



The Oz Vincent Review

Edition #25, April 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



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

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

Welcome

Welcome to this latest edition of The Oz Vincent Review

This month's front cover is a satellite view of Lake Gairdner that was the site of the recent speed record set by OVR reader Mal Hewett, of course, on his very own Vincent! Read all about Mal's effort later in this edition.

Site of the DLRA (Dry Lakes Racers Australia) Speed Trials, Lake Gairdner is located in the State of South Australia. Largest of a group of shallow depressions west of Lake Torrens in central South Australia, 240 mi (550 kilometres) northwest of Adelaide, the State capital. It measures 100 mi (160 km) long by 30 mi wide. Lying at the base of the Eyre Peninsula, the lake is a dry salt pan (playa) intermittently filled with water. The DLRA course of 9 miles length is contained within the circled area in the front cover photo. Visited in 1857 almost simultaneously by Stephen Hack and Peter E. Warburton, it is named after Gordon Gairdner, former chief clerk in the Australian Department of the Colonial Office, London.

Recently quite a few readers have asked about the circulation numbers of OVR. Each month I send out the following quantities of OVR by email, **direct** to my subscribers; Australia & New Zealand 237; North America 103; Europe 96; Rest of the world 14. And every month there is a small but steady increase in those numbers. I encourage all who receive OVR (by whatever means) to on-forward their copies to as many folks that they wish; as a consequence the numbers shown above should be considered very conservative.

If you have received this copy of OVR indirectly from another reader you can easily have your very own future editions; simply send an email to OzVinReview@Gmail.com with the subject "Subscribe". It would help if you included your name and location in the body of the message.

Martyn

Melbourne, Australia.

Email: ozvinreview@gmail.com

Letters to the Editor

Hi Martyn, I was fascinated by the Feridax advert in the latest Oz Review. I bought one of those grab rails from a one-time Vincent dealer, Commerfords of Thames Ditton, about fifty years ago. I bought it at the same time as purchasing a replacement Vincent dual seat with the understanding that the grab rail was a genuine

Feridax/Vincent accessory. It has always graced one or other of my Vincents in all that time.

In the intervening fifty years I have never seen another Vincent so equipped. I attach a couple of photos of my Rapide, taken twenty or so years apart, with the grab rail in place. The outfit shot was taken at The Ace Cafe Vincent day a couple of years ago. I am the geezer in the scruffy white shirt.

All the best, Hugo Myatt, UK



Hello Martyn, I just wanted to thank you for your effort in producing the OVR. I'm not a devout Vincent enthusiast but do ride what I call a 1949 Black Shadow that is made from HRD Vincent bits of that era, and use it sporadically on our VVCMCC rides and occasionally for an interstate ride.

I also suffered from dreaded head shake, with the result of a couple of broken wrists. That tendency was (hopefully) cured with the addition of an Ohlins hydraulic dampener. Many said the cause was worn suspension or incorrect adjustments, but in my case nothing else needed to be changed apart from the addition of that dampener. The reality was that I most probably hadn't wound the friction dampener on firmly enough in the first place, as I was only riding around town. One sharp bump at 80k's and away it went.

Regards, Dean Davidson, Australia



Hello Martyn, We were in England when Alf Lloyd (OVR #24) was working on the Dutchess. I'm so glad that he got to drive it. I know it was a passion of his. We always had a great time with him on the few occasions that we were lucky enough to see him.



Attached are some pics of my friend Geno's 1700cc Vincent drag racer that he raced in the 70's I think you call it Sprint racing. The bike ran the 1/4 mile in the 9 second range at over 150 mph. Unfortunately, one of the pics shows the bike after a 150mph crash, Geno's last race. He's been doing fine since after a few new knees over the years. We've built a few bikes together over the years, a couple of them are on my website. www.brcycles.com

On another note, a doctor who I worked for that had a Brit bike and car collection purchased one of the last Lightnings built. This bike had a speedo on it with 82 miles on it. It came to him from an estate sale in Canada.

The bike had sat for years in a collection and I had just talked him into starting it when unfortunately he was killed in an accident. I have no idea what ever happened to the bike as I have no contact with the family. Thanks again for including us on the OVR list.

Bob and Rena Gomach, Oshkosh Wisconsin



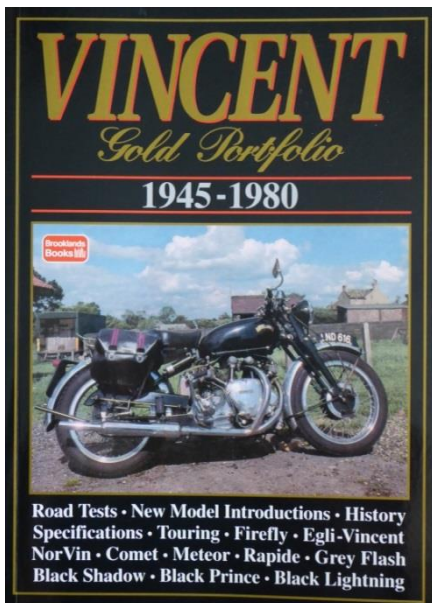
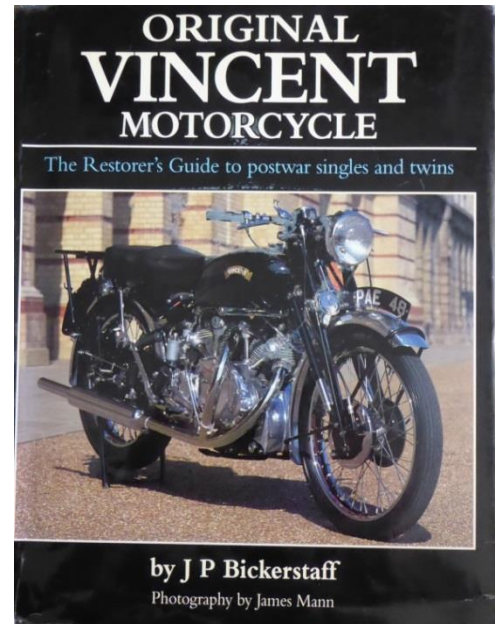
ALL IN THE FAMILY.

A contribution from Jack Youdan. Australia

As somewhat a student of the Vincent motorcycle story, rather than a machine owner (but maybe one day, you just wait and see)! I have several books on the subject.

The latest "Original Vincent Motorcycles", Herridge and Sons Ltd 2013 edition, by mechanical engineer Dr Jacqueline Bickerstaff. The good Doctor has served as technical officer and other roles for the Vincent-HRD Owners Club.....she even signed my copy!

