records end at engine No. 10,000. The rest were lost in 1955 when for unknown reasons, much of the records regarding the year in general, and for Lightning’s in particular, went up in smoke. Gordon Powell’s past itemisation in MPH, of engine and frame numbers identifies 34 Lightning’s. The final number, however may be as high as 36 or more, as approx. 316 machines remain unrecorded. Therefore, one cannot afford to be too sceptical when “new”, previously thought non-existent late numbered Lightning’s appear, claiming to be authentic.

Some of these additional Lightning’s require verification. Others go without mention as being authentic, based on their historical past achievements. It is unclear as to whether some Lightning’s were factory-built complete machines, or merely race car engines later assembled into “specials”. Whichever category they fall into, there is probably little doubt these Lightning’s belong to that group of the very last 1955 built machines, (total = 316), over engine number 10,000 to which there are no available Factory records.

Vincent Black & White Lightning Engines Built to Special Order for Racing Car use. Total = 14 known

The following 13 engines were intended for use in racing cars such as the Cooper, Iota, Ralt and other similar ‘Home Built Specials’. They were referred to as “Testing Engines”.

F10 AB/1A/700	White Lightning . Built for George Abecassis, driven by John Cooper 1949. Fitted at the Vincent Works into MK 4 Cooper car as the first rear engine Formula 2 car sold by Cooper. First HRD twin engine in a car. Has I.O.M, Goodwood and Rheims, France history. Owner David Cooper USA. Authenticated in Minet book.
1C/1438	Engine only built into complete bike by Ted Davis who successfully raced it Now owned by John Surtees UK. Noted in Denis Minett Book.
1A/1458	White Lightning engine- Ferguson Racing car-No known history
1C/1459	George Hartwell-Cooper Car.
1C/1465	No known history
1C/1469	Elder Smith, Adelaide. Built into special car chassis by Murray Trenberth. Also raced by Don Willison. Then owned by Speedway Rider Neil Munro, who rebuilt it into a motorcycle and onsold it to Japan in approx. 1985
1C/1470	Built for Eric Winterbottom and fitted to MK3 Cooper Chassis. There are TWO known engines circulating with the same number. The explanation for this anomaly is contained in the Minett Notebook - when one engine was destroyed and replaced by another set of crankcases, the earlier cases being later repaired.
1C/1474	Built into the Joe Potts Vincent Racing Car for driver Ron Flockhart, who raced and hill climbed it in 1950-1951, before selling it to Marshall Watson of Belfast 4/5/49.

	Now owned by John Kidd, U.K.-and built into a complete bike
1C/1485 &1486	P. Monkhouse-race car use-No Known history.
1C/1488	Thus far unknown history. Recently (2006) -Sold by Atlantic M/C to S.O.-Italy ,Giovanni Cabassi

The Following 3 Lightning Engines were ordered by a Car Co. in 1957, who later cancelled the order. They were the last Lightning engines produced after engine 11134- which was the last production machine assembled; an enclosed D- Black Prince. Subsequent Lightning's were just engines built in the race shop that were assembled into machines or designated for Cooper car use.

1C/1 1136	Residing in South Africa. Owned by Stan Harris. According to References, this engine was designated for a Cooper car-but was never paid for so the factory sent it along with an unstamped frame as a kit. The engine has apparently never been started.
1 C/11137	Built as the 2 nd last Lightning engine. Originally owned by Bill Hocking of New Zealand. Then owned by Tommy Mc Quade of Western Aust. and raced as a Speedway machine at Claremont Speedway. Now in the Boyd Museum W.A as a Shorrock supercharged drag bike.
1C/11138	The last Lightning production "engine only" .In the Penn Family collection. Built up by John Penn into a Lightning Motorcycle circa 1956.Owned by nephew Stuart Penn in Sth. Aust who also has the ex-John Penn World Speed Record Special Lightning, which according to reliable info, had no engine number allocated to it from the time it was assembled by Johnny Penn. It is currently in race bike form and occasionally appears at Claaic Bike race events-raced by nephew Stuart.

Australian Black Lightnings

More often than not the feats achieved by Black Lightning's relate to the more famous efforts of prototype Gunga Din F10AB/1A/71, Rollie Free's 1C/3688 or the Burns and Wright 1C/10393 machines – all tremendously historic in their own right and all now residing in the US of A, along with probably most of the other remaining 30 or so Lightning's.

There is no comprehensive written text regarding Australian Vincent Black Lightning's that I am aware of. I would like to share with readers some of the knowledge I've gained regarding these fabled beasts which achieved prominence between 1949 through to the 70's in Australia along with a brief outline of their skilled riders . I am open to correction, if anyone can add further constructive information, as the list is probably incomplete.

We've occasionally heard about famous Australian Black Lightning's and their riders like Les Warton, 1C/1803 , who established the Australian Land Speed record in 1949 at 139.39 MPH. And let's not forget our own Alec Corner who rode the ex – John Snow Lightning 1C/3686 to great skill and success, then owned by Frank Sinclair and ridden by Alec Corner. By the way, this was the same Lightning whose engine previously powered the MK4 Cooper Irving owned by Lex Davison, fettled by Phil Irving.

The Cooper Irving achieved both Australian and NSW hill climb championships in the skilled hands of Lex Davison in the 1950's. The ex-John Snow engine that powered this machine now resides in New Zealand and is awaiting resurrection. This Cooper chassis, now powered by a 1300cc Rapide engine, has very recently changed hands again, after the Julian Stirling collection was up for grabs at auction last year. The new owner, a knowledgeable and keen Vincent buff from yore will campaign the Cooper Irving as it was intended, once some teething problems have been rectified.



Les Warton with Lightning 1C/1803 and Tilbrook Sidecar

The Jack Ehret Lightning, IC/7305 also established many new Australian Records. It remained with Jack for 50 years and is considered by some as the most famous of all Australian Lightning's.

Australian Vincent HRD Agents

Records indicate that there were approximately 600 post-war Vincents imported to Australia through the various appointed agents. The appointed agents were as follows:-

- ELDER SMITH – Melbourne, Sydney, Adelaide, Brisbane, Perth
- SMITH SON AND REES – Sydney
- DISNEY'S MOTORS – Melbourne
- SVEN KALLIN MOTORS– Adelaide
- WESTRALIAN – Perth
- MARKWELL BROS. – Brisbane



The Ehret Lightning 1C/ 7305 as it exists today. Original to the tyres

Not quite – it is how it appeared in 2009 when this article was originally written - Ed

Further records indicate that amongst this 'lot' of 600 Vincents, some seven (7) Black Lightnings were 'specially ordered' through the agent network. Of these 7 ordered, 6 were complete bikes and one was a race car engine. A further five (5) Lightnings were privately imported by people of some racing notoriety.

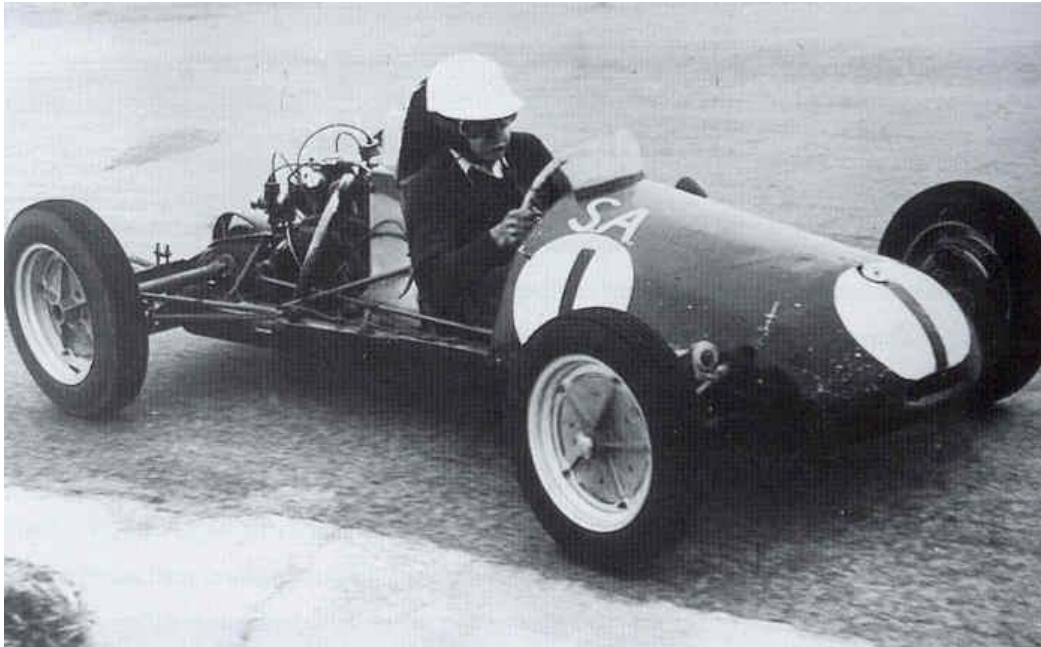
VINCENT HRD BLACK LIGHTNINGS IMPORTED BY AUSTRALIAN VINCENT AGENTS

Engine #	Frame #	Remarks
1C/1469	Engine only	Imported by Elder Smith Adelaide 21/9/49. Purchased by Murray Trenberth and fitted into 4 wheel chassis of his own design. Then owned by Don Willison of South Australia and raced in a speedway outfit. Later purchased by Neil Munro who built it into a complete machine. Then onsold to Japan.
1C/1803	R3703	Elder Smith Sydney 18/3/49. The first Les Warton Machine. Achieved 6