Another owned- book is "Vincent Gold Portfolio 1945-1980". A collection of previous published articles which frustrate in having few article writer's names, however, one that does is a five-pager "How's this for a long road-test". By Peter Bickerstaff, written in 1976.



Peter writes of his father buying a worn Rapide in 1962, registration PUB 335, and dismantling it following the bike being vandalized. Peter rebuilt it over five years then used PUB for 85,000 plus miles during 1969-1975, describing the routine work and repairs as well as the condition at the 1975 strip down. The article concludes with "Long live the Vincent".

Back to Jacqueline's book, she writes in 1997 of inheriting father's PUB 335 when dismantled following the vandal's efforts and, quote,"...providing me with over 200,000 miles of both basic transportation and more exotic holidaying around Europe" and "...a couple of rebuilds along the way".

In this age of the motorcycle trade's attitude to say, year 2000 models as really old, disposable bikes, it's fascinating that a 1950's Rapide so links a family and is a centre piece of ownership-pride for so long.

VINCENT
THE WORLD'S FASTEST STANDARD MOTORCYCLE
* THIS IS A FACT, NOT A SLOGAN - THESE TWO PHOTOGRAPHS OF TYPICAL PRIVATE OWNERS PROVE IT

ROLLIE FREE
holder American
Class A Speed
Record

160.78
M-PH
Certified by
A.M.A.

MARTY DICKERSON
holder American Class C
Speed Record

147.856
M-PH
Certified by
A.M.A.

CONWAY MOTORS,
ROBERT McLELLAN (MOTORS) LTD,
301-307, GOLDHAWK ROAD,
SHEPHERDS BUSH, W.12.

Lake Gairdner 2016: 185.340mph for Vincent and 193.061mph for Velocette!

Australian Vincent enthusiast and rider, Mal Hewett has sent the OVR the following report from Lake Gairdner, South Australia where the 2016 Speed Week just ended. Running on petrol (gasoline), he achieved 185.34mph (198.27kph) on his natural aspirated 1300cc Vincent (APS-VG-1350 class).

Congratulations as well to Stuart Hooper and his 650cc supercharged Velocette running on blended nitro-fuel (APS-PBF-650): 193.061mph (310.701kph) makes his Velo, yet again, the fastest single in the world.

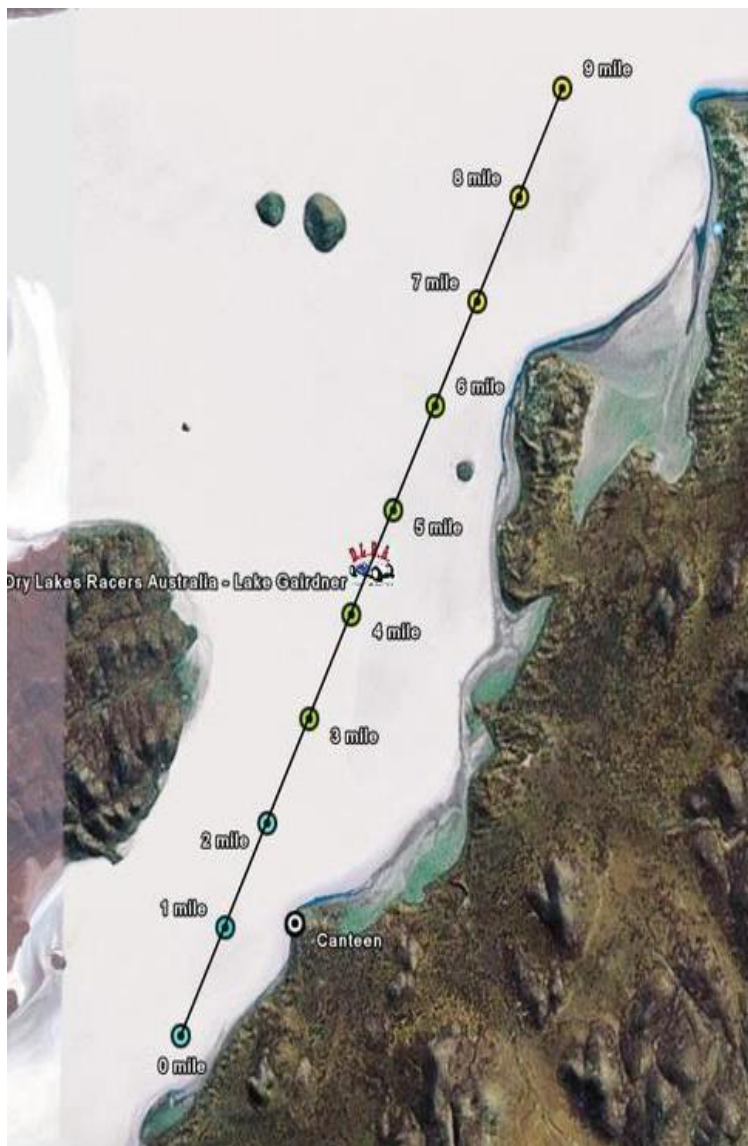
For a fantastic introduction and coverage of some of Mals earlier efforts click on this link <https://vimeo.com/87642073>.



Mal Hewett with the 2016 Team after setting (another) record!

I have just returned from the Dry Lake Racers Australia speed trials held down here in outback South Australia and what a week it's been. After arrival at Lake Gairdner we were greeted with the news that the salt was dry and hard and possibly the best salt we have ever raced on!

I have been racing at the lake since 2000 and even now when we crest the hill that allows you to see that gleaming white expanse of salt for the first time since the previous year, it still makes



the hair on the back of my neck stand up. It is truly an amazing place and one of the best places on the planet to go fast!

After running 166mph last year with the new frame and motor configuration I decided to concentrate on the fairing and some streamlining for 2016. I spent months Fiberglassing, filling, sanding, and modifying the body, tail and front mudguard. I also had some motor problems to sort from 2015 so it was a steady year in the shed leading up to the event.

Left: the 2016, 9 mile long course.

Entrant Numbers were down this year so Monday morning we were in line early for our first shakedown run. After we were underway, it didn't take long for a gust of wind to move me from one side of the track to the other at about the one mile mark. (Two mile run up to the first timing light) I tried to move my weight to the right to counteract being pushed to the left but it had no effect. I rolled off the throttle and straightened up going through the timed mile (Two to Three) at 166.945mph and 6000 rpm. It was the first time I had ridden the bike with the new fairing in the partially streamlined class and it was a bit unnerving.

After giving the bike its checks we realised we only had about 25lb in the front tyre so it was inflated to its normal 50lb.

Below: Start Up!