		Australian Speed Records; Took Land Speed Record 139.39 mph Solo, 122.6 mph Sidecar. Later owned by Reg Hunt, and fitted to homebuilt four wheeler "The Bedstead". Engine now resides in classic speedway SA6 Car in Adelaide – once owned by Roy Sands.
1C/2285	RC - 4185	Elder Smith Adelaide 18/7/49. This was the first Lightning imported to South Australia by Elder Smith. It was then purchased by Sven Kallin and raced by Charlie Walker. Then owned by Lloyd Hirst who claimed many victories. Purchased and restored by David Bowen Adelaide 1998. Then sold. Now in U.S.A.
1C/2747	RC - 4647	Elder Smith Sydney 2/9/49. Listed in Minett Notebook as second Les Warton Lightning, but it is suspected Warton never took delivery of this machine. Purchased by Harold Braund racing it to minimal success as an outfit. Engine was badly 'blown up', destroying the timing side case. Now referred to as the 'Claytons Lightning'. It exists as half a crankcase only.
1C/3686	RC - 5586	Elder Smith Sydney 16/5/50. The "John Snow Bike" John Snow was a race car driver and its history in his hands is unknown. The Engine was purchased by Lex Davison and fitted into Mark IV Cooper. Became the famous Cooper Irving. Later purchased by Frank Sinclair and raced by Alec Corner (Melbourne) as an outfit and also Cooper form. Currently exists in New Zealand as an engine only.
1C/4439	RC - 6339	Sven Kallin Adelaide 4/9/51. The 'Bluey Henderson Machine'. Ridden at Woomera Rocket Range. John Dunscombe NSW. Purchased by Jim Baltusnik, U.S.A in mid 1990's from Dunscombe. Since resold in U.S.A.
1C/7304	RC - 9204	Sven Kallin Adelaide 14/9/51. The 'Don Willison Bike' very successfully campaigned in sidecar form for speedway work at Rowley Park South Aust. Won Aust. Sidecar Championship in 1959. Sth. Aust. Speedway Sidecar Champion 1954,53 &57.'Willo' was Sth Aust Champion in numerous other events. Bike reputed Stolen in 70's after 'Willo' was killed in a truck accident outside Alice Springs in 1973. This Lightning was reportedly spotted again in 1998 in W.A in original condition as an outfit by a well-known Classic racing personality who vividly remembers the bike from the 1960's. Another report claims that the remains still exist in crankcase form only, in Darwin. This is yet to be verified.



Don Willison seated on 1C/7304 with friends, 1951



Murray Trenberth in car of his own design, with Lightning engine 1C/1469

PRIVATELY IMPORTED LIGHTNINGS TO AUSTRALIA – TOTAL: 5

The Jack Ehret Black Lightning. 1C/7305 – RC 9205. Privately imported in 1952 by Tony McAlpine – 3 times Australian representative to the Isle of Mann. Owned for a short time by Jack Forrest (Forrest Elbow – Bathurst), who crashed it 2 times out of 3 races. Then owned by Ehret, 1952 to 1999.

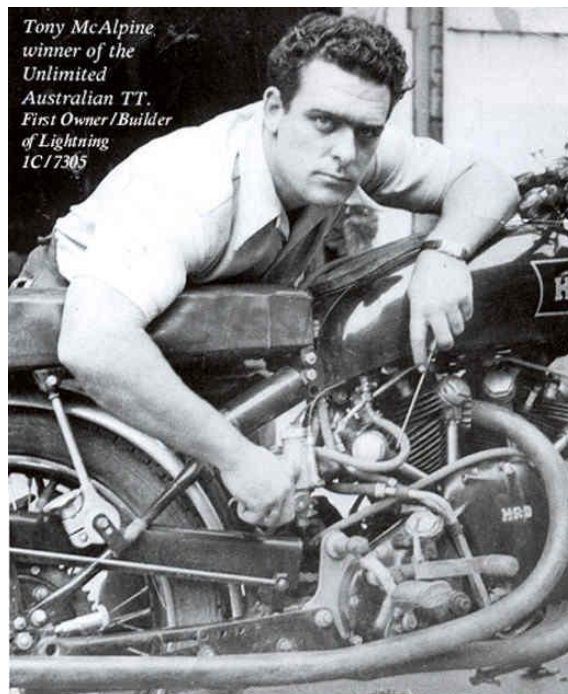
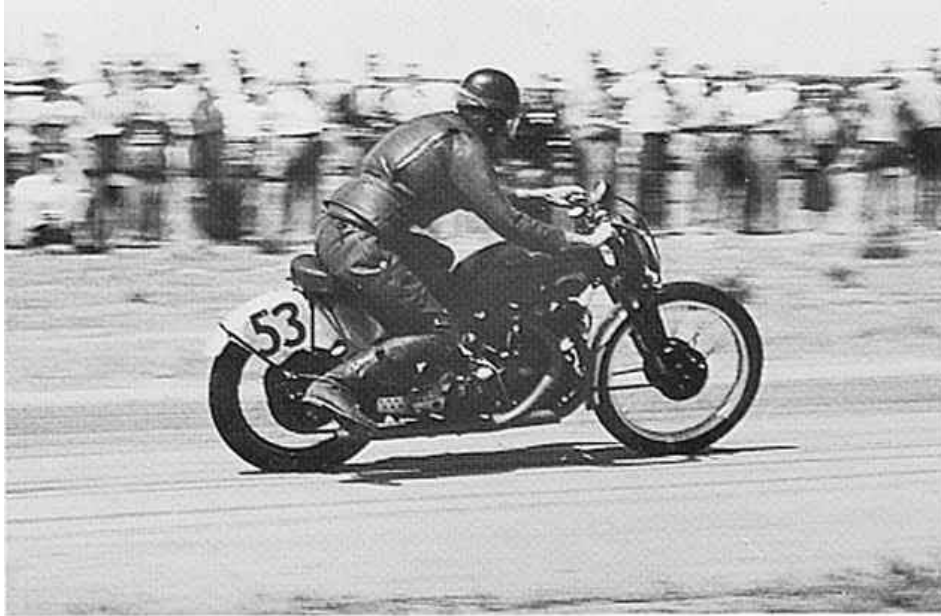


Photo Courtesy Jim Scaysbrook

The Gordon Benny Lightning 1C/9469 – RC 11369. Dispatched 26/6/52 to Eastern Auto, Singapore. Successfully campaigned by Gordon Benny with Dean Hogarth as the rider. In 1957 it was raced by Tommy Mc Quade at Claremont Speedway. It Broke the Phillip Island lap record first time out fitted with a sidecar! It was privately imported from Singapore as one of 3 Lightnings sold to Eastern Auto in 1952. It was first displayed as an Earls Court Show machine in 1952. The original owner was Prince Bira, who became King of Siam-now Thailand. Now in the Ian Boyd museum.



The Gordon Benny Lightning, 1C/9469, ridden by Dean Hogarth, 1958

Photo Courtesy Paul Wilkins

The John Penn Black Lightnings – South Australia. Still owned by the Penn Family in South Australia. One machine is supercharged in a non-standard stretched frame, similar to the Reg Dearden bike, featured in 'Classic Bike', January 2000. John Penn built this machine to contest the outright World Speed Record in 1956. Unfortunately, Penn drowned while testing the Vincent Amanda Water Scooter. Reliable information has stated that this Lightning was built by John Penn without any official Engine No. For an excellent account of the Penn Supercharged Bike see, "Vincent's in South Aust" by Paul Wilkins. Another Lightning exists in the Penn family collection. This complete machine is known to have been built by John Penn supposedly using the last built Lightning racecar engine 1C/11138.



John Penn working on his Vincent Special at the Vincent Factory

The Boyd Museum Black Lightnings – Western Australia. There are two Lightning's within this collection. One is a supercharged example, Engine No. 1C/11137, which was originally built as a racecar engine. It is listed as the second last Lightning Engine built. It was one of three engines built for a car company that later cancelled the order. These were 1C/11136, 1C/11137 and 1C/11138. The second Boyd Lightning is, in fact, the old Gordon Benny bike, and previously mentioned as 1C/9469 – RC 11369

PRODUCTION BLACK LIGHTNINGS SURVIVING IN AUSTRALIA (April 2009)

Note: This refers to genuine Production Lightning motorbikes originally made by the factory and **not** special racecar engines/motorbikes with "C" in the Serial Number.