We decided to run as late in the day as possible as the heat was up around the 40°C mark most of the afternoon. So at 17:38 we were on track again. This time the bike felt so much better and it give me confidence to open it up to 6500 rpm. Our speed over the flying mile was 173.55mph. I was very happy with that. Pretty good for the first day.

On Tuesday the wind was gusting down the track, quite strong at times so I decided to sit it out and wait for Wednesday morning which would have denser cooler air. It was a



long day waiting around in the heavy heat, well above 42°C. Friends had travelled from as far as Queensland to watch the Vincent run and I started to feel obligated to get out there but I stuck to my plan to wait it out and it paid off.

The morning conditions were perfect! Cool with 2-3 mph breeze straight down the track. Jetting was changed and we were blasting down the track about 8:30am. The bike just roared and revved clean to 7000 in top. It steered straight and steady. A perfect clean run. I pulled off the track near the six mile marker after slowly slowly rolling off the throttle. It's a long, quiet wait out there until your crew arrives to hitch the bike and get you back to the pits. You are looking at their faces when they approach, do they know the speed? Why aren't they hooping and hollering with big smiles?

No speed has come through yet. We load up and head back toward the pits which is just a black spec in the distance. And then it comes through, "Bike 234, 1950 Vincent, 184 mph, congratulations!" So after years of building, modifying, chopping and changing the bike and the hundreds of hours spent in the shed working on it, it was all worth it. Very happy racers !!!!

After everything had calmed down (which took quite a while) we decided to run again the following morning with 2 teeth less on the rear sprocket (36), nothing to loose trying it. We had a sprinkle of rain through the night and there were crosswinds across the track the next morning. We had coffee and bacon and egg wraps and waited and waited and waited.



No, not parked – just waiting, waiting, waiting!

The wind finally swung about 10:30 and after some track delays we were again blasting down the track just after 11.00am. We had probably missed the best air. The bike would only rev to 6500 but it was good enough to achieve a speed of 185.34 mph, just above our late friend Russel Wright's record of 185.15 mph.

It would be interesting to know if anyone has run above our speed on straight gas (petrol) before? Maybe someone reading this would know? (I may be contacted through the Oz Vincent Review).

The 2016 event was a great week of racing for us. Also great to be pitted with Stu Penn on his supercharged methanol Vincent. What a beautiful noise!! and an amazing machine. Stu had clutch problems this year but he will be back. Just great to see that bike being used.

Mals record setting bike without its fairings in place



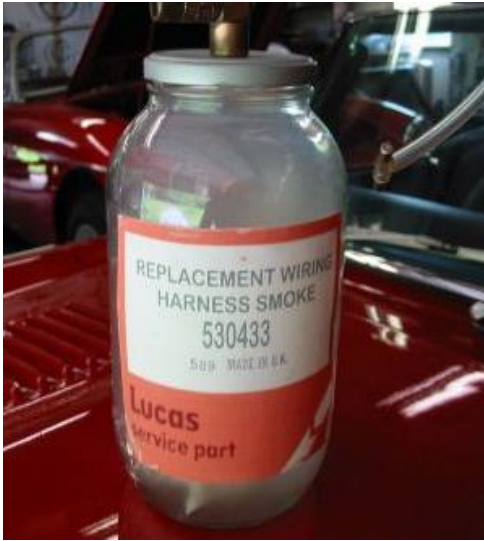
Some details of Mals bike:

Class	APS/VG 1350cc Special Construction, Partially Streamlined/Vintage Gas
Capacity	1300cc
Carbs	2 off S&S series "B" with thunderjets running on AVGAS
Pistons	13:1 forged CP
Primary Drive	Newby clutch and belt
Gearbox	Surtees 5 speed
Ignition	Pazon
Wheels	front 18" PMFR mag, rear 19" Dragway blank
Tyres	Avon Roadriders (shaved) rated to 200mph

And finally for some details of the ferocious endeavour's of Stuart Hooper and his Velocette, you can click on this link <http://www.worldsfastestvelocette.com/>

Product Review

LUCAS Service Kit 530433



A restricted supply of New Old Stock Lucas Replacement Wiring Harness Smoke kits, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve has recently become available; OVR was fortunate to have obtained a sample for evaluation.

These kits were originally supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British motorcycles. The smoke is metered, through the fuse connection, into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced.

An advantage over the cheap repro smoke kits occasionally available are the exceptionally rare Churchill metering valve and fuse connector adapter. It enables the intrepid and highly skilled British Motor Cycle Technician to meter the precise amount of genuine Lucas smoke required by the circuit. Unlike the cheap, replacement DIY smoke offered from time to time on ebay, this kit includes a filter to ensure that all the smoke is of consistent size; re-production Taiwanese smoke is often "lumpy", which will cause excessive resistance in the finely-engineered British harnesses.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last lot available. Be forewarned, though, that it is not applicable to any British motorcycle built after the discontinuing of bullet connectors, so you 1970's Triumph and BSA Triple types are still on your own...

This Genuine Factory Authorized kit contains enough smoke to recharge the entire circuit on a Ariel Square 4 four times over and my dear friend and advisor George Vapour of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car(147 CC) with enough left over to test a whole box of Altette horns for escaped smoke. How much more of an endorsement do you need?

We let the smoke out of the wiring on Roger Hankey's Vincent Black Lightning outfit which included the 4 person side by side, 2 front, 2 back Bricknell sidecar and were able to proceed over 200 miles home from The VOC Spares Company Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another enthusiast, Charlie Blunt, was able to repair the park lamp circuit of his Series A single by merely replacing a fuse and injecting a small quantity of smoke back into the wires.



The only blight was that our tester complained about was that he had been very diligent over the years maintaining the smoke in his immaculate Black Prince wires perfectly. The problem is that that special Lucas perfume had disappeared from the dash, motor and seat. In fact, at the last Concours d'Elegance he lost out to a B twin with period odours. We asked the supplier if the smoke in the kit was fresh enough to bring back the OEM smells of burning rubber and bakelite and if they included an adapter to replace same. The rude reply we received was this *"have you tried just STARTING that over-restored trailer queen? It might bring back the aroma all by itself!"*

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	
April 23-24	2016 All British Rally @ Newstead in Victoria. Full details may be found here: http://bsa.asn.au/html/events/abr/index.html
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.

Workshop Wisdom



TRIUMPH Gearbox Upgrade: First up this month some information from the Vintage Bike magazine on upgrading a Triumph to a 5 speed gearbox can be found via this link <http://goo.gl/sB5HXy>.

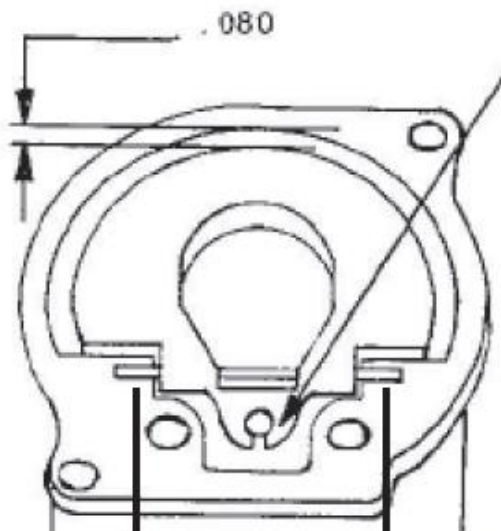
More Amal Mk1 Concentric Tips. 1. Fuel Starvation:

In 1969 BSA issued a Service Sheet relating to Fuel Starvation in AMAL Mk1 Concentric carburettors. BSA found that during extended high-speed runs and or extended strong headwinds and/or competition events that the float chamber of the AMAL Mk1 concentric carburettor tends to starve for fuel. BSA recommended a mod be made to all BSA bikes fitted with AMAL Mk1 Concentric carburettors whereby a 3/32 inch slot is milled into the drillway for the float needle, just above the needle seat. Locate the bottom of the slot 0.525" from the top of the float chamber gasket surface. This will enable the fuel to bypass the float needle drillway and quickly spill into the float chamber.



Pictured is a slot created using a Dremel Cut-off disk.

2. Float Level: In 1973 Triumph issued a service bulletin (#2/73) applicable to their entire range of bikes fitted with AMAL Mk1 Concentric carburettors. *(This tip is applicable to ALL AMAL Mk1 carbs, no matter what make or model of bike – Ed).*



It was to address machines that ran and/or idled erratically due to an over rich condition despite being fitted with the correct size jets. The problem was found to be caused by a too high float setting.

Remove the float assembly from the carburettor. To measure drain fuel from float bowl then using a suitable tool press gently down on the float tab – NOT on the needle – till the needle contacts the seat. While holding the float in this position measure the distance from the top surface of the float bowl to the top of the float. The proper distance is 0.080 inch. Make adjustments as needed – with an original all plastic float you need to heat the bowl body and use a drift to reposition the seat; with the newer ‘stay-up’ float it is possible to gently bend the stainless steel float tab.

For Triumph T150 Owners: Triumph Service Bulletin of 1969 (#5/69) advised dealers to check the carburettor needle positions and main jet sizes of the AMAL MK1 Concentric carburettors, in part to accommodate the slightly reduced cooling of the centre cylinder.

Outside cylinders main jet should be 150 with the needle in the middle groove.
Centre cylinder main jet should be a 160 with the needle in the bottom groove.



PROCTER JOINS "THE CLUB"

South African Speed Man Steps
Off Streamlined Vincent at
High Velocity

THE other day, writes Cyril Quantrill, I was down at Thames Ditton talking to Noel Pope. The subject of Vick Procter's recent crash while attempting to gain the "world's fastest" title for South Africa came into the conversation.

"'bout time we formed a club," said Noel. "It'd be a bit exclusive at the moment but it's growing. . . ."

What a club it would be, too! All those record aspirants who've cast the model aside—or more usually been cast aside by the model—when out to beat Ernst Henne's 173½ m.p.h. flying kilometre figure set up on a supercharged 500 c.c. B.M.W. back in 1937.

There'd be Noel Pope who stepped off his Brough Superior rather more than two years ago, on Bonneville Salt Flats in Utah, U.S.A. Noel got thrown clean out of the streamlined shell and suffered little more than severe bruising and the loss of an enormous area of skin. It was weeks before he could sit down again!

Last year the American, Roland Free, had much the same experience on a Vincent—only he stayed inside the shell—and Bob Berry ploughed up yards of Pendine Beach after trying to alter course on his tail-finned Brough Superior. On January 30 middle-aged Vick Procter joined the "club."

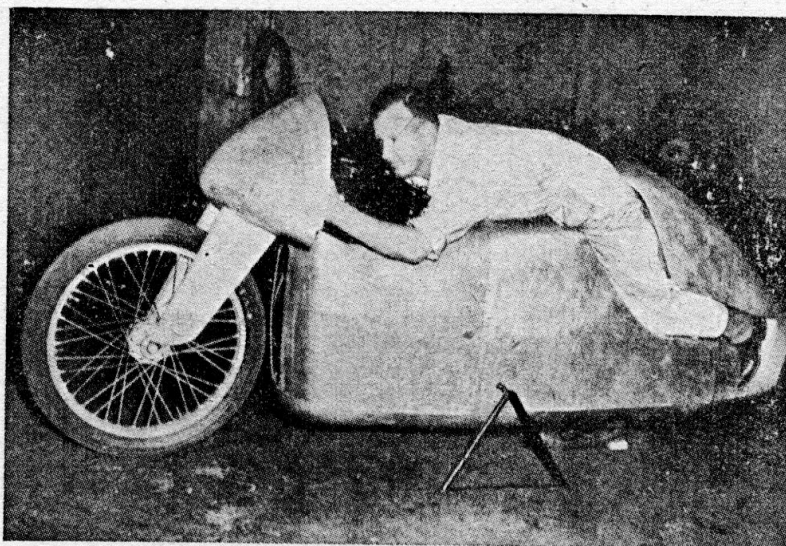
Records Held

Procter, who comes from Cape Province, already has several South African records to his credit, all collected with an unstreamlined "Black Lightning" Vincent. He is one of those rare people who think nothing of covering a mile in less than 30 secs.

During the past few months he's been busy testing an electrical timing apparatus, built by H. Rieder, a Cape Town electronic engineer, getting this certified by the National Physical Laboratory at Pretoria—it is reported to be accurate to 1/120 second—and, meanwhile, working steadily on the Vincent. For the first time the model, which remains unsupercharged, was given the benefit of a streamlined shell—a device which, while it may increase the "hazards of the trade," is absolutely essential, according to Pope, for any speeds greatly in excess of 150 m.p.h.

And on January 27, cables "Motor Cycling's" Cape Province correspondent, the Procter entourage was ramped on the dried clay flats at Kaalpan, 40 miles from Hope Town, in Cape Province, ready for the attempt.

The first item on the programme was the removal of parts of the boundary fence enclosing the Pan to provide a 2½-mile run into the measured mile and another 2½ miles in which to pull up



The Vincent and its streamlined shell into which Vick Procter's legs fit when he assumes a semi-prone position. (Reproduced from "M.P.H.")