INCOMPLETE

- 1C/1803 – The Les Warton Machine exists as an engine only in a speedway car in Adelaide. It was severely damaged at a Ballarat road race and was subsequently broken up. The engine was sold to Reg Hunt who created the 3 wheeled "Flying Bedsted". Engine now in ex- Ron Sands Speedcar-Sth. Aust. Whereabouts of frame R3703 is unknown.
- 1C/2747 – The Harold Braund Machine exists as a bare crankcase half only in NSW. The frames are in the hands of another VOC member-awaiting to be re-united with the engine.

▪

STOLEN-UNRECOVERED

- 1C/7304 – RC 9204. Don Willisons Lightning, stolen in 1973 after his untimely death, remains unrecovered to this day. Suggestion is that cases do exist in Darwin-Aust.

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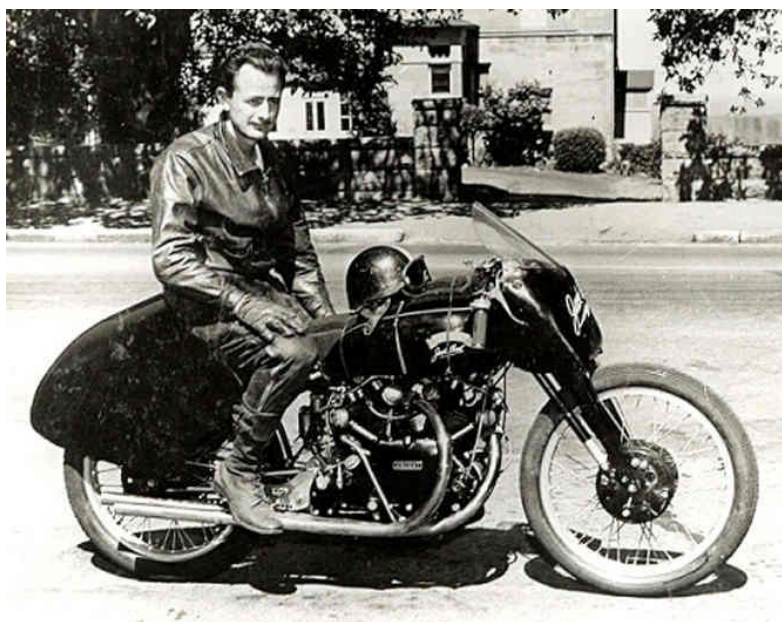
SURVIVING AND COMPLETE

- 1C/7305 – RC 9205. The Jack Ehret Lightning. Still exists in original unrestored and running condition in Melbourne, and is paraded regularly and on occasion, used in Anger !
- 1C/9469 – RC 11369. The Gordon Benny Lightning is in the Ian Boyd museum. It is in restored and pristine condition, but unfortunately not USED !

Summary

To quote the late Ted Davis (Vincent Factory Development Engineer), "The Black Lightning is no exotic, temperamental, priceless piece of machinery." It was just a mildly tuned and carefully screwed together 998 Vincent twin, less all road going equipment, with some very special parts and tuning thrown in. They were not supercharged, Nitro-burning, streamlined capsule, but a racing motorcycle you could ride to work on.

In the 1950's no Lightning's were standing in Museums. There was work to be done, and right well they did it ! The Tony McAlpine Built and Imported Black Lightning, 1C/7305, was no exception to this, as it achieved prominence in Australia in 1953 to the 1990's, in the hands of that famous Sydney Speedster Black Jack Ehret. The Lightning was heard and displayed at the very successful VIC VOC, Coonawarra National Rally, in October 2000 and Lyndoch 2004. It will continue to be one of few Lightning survivors worldwide to see the light of day, in original, as raced, condition. The Lightning was last raced by Jack and his son John Ehret as an outfit at Eastern Creek NSW, in 1993. It is considered perhaps 'The Most Famous Vincent Black Lightning' in Australian Motorcycling History.



Jack Ehret and 1C/7305 - circa 1952 pre - Land Speed Record

Unfortunately, Jack Ehret passed away unexpectedly on Saturday 7th. July 2001, aged 78 years. His legacy as perhaps one of the most famous Vincent riders of the 50,s 60,s and 70,s will be remembered forever.

*Frank Trento, Australia, **April 2009***

What a great contribution Franco; on behalf of the OVR community, a big Thank You. For the record Franko was the owner/custodian of the Ehret Lightning from 1999 till 2015. Martyn

A Struggle No More!

Contribution from the OVR Roving Reporter, Rodney Brown

Here is how OVR reader George Chamarro solved his long haul transport problem. Passengers?? Shucks, they can work out things out for themselves; after all, there is barely room left for the driver!



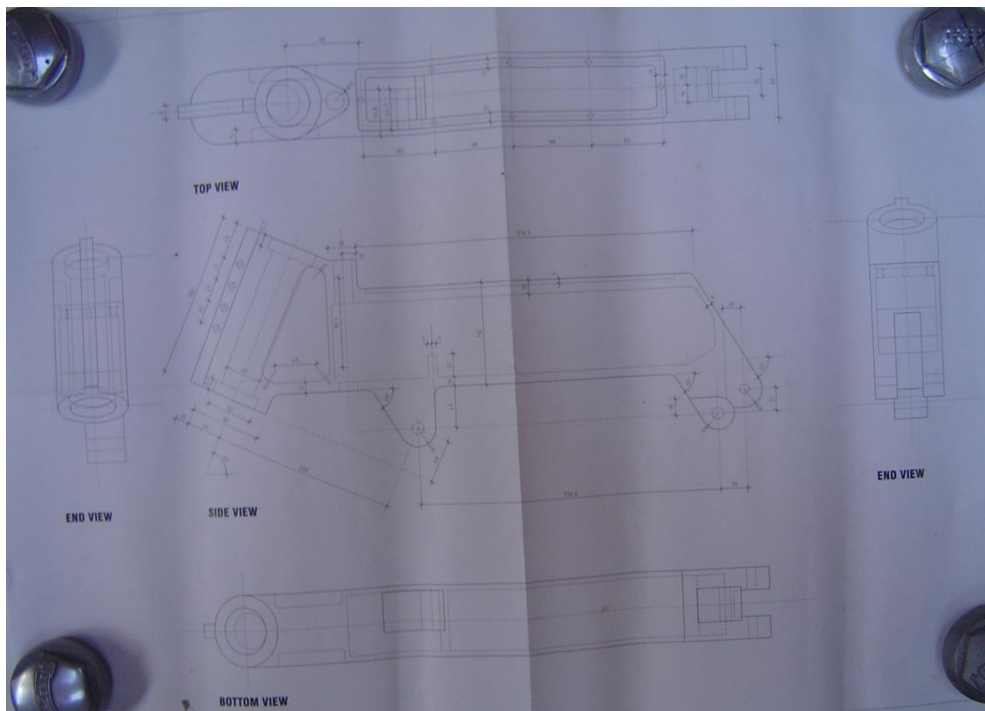
Well done George, now how about helping out with getting some Sardines back into their cans?

The TPV Billet Frame

a OVR contribution from Terry Prince, Australia

After many years of making steel mono shock Egil style frames I realised that it was getting too hard for me, what with hours of welding brazing and bending tubes and then when finished it was still never going to be the optimum way of making a frame. It had been in my mind for some time that with modern CND machinery that there was no reason why the Vincent frame concept could not be fully machined from billet aluminium.

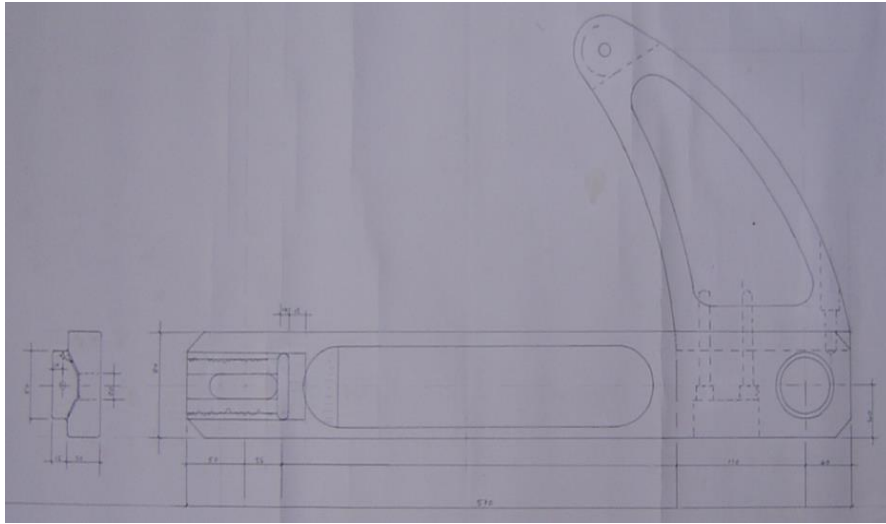
I started to draw the old fashioned way, on the drawing board the lay out top frame, in principle as the original Vincent box section containing the oil, swing arm would be square section cut from one piece with the shock support bolted in. I was getting a bit frustrated as it was all a bit hard to put in all the parameters in that would bring it up to modern bike geometry.



When my godson, Fritz Egli jr came over from Switzerland for a visit I showed it to him. Fritz was working at Suter Racing after spending 2 year with the Mercedes F1 team. A very competent young man, having the ability of not just putting my design into 2D CAD but having programs to maximises the geometry using the Vincent motor. We spent many days checking measurements and ideas. It took a few years for him to finalise the CAD drawings as it had to be done in his spare time. Eventually it was time to look how and who could manufacture them but the problem was the aluminium bullet was way too expensive to buy in Australia. After an unsuccessful attempt to have them made in the U.S it was put on the shelf for a time.

I was visiting Fritz and my wife's relatives in Switzerland when Fritz invited me to have a look around Suter Racing. After my tour around it was observed that Suter had the capability to make the new frame, as they were already making their own Moto GP frames from billet alloy. It was not the same as my design; they were manufacturing component parts and welding them together.

I commissioned them to give me a quote to make 2 proto types, 1 for Fritz and one for me. The quote, although expensive for just 2, was agreeable and I had decided that if it was not started now it never would be. It was some time before we had them; you cannot just wave a magic wand and they are finished. We had decided to use 70/75 aluminium not just for its strength but for it machining properties then there is programming and tooling to be done.



In 2013 we both had our frames and could start to build bikes. Fritz had the advantage that he could draw on parts from Suter where I had to look for a donor bike as my concept would be very different. Fritz's bike would be a no compromise, no expense spared, bike.

As I have to make a living from the parts I produce i.e. Top End Kits, cranks, cams, etc I had to make a bike that was affordable and of course if any one wanted to they can build the ultimate bike. I chose to use Kawasaki ZX12 parts and the motor from my racing sidecar. Although the ZX12 parts were easily obtained I had to take my motor apart as it had not been completely taken down for about 6 years, I also wanted to fit EFI instead of the existing Hilborn injection.

It was a big challenge to make a new bike in time to take it to Bonneville; I had the frame in November and if I wanted to ship it in time it would have to go in 6 months' time. You have to allow 2 months on the water now days, funny thing is that 50 years ago it only took 10 days. There was the alloy tank to be made, footrests, exhaust pipes, all brackets, and small mods on the frame that we had not foreseen on the drawings (that's why prototypes are made) and of course the dreaded electrics. I worked flat out but we did not make it; although it was up and running there was an inherent problem in the EFI that no one could figure out. As it turned out it was good, as the meeting was cancelled.



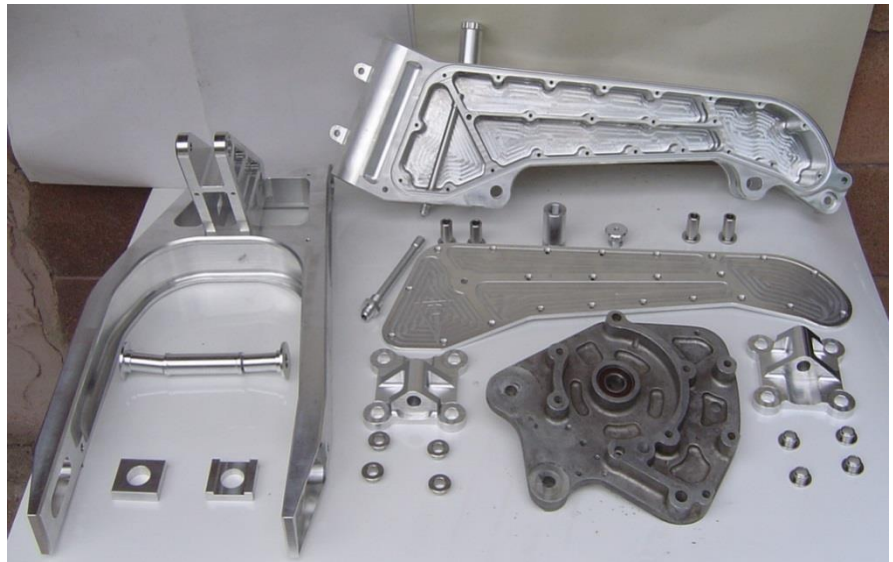
Terry's Billet Frame Prototype, ready for Bonneville

Fritz had his bike finished and made a superb job of it, now having won 3 races against top opponents, the handling being very impressive.

The time had come to do a small production run so I ask Suter to give me a quote on making 10. The problem being how to finance it, who paid for what, and would it be viable enough for Fritz and myself. The costs in Switzerland to make a complete kit were just too high and would put it out of range for most of my customers, and Fritz did not have the customer base to support it either.

The outcome was I took on the production and financing of the frame kits. Fritz and I came to understanding and compensation for his enormous input it as the project would not have happened without his work. Fritz will make a race bike for anyone in Europe and I will supply my customers with a kit that they can use to make a road bike, be it a Café racer or touring bike. To date I have sold 5 Frame kits.

TPV Billet Frame Kit



My own bike with my race motor now putting out 165.2 BHP at the rear wheel probably a bit optimistic but the Dyno guy has a very good reputation for his race work will still be my test bed. In any case it is very powerful for 2 valve 1350cc Vincent. We will see when I can have a good run with it as Bonneville was cancelled yet again this year (2015).

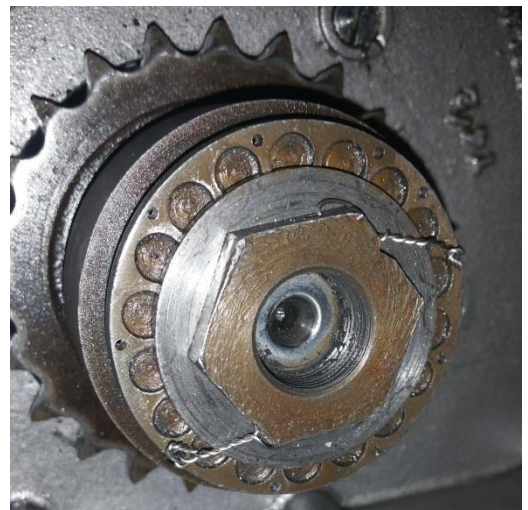


Rear wheel Dyno result from the new Terry Prince race motor

Some people will say why? Well I believe when I have my new crank case completed and available for sale next year (2016), I can supply parts to make a complete modern Vincent with enough horses to be a great bike on the road, complete with top brakes, handling and suspension.

Workshop Wisdom

Ever worried about your ESA coming loose? Well it happened to me and here is the fix. Drill a series of 1/16" holes around the periphery of PD5 (PD8 on a Comet); then cross drill the top hat retaining nut PD7 and install lock wire. Two lots, opposite each other help maintain balance.



An OVR contribution from The Black Sheep.

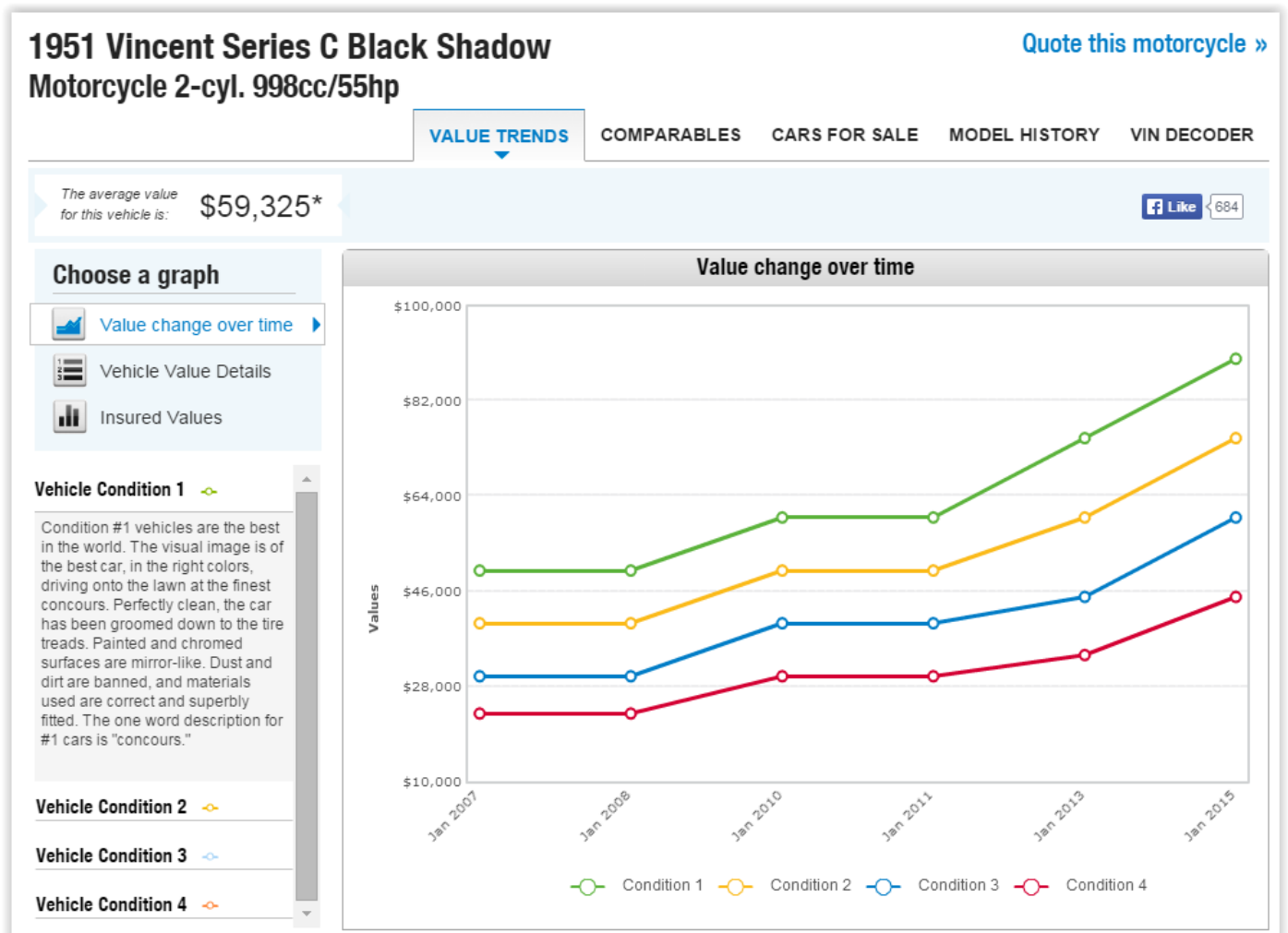
Vincent Prices Continue To Strengthen.