A characteristic photo of Vick Procter.

after each attempt. Unfortunately, the wire fence, swaying in the wind, had set up a series of ripples on the otherwise dead-level encrusted surface of the sun-baked clay. Club members got busy with spades removing the corrugations and the first practice runs were made early on the Monday morning.

165 m.p.h.

Those present noticed an extraordinary high-pitched whine—loud enough to drown the big twin's exhaust note when the Vincent was nearing its maximum speed. The noise—like a jet aeroplane at low altitude—must have been caused by wind rushing over extrusions on the streamlined casing. A 165 m.p.h. run was recorded, but after that there was a day's delay while a new rear chain was rushed up from Cape Town.

Sunrise on Tuesday, January 30, saw everything set for the "really really" attempt. The model was warmed up and plugs changed, and Procter was pushed off on his 2½-mile run in. Up

through the gears with gathering speed and with top engaged and the Vincent on full blast, he approached the timed mile. But although now invisible to the eye, the ripples set up by the wind and the swinging fence must still have been evident, for, as Procter crossed the border line, his machine began to pitch, and soon he was fighting a real tank-slapper at a speed which has been estimated as near 170 m.p.h.

Future Prospects

It looked as if he might regain control. Then the Vincent bucked—clearing 30 ft. before it touched ground again—jumped again and again, then crashed, fortunately in soft sand to the side of the actual course. Before the ambulance team could reach him, Procter had crawled from the wrecked shell and was on his feet. While the Vincent was badly knocked about, his only injuries were cuts on his face and hands.

Feeling that the record is now within his grasp, he hopes to make another attempt in March or April.

Gluttons for punishment, these record men!

CIVIL DEFENCE D.R.s

THE Reigate, Redhill North Downs M.C. have offered to assist members of the Civil Defence Corps who require motorcycling tuition. Such instruction will be provided under the R.A.C./A.-C.U. training scheme, of course, and C.D. trainees will have priority.

ANY OBJECTIONS?

DURING the period January 30-March 17, representations may be made to the Minister of Town and Country Planning in regard to the Lake District National Park, which, it is proposed, shall cover 866 square miles of Cumberland and Westmorland and constitute the largest National Park in the country.

QUANTOCK BEAUTY PRESERVED

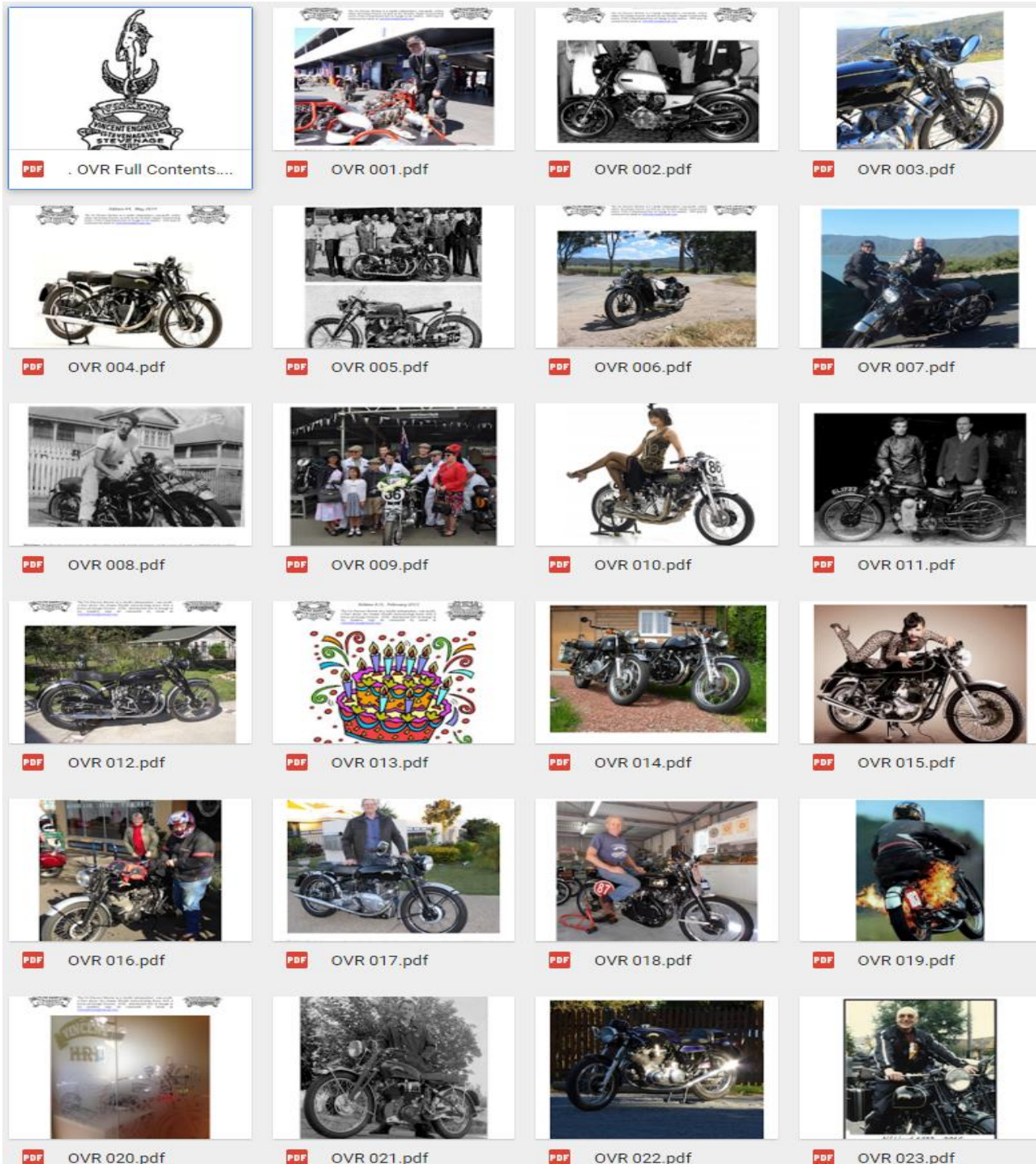
THE Minister of Local Government and Planning has decided to uphold the decision of the Somerset C.C. which refused permission for the felling of trees in woodland areas of the Quantocks known as Lady's Edge, Black Ball Wood and Bircham Wood.

OVR Now On-Line

The entire archive of the Oz Vincent Review, including a full contents listing is now available on line, thanks to the functionality of Google Drive. A few Vincentric resources are also available.

To access the OVR archive *from any device*, simply go to <https://goo.gl/jZkiFb>

The first two years editions are currently available and at the start of each year, the preceding year's editions will be added to the archive along with an update to the contents listing. BUT if you want to stay right up to date, receiving each edition as it is published, you will need to be an OVR subscriber. Information on how to subscribe is inside the front cover of every edition.