Recently Hagerty Insurance (USA) has introduced a valuation guide that includes all models of Vincent-HRD Motorcycles. That guide can be found [CLICK HERE](#) however, based on recent auction results in the USA, the Hagerty valuations are to say the least, very conservative.

At last year's USA auctions the top price for a Rapide was US\$58,000, a Black Shadow was US\$138,000 and a White Shadow \$275,000. The illustrations below depicts Hagerty's view of 1951 Black Shadow prices back in Jan 2015.

In stark contrast, this year's Auctions saw prices at greater level than predicted by Hagerty's: The top price for a 48' Black Shadow was US\$153,500, a 51' Black Shadow went for US\$137,000 while a (rare) Red Shadow went for US\$434,000. Barn find Shadows went for US\$57,500 with a very nice 55' Black Prince fetching US\$164,500. A 55' "D" Rapide fetched US\$80,500. More information on this year's auctions is [AVALIALE HERE](#) .

At this rate one must start to wonder for how much longer we can continue to be able to afford being able to use our Vincents as regular on-the-road bikes!



Hagerty 51' Rapide Valuations as of Jan. 2015



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 fourth part of the story [editor]

23rd August woke late and walked along the beach of La Rochelle and onto the Village centre; its market day food everywhere the sky is darkening and a weather check shows severe weather approaching, rain, hail and lightening.

So we quickly load and decided to get ahead of the storm by using a toll way to Bordeaux and as we had over half a tank of fuel so felt Ok. For the first hour but we had not seen a fuel stop at that stage then a sign proclaiming FUEL 20km. At 1.5km from the fuel stop we ran out and we had to pull her onto the verge hard against the Armco with cars and trucks passing at 130km!! We pushed her along the road for 0.5 km toward the SOS phone safety area but the SOS signage stated they wanted \$185 Euro to bring fuel so I left Joy with the bike and walked towards the fuel stop.

I bought a 20 litre drum and put 2 litres of fuel to get me back; didn't fancy carrying a full load halfway there and the Police van spots me and pulls over onto the verge as I was walking towards them with two French Gendarmerie telling me it is suicidal walking inside the Armco so I said thank you very much I would walk through the forest and blackberries the rest of the way. They knew I was lying to them because I was Australian and my lips were moving! So they opened the paddy wagon door and in I went; they then drove away from the bike for 10 minutes before using a series of locked steel gates (to make a U turn) that are used for emergencies to access the freeways. 20 minutes later I was waving to Joy from the back of a police vehicle doing 130kph on the opposite side of the freeway, then another set of gates and in another 10 minutes we were pulling up behind the Vincent.

They watched me intently as I fuelled her up and wanted to see her running - well their eyes nearly fell out of their heads when I tickled the carbs and raw fuel squirted onto their lovely bitumen. It was nearly time for the fire extinguishers, but amongst all the gasping and pointing I gave her a kick and she roared into life without bursting into flames and burning their highway to the ground; we all ended up laughing about it. After I showed them the sequence again to start, I donated the fuel drum to them as there was no room for it due to our luggage.



So with strict instructions on the speed to reenter the Tollway ringing in our ears we were off to refuel. 45 mins later we were at the end of the Tollway and I gave Joy 20Euro to pay but for the 200km it was 88 EURO so be warned if you decide to ride the French Tollways

We arrived at the Mercure Bordeaux unloaded and hit the pool with a cold beer on hand a nice meal in the restaurant and the rain finally arrived with loads of lashing rain and Lightening but no hail. Just as the rain started we saw a Morgan parked under the main entrance portico so I thought why not if its good enough for him so I parked right behind they looked so nice together

After some investigation of Bordeaux we noticed some threatening clouds approaching again and a quick weather check showed more storms on the way , time to head out !



We are heading towards Blaye a fortified city in the middle of the wine growing area of Bordeaux.

After arriving at the ferry terminal at Lamarque and having a lovely meal of Moules, onions and blue cheese sauce washed down with a delightful little red of indeterminate origin we were asked to board for the crossing of the Gironde Estuary, the largest in Europe !

Arriving in Blaye and finding our accommodation is nothing like the photos on the internet is disappointing but is still excellent, right opposite the Citadel or in English, Port Royal. Wine is every where , and with 10,000 Chateaux in the area all with their own vineyards ,the local wine is good value, starting at 2 euro for a roughly, to 100 + euro for a very nice drop. The Citadel is world heritage listed and was under siege on 16 different occasions, without falling or being destroyed, since 1686 AD. The bike attracts a lot of attention and people find it amazing that a 62 year old bike has covered 9000km across Europe with two people, luggage and tools.

We stayed for two days as a jazz band is performing and there are more restaurants and wine to be sampled

Toulouse is our destination but we arrive in St Emillion and it is stunning! We decide to explore the streets, have a very early lunch and buy some wine as the sidecar is running dry. Back on the road, Grignois, Casteljaloux, Damazan, Nerrac, Auch and into Toulouse to meet up with Didier and Mary Camp whom we met at the French Rally. We arrive in time to shower and dress for a dinner party of English learning French people and we were the surprise guests that Mary had promised them !

I don't know if it improved their English much but their Australian has been greatly enhanced with words like Blimey, Strewth and when I accused someone of being Obstropolous it became the word of the evening; I'm just helping Cordy out with his education of the French nation !!! It was a wonderful evening of French foods wines and cheeses that continued well into Saturday morning.

After a French breakfast and coffee it was maintenance time, oil cables, dress points, grease chain, check nuts (can't be too careful Wally as I heard your nuts fell off once), spokes and tyre pressures, when "STREWTH" the rear tyre must be evaporating and we have to cross the Alps in two days and this tyre has maybe 1500 km left in it!

Didier is straight on the phone, but to no avail, best is 4 day wait for a Metzler , then he phones the legendary Dr Jivaro, the Loires Vincent specialist, who happens to have a brand new 400 18" Metzler K block for sidecar use on his shelf, saved again by the Vincent fraternity !!

With no problems left and the temperature in the high 30s it was into the pool and some sun. Today was my birthday so we all went to a wonderful seafood restaurant for a seafood platter you couldn't jump over but kept our wine intake at a reasonable level as Didier and Mary had decided to ride with us to Albi then onto Rodez in the morning on our way to Dr Jivaro's.

Early start, Didier leads and we are soon in Albi, with its magnificent fortified Cathedral; unlike most European Churches this one is still resplendent in its original paint after 500 years! Truly

amazing; I will be speaking to my painters when I get home! How come their painting doesn't last 7 years?? Then onto Rodez with its Cathedral, lunch in the square, then the new fine art museum, a knockout in architecture and engineering. We said our farewells for now (Didier will be at the International rally in Italy) and headed out of the Bordeaux region and back into Puy De Dome in the Loire area.