WHEEL-BUILDING WOES

By Peter Barker - UK

Deciding that its time I completed the 20-year restoration of my Shadow, I set about building the wheels with fresh enthusiasm. I decided to use 8/10 butted stainless spokes on the lovely 'Devon' stainless rims - suitably painted and lined. I avoided my previous errors with spoke flanges and remembered to carefully open-out the slots with a small fine file to suit the 8 gauge spokes; adding a couple of thou extra to allow for plating. I also reamed the drum mounting holes 8mm in the flanges, hubs and drums. So now I was sure everything would fit together perfectly. A beer was called for.

I laced the spokes in 'Cross 4' pattern (the Vincent factory standard) and try as I might, I could not get the rim to come true. I double-checked the lacing pattern with the Comet's original wheels and that was correct; so I was rapidly coming to the conclusion that there was a problem with the rim. Another beer was called-for. Enthusiasm was only waning a little, so I made a start on the other wheel. Two hours later, still spinning the wheel in the jig and making small adjustments to the spoke nipples I was still not getting the second rim true. Staring at the assembled wheel, I then noticed



that many of the spokes were not lying dead straight. There was a slight but definite curve that was not a product of the brand or quantity of beer. The spokes rising outwards from the flange, were touching the head of the adjacent spoke-head and being bent around it; consequently they were under unacceptable bending stresses making accurate rim-truing an impossible task. Another beer was called for.



Measuring the heads of the original spokes in my Comet showed that the new stainless spokes from Central Wheel Company had heads that were about 1/16" greater in diameter - and hence the conflict. The task now was to strip all spokes from both wheels and then to carefully file or grind a tiny flat on the circumference of the heads (only 50% of the spokes need to be done as it turns out). Hold the spoke vertically upwards with the head at the bottom and facing you. The 'flat' needs to be at the 10 o'clock position on the circumference of the head.

Having done that tedious job, both wheels went together like a dream and I got the rims trued to within a few thou easily – except for where the weld in the rim causes an inevitable ‘kick’. A celebratory beer was called for.

All I needed to do now was bolt-up the newly painted repro drums against the flanges and be back in the house in time for dinner. I congratulated myself on my forethought as regards reaming all the mounting holes 8mm (which is a couple of thou greater than 5/16”) because the bolts went in with very little struggle. But on tightening them something didn't feel right. Close examination showed that the drum wasn't bearing against the spoke-flange but against the spokes at the outside of the 90 degree bend. This was stressing the spokes, the drum and the inner drum flange, any or all of which could have fractured had I continued. Another beer was called for; I was already late for dinner.

I removed the drums and tried swapping them around with the other wheel; same problem. I had a couple of original drums and found that there was no problem when using these (about 10 thou clearance between back of drum and the spokes). Careful measurements established that the new repro drums (of unknown origin) had too much “meat” on the back and needed machining-down in the area where the spokes were pressing in to it. Also, the distance from spoke head to right-hand bend was more than on an original spoke, so it stuck out further and exacerbated the problem. Reluctant to machine and weaken the drum, and reluctant to un-lace both wheels and throw 80 spokes across the counter at the manufacturers, I had yet another beer.



Suitably refreshed, I hit upon the solution. Get some shims made-up by my friendly laser-cutting man to shim out the brake drums a little. I design the shims so they are suitable for Shadow rear wheels (ie 10 holes) as well as Rapide/Comet ones; and they are not visible when installed. I also had them made in 20 thou stainless so that they don't corrode. I am very pleased with the result (see picture). The Brake Drum Spacers are now available from the VOC Spares Company; part number H66, for just GBP 5.45 each.

Since writing this, I have been looking at restored wheels on Vincents at rallies; and there are very clear examples of the above problems for all to see. Is yours one of them? If so, more beer is called for.

Four Vincents Abroad

Recently George Chamarro visited Oregon from Montana. George who is a friend and member of the Pacific Northwest Vincent owners club, had brought his Vincent Comet with him and had been spending time with John Ulver getting it back on the road again.

Friday (March 18) they managed to put together a Vincent ride. Starting the ride from Irene & John Ulver's home in Washington State, George was riding his Comet, John was riding his 1938 Comet, Ted Leno was on the Vincati and Mike Tyler, also on his Comet make up a foursome!

As to the ride report and photo's – just [CLICK ON THIS LINK](#)

Alec Corner – Victorian Sidecar Star

In June, 1962, not long after he had migrated to Australia from London, Alec Corner rode up from Melbourne to see the road race meeting at Victoria Park, Ballarat, on his Vincent twin. Although he had covered many thousands of miles, often at full throttle during his early years of motor-cycling in England he had never been in the position to take up racing himself. But the immaculate condition of his Vincent twin, parked near the pits, caught the eye of none other than Frank Sinclair, the former Australian sidecar champion and holder of the Australian sidecar speed record at over 124 mph, whose achievements were



Alec Corner and G. O'Brien with the Sinclair Vincent

won on

BOSCH

thermo-elastic

SPARK PLUGS



- South Australian Sidecar TT
(at Mallala, October, 1964)
- Australian Sidecar TT, Senior
(At Calder Raceway, November, 1964)
- NSW Sidecar Grand Prix, Senior
(at Oran Park, December, 1964)
- McNamara Park Open Senior
Mt. Gambier (SA) December, 1964)
- Australian Sidecar Grand Prix
(at Mallala, S.A., December, 1964)
- Victorian Sidecar Grand Prix
(Winton Park, Victoria, January, 1965)
- Wodonga Hospital Sidecar Trophy
(Hume Wier, Victoria, January, 1965)
- Open Classic Senior Sidecar
(at Calder Raceway, February, 1965)

More victories for Australia's most successful
Spark Plug, BOSCH Thermo-Elastic.

Robert Bosch (Australia) Pty. Ltd.

Melbourne — Sydney — Brisbane — Adelaide

gained with Vincent machinery. Frank had retired from racing in 1960 but still had his famed Vincent machines. After a discussion, as mutual Vincent owners, he invited Alec Corner to help in the work of rebuilding the racing outfit which Sinclair had in mind. The offer was eagerly accepted and later, with the Job complete. Alec was completely overcome at an Invitation from Frank to "take a run on the model.- Next, the two new friends were heading towards the famed three-mile track at Philip Wand. Alec Corner, a family man with young twin daughters, also owned a Vincent with a big "sedan" outfit, so that handling a sidecar was not a new experience. After several laps on the Sinclair-Vincent a thrilled Alec gave his verdict ... "bloody frightening but impressive"

But Sinclair, an expert himself, took immediate note on how Alec handled the racing outfit, even at first introduction, and was sufficiently impressed to later ask if Alec would care to race the big Vincent In open competition. Alec accepted like a shot. But there was a lot to know about handling a 140 mph racing special, as Frank had learnt in his many years of racing. So Alec went to "school", down at Fishermen's Bend, for eight successive weekends. Frank was a hard task-master but his pupil an equally good learner. To give some idea of just how

thorough Alec's training was, Frank made him go round one corner 25 times in succession!