It is only 450km to Aurerge Moto Classic near Isserteaux, it is in a village of maybe 12 houses and not on any map or Gamin, so you have to stop and ask people and this makes travel interesting. I said goodbye to my tooltray and contents today when Joy said over the intercom your TOOLBOX!! A quick glance in the mirror saw it bounce and scatter the contents at 100kph "Should have used locktite!" I'll miss that tooltray but there was no way to pull over so Que Sara Sara. After getting within 10km of the village we phoned Dr Jivaro and he rode his Royal Enfield out and took us in to his workshop. One hour later, new Metzler, then good coffee and neighbours dropped in and gave us some local cheese to take on our journey

After conversation with the Dr and his wife Marie and a peek at Didiers new Norvin (no down tubes) we were off to some accommodation he had kindly organised with a friend, Stephan, who owns a very nice sixteenth century hotel in Sauxillanges. Thanks to the Dr Jivaro for a bottle of red he donated to go with the cheese!! They went ahead as it was getting dark and roads are only one car wide, we arrived in jet black darkness and locked the Vincent in Stephan's, the owners, garage with his Buell before we all had drinks at the bar and pizza.

Early the next morning we are loaded and about to depart when we discover the back tyre is dead flat, I borrow Stephan's compressor and blow it up to 40psi and listen for air leaks - none, check the valve - seems OK so back to Moto Classic. No problem, tyre off, tube tested no leaks but new Michelin tube and new valve fitted

After coffee and chatting we are on our way having refused lunch of rabbit casserole, what a shame!!! But we had to get moving; maybe next time we are riding towards Lyon. We had passed Lyon and were trying to make Chambrey before dark. Pulled up for fuel whilst Joy was looking for accommodation I decided to do some maintenance then a Harley pulls up and asked if we needed help.

Albert and Willie (a girl), he is Dutch from the Netherlands he speaks exceptional English with a New York twang and as we all were hot and we decide to stay at the Ibis Lyon hotel close by and spend the night together for dinner, drinks. A good time was had by all and the bikes were all parked under Albert and Willie's window for them to keep one eye open.

They were heading to Moustier de Saint Marie the next day they were only having a week's break from the Netherlands.

We decided to leave early and as they never rise before 9 we text them farewell and he texted back he was waving goodbye from his window

The French/ Italian Alps were approaching fast and we were starting to climb rapidly by Saint Jean De Maurienne. This is a motorcyclists dream heading towards Susa with corners that went on forever, the spectacular scenery just went on forever and long distances between villages - Joys jaw was on the ground she loved the scenery wanting to stop continually for photos!!





One corner I recall we were rounding a left hand bend under acceleration to bring the bike around the chair and in front the road suddenly just disappeared! I grabbed the front brake and stood up on the rear brake and chair brake but we were already over the crest and down a 100m piece of roads it felt like a 40 degree angle with a tight U bend at the bottom. Even with all 5 brakes on we were a bit too fast for the bend and the front tyre lost traction through the bend until I released the front brake and she came around. Adrenaline levels were just starting to subside and Joy said "that was

fun" I said nothing and just started up the next gradient!!!

After Susa it was on to Turino farmlands a bit boring and lots of stops and roundabouts so we hit the freeway much to Joys protest. We hit Milano about 6pm after some 9-10 hours on the road and found our accommodation by 6.30 in St Paolo. Joy had organised this home exchange with an Italian couple who are staying with us next year in August 2016. We shopped for food today, laid around and of course caught up on my journal; we were quite tired from the heat and long journey of yesterday

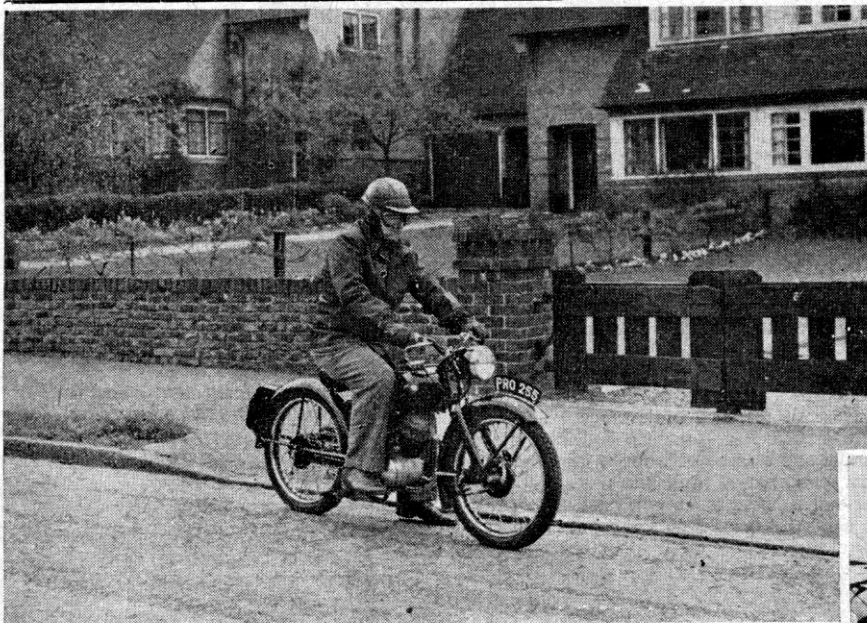
2nd September: We caught a bus into Bergamo centre and organised a new Italian chip for our internet, mapping and Viber, this time with TIM (Telstra) apparently, then Joy wanted to do the fashion thing before we caught the funicular up the mountain to the old city which was amazing. The views were exceptional and we wandered the streets grazing at small stores and gelato shop with it's wonderful, so creamy and natural ices. We finished the afternoon in a small bar with the local constabulary drinking next to us, just as well we were travelling by bus today! Back at the house exchange, we had been left the ingredients and recipe for the local traditional dish of Casonei so Joy cooked it up; Delicious; Then I tapped out these few lines for you guys ,so goodnight

3rd September: big boring maintenance day, wash bike , clean & grease chain & adjust ,clean carbs check wheels and clean, removed sidecar wheel, clean & check for broken spokes, gearbox oil ,tyre pressures, oil elliptic's & Forks. I had removed the front mudguard and spent 30 mins panel beating and re-polishing it to look half reasonable at the Rally on the 6th. At this point I realised that I needed a jack to lift the bike so we looked up an auto parts supplier to purchase a jack, locktite and WD40. When we arrived we found it was a panel beating shop and mechanic in the heart of a residential area, but after explaining our problem they gave us free run of the workshop and wanted us to partake of coffee with them. I soon had the front wheel off and the guard locktited in place,the brakes adjusted and we were saying our farewells and headed towards home as the skies were darkening. As I type this it is pouring rain and pelting hail who would believe it 25-28 degrees C and hail !!!

So for those of you about to join us at Lake Garda, and I know there are quite a few, make sure you have a good supply of Loctite, some parts still try to fall off but it's up to you to maintain your Vincent so the Italian Alps don't resemble the spare parts department at Conways.

Tread your own path!

ROAD TESTS OF CURRENT MODELS



Clean and economical, the 98 c.c. N.S.U.-Vincent "Fox" proved excellent as an everyday runabout.

TESTER'S ROAD REPORT

Maximum Speeds in:—

			Time from Standing Start
Top Gear (Ratio 8.17 to 1)	50 m.p.h.	5800 r.p.m.	47.3 secs.
Third Gear (Ratio 11.49 to 1)	37 m.p.h.	5950 r.p.m.	23 secs.
Second Gear (Ratio 16.45 to 1)	28 m.p.h.	6400 r.p.m.	8.4 secs.

Speeds over measured Quarter Mile:—

Flying Start 47.5 m.p.h. Standing Start 32.4 m.p.h.

Braking Figures On DRY TARMACADAM Surface, from 30 m.p.h.:—

Both Brakes 31 ft. Front Brake 46 ft. Rear Brake 58 ft.

Fuel Consumption:—

30 m.p.h. 135 m.p.g. 40 m.p.h. 106 m.p.g. 50 m.p.h. — m.p.g.

ONE of the most interesting developments in the motorcycling sphere during 1953 was the announcement that an arrangement had been concluded between Vincent Engineers (Stevenage), Ltd., and the N.S.U. concern, of Neckarsulm, Germany, for the modification and sale in this country of the German manufacturer's range of motorcycles.

The smallest of these (autocycles apart) is the 98 c.c. "Fox"—an overhead-valve machine which has no British equivalent. Thus, when the question of a road test was broached, it was this machine which was chosen, as the sole representative of a type which—a favourite with Continental riders—has yet to win popularity on this side of the Channel.