Alec's first race was at a sports day organised by the Harley Club of Victoria at the new Calder Raceway in January, 1963. No-one else could get near him. A month later he competed in his first open meeting, the Victorian Trials, on the same circuit. He won the "B" class, broke the lap record and later finished third in the Victorian Side car TT, his first title event.



The following Easter they went to Bathurst for the TT only to strike trouble in the second lap of practice.

Some vital parts of the engine were damaged and the only spares were back in Melbourne. While Alec stripped the motor, his passenger, Ian Mc-Donald (and two friends) made a rush 1000-mile trip to Victoria to return with the vital bits. Working with the speed and thoroughness of a Vincent expert, Alec had the motor ready well in time for the race late that afternoon. Driving to instructions from the Master, Alec, in only his seventh sidecar race, achieved what must be the ultimate for many in Australia — he won the big sidecar race at Bathurst — and at his first visit to the famed Mt. Panorama circuit. Since then Alec and the Vincent outfit, under the ever-watchful eyes of his friend and sponsor, have gone from success to success. And when Ian McDonald was forced to retire from racing the partnership in the chair was taken over by another Victorian, Gerry O'Brien (Sandringham), with equal success.

The combination of Alec Comer and Gerry O'Brien must be rated as the leading sidecar exponents in Australia with a string of victories which extend from NSW, Victoria, South Australia to Tasmania. Last Easter Alec Comer won again at Bathurst with a new lap record of 9min. 8sec., to clip one second off the previous record. But Comer is still closely followed



(through binoculars) every inch of the way in his races by Frank Sinclair and in a man-to-man talk every aspect of the race is discussed with the benefit to the pupil; and satisfaction to the Master.

Alec Comer, with Gerry O'Brien, has scored a unique Australian sidecar record of eight major wins in three

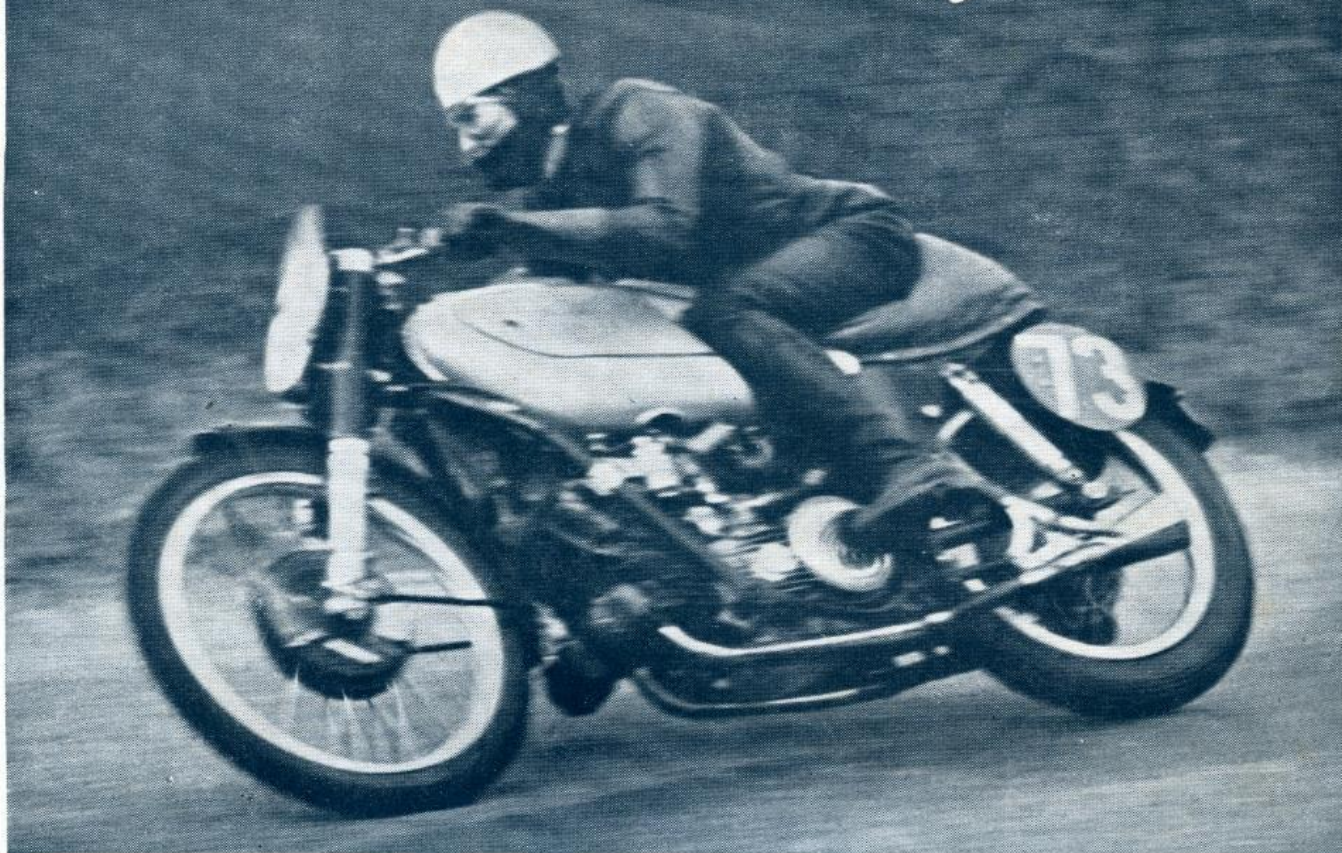
States in the same number of starts. These are listed in the Bosch Plug advertisement which appears on this page. What about that Vincent roadster which brought Alec and Frank together over two years ago? Alec still rides it on the roads today and he keeps it just as immaculate as ever. — PETER NEWHEY, *Australian Motorcycle News*, 1966.