The engine, with its four-speed gearbox in unit, is mounted in a pressed-steel beam-type frame, which is equipped with swinging-fork rear suspension utilizing a fork welded up from steel pressings. Fork movement is controlled by a single coil spring

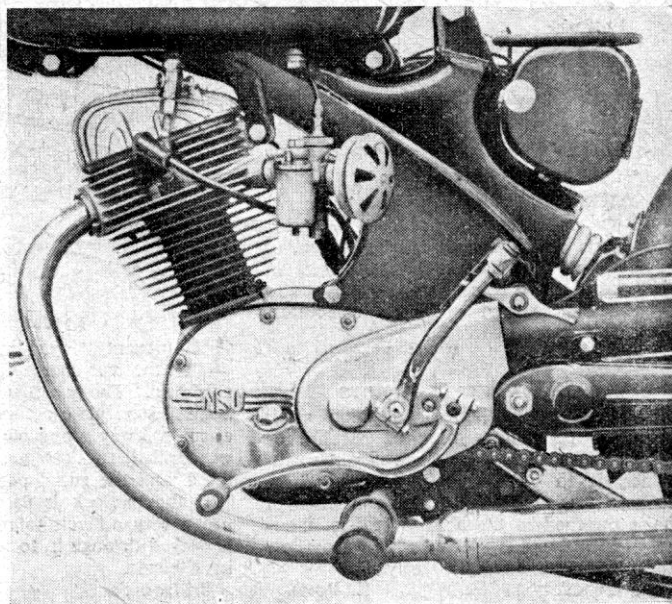
(Right). In this near-side view of the overhead-valve engine the modern lines are seen to advantage. The method of mounting the engine into the pressed-steel frame is by bolts at the rear of the gearbox and behind the cylinder head.

The 98 c.c. o.h.v. "Fox" Model N.S.U.— VINCENT

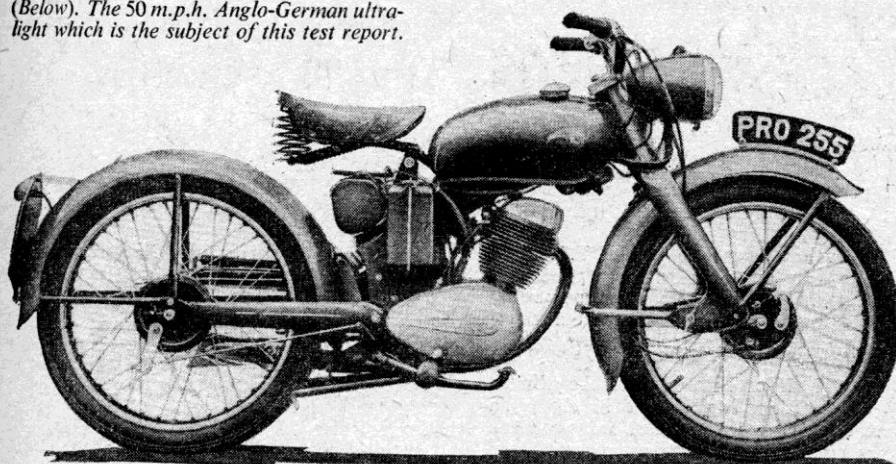
An o.h.v. Anglo-German Light-weight Offering Performance and Economy



Of unusual design is the swinging-fork front suspension (right) which utilizes pressed-steel fork legs.



(Below). The 50 m.p.h. Anglo-German ultra-light which is the subject of this test report.



mounted in the main frame and acting in compression, with a rubber shock-absorbing cushion. The front suspension is also of swinging-fork type. The main fork member is of pressed steel and comprises the fork legs, crossbridge, and a "shroud" enclosing the steering head and providing a collar-type mounting for the Miller head lamp.

The wheel is carried on a chromium-plated U-fork, horizontally mounted, which is pivoted roughly 3 in. from the wheel spindle. Movement is controlled by two short coil springs. Both front and rear suspensions are provided with friction dampers.

Though the frame, forks, engine (apart from the Miller generator and Amal carburetter) and gearbox are of German manufacture, the remainder of the machine is British.

Starting the N.S.U.-Vincent was, throughout the test, almost invariably a first-kick procedure. Gear selection from neutral proved to be positive, but the clutch take-up was rather fierce. As is usual with Continental machines, first gear was rather low, and the change into second was made almost immediately. None of the upward changes demanded any special care, save that top gear did not always engage perfectly unless the pedal was given a decided "pull" to lock the dogs. Downward changes, too, were clean, though it was necessary to watch the road speed closely to avoid too-audible over-running.

The power output of the "Fox" engine was deceptive. At first, the tester was misled into believing it to lack power. However, the first run down his "yardstick" of 56 miles from the Thames to the Channel dispelled the illusion, for the little four-

stroke was able, without difficulty, to clip five minutes off the previous best time for a machine of similar capacity. Subsequent runs over the same road resulted in overall times in the region of 105 min. being recorded for the full distance, and 63 min. for the 39 open-road miles. These averages—32 m.p.h. and 37 m.p.h. respectively—were achieved without so much as bending a law, and with the machine cruised at its maximum full-throttle speed of 50 m.p.h. for long periods. Lower cruising speeds could, of course, be selected if desired.

100 m.p.g.

Despite the use of full speed, the engine evinced no sign of distress. After nearly 1,000 miles on test, the dipstick in the oil sump still registered well above the danger mark, and no trace of leakage was apparent anywhere on the unit. On these trips, one gallon of petrol sufficed for just over 100 miles of main-road motoring.

The hill-climbing abilities of the N.S.U.-Vincent were considerable, the machine pulling well down to 20 m.p.h. or less in top gear. Obviously, however, better results could be obtained by using the gearbox, and in practice third gear was used once the speed fell below an indicated 30 m.p.h.

While the steering and general handling of the machine earned full marks, even on indifferent road surfaces, both the front and rear springing systems gave an impression of inflexibility. It is a drawback of friction damping, of course, that it can be adjusted to cope with only one particular set of road conditions at any one time, and where the suspensions were allowed full play to deal with pot-holes (even so, jarring occurred at comparatively low speeds) the settings were

obviously not right for rippled surfaces taken in the "40s." With a compromise setting, bottoming was encountered at the front on more than one occasion. It would seem that, in this department, Neckarsulm may well learn something from Stevenage as the partnership progresses!

Until the engine had really settled down, vibration was in evidence once the speed rose above 40 m.p.h., though below that barely a tremor made itself felt. As the recorded mileage rose, however, all such symptoms disappeared, and the model became progressively free from discernible traces of an engine at work. Mechanical noise was limited to a whisper from the tappets. When first received, a German silencer which permitted a somewhat crisp exhaust note, was fitted. Replacement of this component by a British "Carbjector" component (the standard fitment) considerably reduced the phona. Unfortunately, the improved silencing affected the performance, cutting the maximum cruising speed to 45 m.p.h.—a drop which, however, made only a few minutes difference to the overall times mentioned earlier.

The riding position proved to be reasonably comfortable for a rider of medium height, though some saddle-soreness was at first felt after 50 miles or so had been covered.

Mudguarding is above average in standard, and short runs on wet roads could be safely undertaken in ordinary walking-out dress without the fear that "throw-back" from the front wheel would bespatter shoes and trouser legs. Additionally, the complete cleanliness of the neat engine/gearbox unit made the use of ordinary clothes quite practicable for local journeys.

Initially, some trouble was experienced with both the front and rear brakes which, though powerful, gave audible evidence of application. The fitting of new linings—a task carried out at the "works"—effected only a cure, but did not preclude good braking figures.

A good tool kit is provided with the "Fox," but—except to retighten the odd nut and to free a jammed float tickler—it was never seriously needed.

On all parts, British and German alike, the finish of the "Fox" is first-class. Light alloy components are left in dull metallic silver and chromium plating is kept to a sensible minimum. Black enamel, with gold lining on the tank and red lining on the wheels—as in normal Vincent practice—provides a "classic" colour scheme, and enhances the attraction of a machine which can best be described as belonging to the "luxury" class of lightweights.

BRIEF SPECIFICATION

Engine: N.S.U. single-cylinder four-stroke; overhead valves, push-rod operated; light alloy head; cast-iron cylinder barrel; 50 mm. bore x 50 mm. stroke=98 c.c.; c.r., 7.2 to 1; valve clearances adjusted by means of eccentric rocker bushes; oil contained in sump below engine.

Gearbox: N.S.U. positive-stop gearbox, in unit with engine; primary transmission by helical gears to multi-plate clutch; gear selection by pedal on left-hand side; ratios 8.17, 11.49, 16.54 and 25.74 to 1.

Frame and Forks: N.S.U. pressed-steel beam-type frame, with swing-fork rear springing controlled by single, central coil spring in compression; friction

dampers; rubber shock-absorbing cushion. Front forks N.S.U. pressed-steel swing-fork pattern, with twin coil springs and friction dampers.

Lighting: From Varley 6-v. battery charged through rectifier by Miller A.C. generator driven from crankshaft; Miller head lamp; Lucas "Dacon" tail lamp; Lucas electric horn.

Wheels: Fitted with 2.50-in. x 19-in. Avon tyres at front and rear; chromium-plated rims, with black centres, red lined.

Brakes: Internal-expanding brakes, 5½-in. diameter, at front and rear.

Tank: Petrol tank pressed-steel, of 2¼-gal.

capacity; oil carried in engine sump, 1½ pt.

Dimensions: Overall length, 72 in.; wheelbase, 48 in.; width, 26½ in.; saddle height, 30 in.; ground clearance, 6 in.; weight, 185 lb.

Finish: Black enamel, with gold lining; chromium plating on wheel rims, head lamp and speedometer bezel; handlebar levers, exhaust system, etc.

Equipment: Smiths 70 m.p.h. speedometer mounted in headlamp; tool kit; tyre inflator; Lycett saddle.

Price: £104 plus £20 16s. P.T.=£124 16s.

Concessionaires: N.S.U. Distributors (Great Britain), Ltd., Stevenage, Herts.

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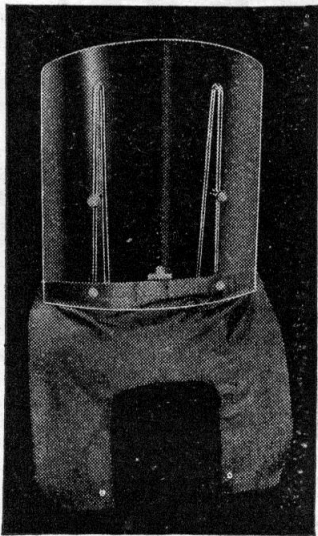
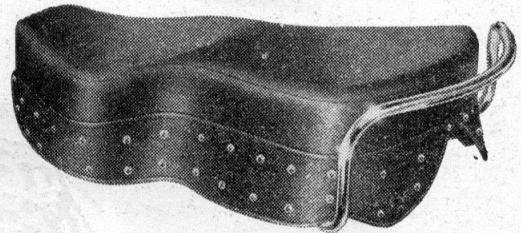
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BIRMINGHAM, I.

VOC International Rally 2015

by Ruth Lever, Australia

Hats off to the organisers, what a mammoth task to organise hotels, meals, tours etc for 200 odd people and keep your sanity. Congratulations!! From a participants point of view it all went without a hitch. There was a strong Australian and New Zealand presence, which was wonderful to see. The anticipation was great and we couldn't wait to arrive in Sirmione on Lago Di Garda for the start of the Vincent International Rally 2015. We arrived a week prior and picked up a bike at HP Motorrad in Milan and straight up to Passo San Gottardo, Switzerland. We rode Fluela, Fuorn, Stelvio, Croc Domini on our way to Sirmione.

La Tremola, San Gottardo, 2108m - Unesco world heritage listed



SIRMIONE

We arrived in Sirmione to be greeted by a smiling Arthur Farrow, Peter Appleton and many others. We loved our little villa, which was comfortable and private. The weather was very good to us throughout the whole 15 days. After settling in we were planning where to ride. Around the lake was spectacular, the traffic pretty heavy.

We rode Monte Baldo which was a fabulous road up into the hills on the Verona side of Lago Di Garda. We rode with Michi - Austria, Yurk - Germany, Vincent - Netherlands, Jack, Ruth and Trevor - Australia, a League of Nations, just wonderful.

Yurk was pretty excited below.



It took Jack a while to get into the Italian groove of riding in traffic and keeping up with the others, but he did well and rode with Michi on quite a few occasions over the duration of the rally.

Next Jack and I boarded one of the three buses to travel to Venice for the day. Our tour guides were wonderful. We were very lucky to see the fish and vegetable markets in full swing. The group boarded a ferry and we had a lovely lunch, while we had a tour of the islands around Venice. Glass blowing was our

next venue and Jack was given the Venetian horse to take home. It occupied half his top box all the way around Europe and ended up back in Oz in one piece. We had some free time in the beautiful village of Murano. It was sad to leave Sirmione.

Bikes on display at Garda

RIMINI

Our hotels were in a prime spot along the 14 kilometres of Adriatic beachfront, very different from the beaches we know in Australia.





Wonderful company, good food, drinks at the bar at night and plenty to see and do during the day, what more could you ask for. Highlight was a bike trip to the Republic of San Marino, a beautifully preserved historical hilltop town. The SN Marino Gran Prix was on while we were in Rimini. The tour to Ravenna was enjoyable and the mosaics like nothing I have ever seen.

Arriving in **Montecanti Terme** and another lovely city. We took the opportunity to visit the old town via the funicular, the old baths and rode to Abetone where the weather was refreshingly cool, foggy and misty rain. Lovely bends and a great lunch at the top. Met up with Michi, Vincent and our Australian friends who we were to continue on through Croatia, Slovenia and Austria after the International was finished. San Gimignano, Lucca and beautiful Pisa where the club was allowed to photograph three Vincents from three countries and two continents under the famous tower.

FINALE

Our finale at the beautiful Excelsior was a spectacular venue. The food was wonderful. Everyone was there in their finery to celebrate the finale.

This item was first published Jan 2016 in "Vincent Chatter" The journal of the NSW VOC section.



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.

For Sale: Kick Start return spring for Burman BAP gearbox Vincent Comet Part PR50-130X (brand New) purchased in error from VOC Spares. A\$20 plus postage: Contact Graeme on 0448480909

Almost Free: Following editions of MPH (1 copy of each) are available for just the cost of postage from Melbourne Australia. MPH Numbers: 423, 527 to 530, 532 to 553, 555, 573 to 576, 584, 590, 594 and 596. Contact Martyn by email goodwin@pobox.com or phone +61 419 499 901

For Sale: 1951 Series C Rapide;

Matching UFM & RFM, new John Whyatt crankcases fitted with 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 muffs 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 Mk1 cams, 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 Ewarts 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.

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 Ewarts 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 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. Pack n ship to USA/Europe is estimated at A\$3,250.*

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

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, 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

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 . Good range of Vincent parts. Ships worldwide. More information at <http://www.vintage-motorcycle.com/index.php?language=en&site=4&pid=54>

Auto Surplus, Australia: A massive range of piston rings to match your sample piston(s) plus the full range of Penrite lubricants – all at great prices. Located at 35 Rooks Rd., Mitcham, VIC. See their website for more information www.autosurplus.com.au

U.M.S Transmissions, Australia: Suppliers of premium Tsubaki motorcycle chain; use 530QR for Drive chain; 428QR for Comet Primary chain. Phone 03 9720 2355. www.umstrans.com.au

Nuts n Bolts:

V3 Products (see entry under Spares above) stocks a large range of Vincent specific 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

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, 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 . 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.

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

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

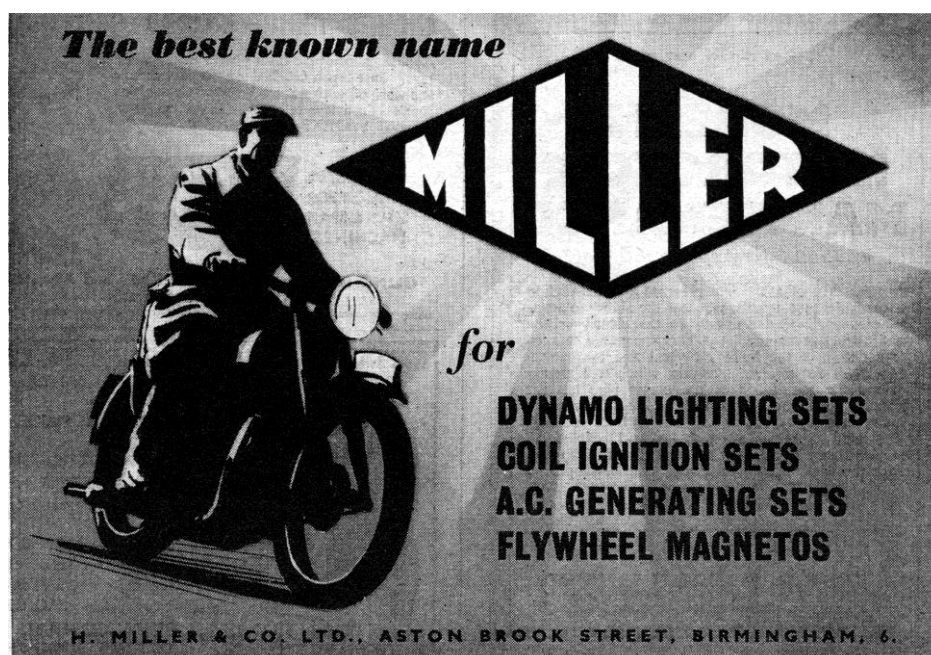
Peter Scott Motorcycles, Australia: Top quality magneto and dynamo services, from simple repairs to complete restorations plus a comprehensive range of associated spares. Provides hi-output coil rewinds with a 5 year warranty. For more info contact Peter on (02) 9624 1262 or email qualmag@optusnet.com.au

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

Rays Custom Spray Painting, Australia: Ray Drever is the 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



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The advertisement features a black and white illustration of a man in a suit and cap riding a vintage motorcycle. To the right of the motorcycle is the Miller logo, which consists of the word 'MILLER' in a bold, sans-serif font inside a diamond shape. Below the logo, the text 'for' is written in a cursive font, followed by a list of products: 'DYNAMO LIGHTING SETS', 'COIL IGNITION SETS', 'A.C. GENERATING SETS', and 'FLYWHEEL MAGNETOS'. At the bottom of the advertisement, the company name and address are listed: 'H. MILLER & CO. LTD., ASTON BROOK STREET, BIRMINGHAM, 6.'



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