List of Alec Corner's successes riding Frank Sinclair's Vincent outfit

January, 1963	Calder, Victoria	Harley Club's Championships and first ride	1st.
February, 1963	Calder, Victoria	Open "B" Grade. First open ride. Record lap.	1st.
February, 1963	Calder, Victoria	Open "A" Grade.	3rd.
February, 1963	Winton, Victoria	Hartwell Club Open. (Over-ran corner)	DNF
February, 1963	Hume Weir, Victoria	Hartwell Club Open. (Machine trouble)	DNF
March, 1963	Longford, Tasmania	Running in lead. (Magneto trouble, one lap to go)	DNF
March, 1963	Symmons Plains, Tasmania	Tasmanian T.T. Record lap	1st.
April, 1963	Bathurst, N.S.W.	1st ride here	1st.
October, 1963	Mt. Gambier, S.A.	Scratch Race	1st.
October, 1963	Mt. Gambier, S.A.	Handicap Race	1st.
November, 1963	Oran Park, N.S.W.	Two Sidecar Races. Won both	1st.
January, 1964	Calder, Victoria	Victorian T.T.	1st.
January, 1964	Calder, Victoria	Handicap event from scratch	1st.
April, 1964	Bathurst, N.S.W.	N.S.W. T.T. Record lap	1st.
April, 1964	Bathurst, N.S.W.	Handicap event from scratch	3rd.
July, 1964	Oran Park, N.S.W.	Scratch Race	1st.
October, 1964	Fishermans Bend, Victoria	Vic. Harley Club standing ¼ Time 13.76 sec.	1st.
October, 1964	Calder, Victoria	Harley Club's Championships	1st.
October, 1964	Mt. Gambier, S.A.	Scratch Race	1st.
October, 1964	Mt. Gambier, S.A.	1st Handicap Race	1st.
October, 1964	Mt. Gambier, S.A.	2nd Handicap Race	1st.
October, 1964	Mallala, S.A.	S.A. Grand Prix	1st.
November, 1964	Calder, Victoria	Australian T.T. Races	1st.
November, 1964	Oran Park, N.S.W.	Grand Prix	1st.
November, 1964	Oran Park, N.S.W.	Scratch Race	2nd.
January, 1965	Winton, Victoria	T.T. Races	1st.
January, 1965	Winton, Victoria	Handicap event from scratch	1st.
January, 1965	Hume Weir, Victoria	Scratch Race	1st.
February, 1965	Calder, Victoria		1st.
February, 1965	Longford, Tasmania	Australian T.T.	1st.
March, 1965	Symmons Plains, Tasmania	Tasmanian T.T.	1st.
March, 1965	Symmons Plains, Tasmania	Handicap Race. Lap record	2nd.
April, 1965	Bathurst, N.S.W.	N.S.W. T.T.	1st.
April, 1965	Bathurst, N.S.W.	Handicap event from scratch	2nd.
November, 1965	Oran Park, N.S.W.	Scratch Race	2nd.
November, 1965	Oran Park, N.S.W.	Scratch Race	2nd.
January, 1966	Winton, Victoria	Sidecar Grand Prix	1st.
February, 1966	Calder, Victoria	T.T. Senior & T.T. All Powers. Won both	1st.
March, 1966	Bathurst, N.S.W.	Australian T.T.	1st.
March, 1966	Mallala, S.A.	S.A. Grand Prix	1st.

This item was first published in Australian Motor Cycle News in 1966

Chosen for racing...



and safest for you

Road racing is a gruelling test of brake linings. To be safe at maximum speeds, brakes must grip surely yet smoothly and *keep* their stopping-power.

These are the qualities you need in your own brakes. You find them in Ferodo linings, proved by years of racing, and standard equipment on most British motor-cycles.



ARE YOUR BRAKES GOOD ENOUGH?

Good linings wear down so gradually that you may not notice the loss of stopping-power.

Don't wait for an emergency. *Test* your brakes regularly, and if in doubt consult your repairer.

When at last the time comes for new linings, remember there's a *correct* Ferodo grade for every motor-cycle brake—and relining in good time saves the risk of damaged brake-drums.

FERODO

BRAKE AND CLUTCH LININGS

FERODO LIMITED, CHAPEL-EN-LE-FRITH

REG'D TRADE MARK
FERODO

A Member of the Turner & Newall Organization

Two Australians At Large

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

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

After 3 weeks of Touring Southern Italy and Sicily in a car we are keen to be back on the outfit so we take the fast Train back to Milan and farewell Vince and Justine Rogers.

We contact Giovanni Cabassi to arrange the pick up of our Shadow and side car he had so kindly stored for us. When we arrive there is a brand new Metzler K Block tyre sitting beside the bike a very welcome sight as 18" x 400 Metzlers were difficult to source and the weight of the outfit chewed them up on a regular basis.



We gave our thanks for his personal help and the best Vincent International rally ever then said farewell and headed towards the Italian ferry port of Livorno in flogging rain, 4.5 hrs of riding I would rather forget and arrived wet and tired but in time for some Kip before the Ferry leaves for Corscia at 7.00 am the next morning. We make the ferry and are soon in the restaurant having

a huge breakfast as she ploughed through a rolling sea. When we went back to the bike she had been lashed to the side of the ferry and the deck and even the semi trailers had been chained to the floor



We arrived in Bastia in Corscia around 4pm and secured a room at a brand new beachfront hotel The Hotel Toga ready to head off for a ride the next morning "Have food will Travel should be my motto". We had met up with a 70 year old X marine riding a new 1200 BMW on the Ferry crossing and he asked us if he could tag along as we rode from Bastia to Ajaccio on the far side of Corscia. We said Ok and were soon riding along beautiful roads with the sun on our backs and the healthy bark on the Vincent in our ears. The

Island of Corscia is like riding over the alps but it never ends, we were climbing rapidly into the mountainous interior on a very good road that cuts Corscia in half and we were soon in the Village of Corte a quick look around and a few photos and we were off again to Ajaccio.

When we arrived we fuelled up and rode through the streets and the along the oceanfront, it's a big City and we ended up well and truly lost. Not much English is spoken but we finally found a bloke on a chopped 650 Yamaha and told him we wanted to go to Porto, so he gestured to follow him and he lead us out of the Burbs and stopped at an intersection where he pointed to a sign that said Porto. We thanked him in French (rough) then Italian (rougher)he smile and waved us off and he rode back to Ajaccio.



The road to Porto follows the coast for some distance and is known for its beauty and amazing corners, I was feeling a bit frisky with the BMW following behind and was getting into the rhythm of the bends and going a bit too quick when we came down too a 180 degree left hand corner with low stone fence a about 400 millimetres high to stop you going over the edge. Joy was busy with the Go Pro when I saw a mob of wild pigs all over the road, a lot of things happened really quickly, I swore whilst standing on every brake the bike had "5 in total ".

The pigs ran in every direction, I saw that the road didn't go where I thought it did and in reaction to my turning to stay on the road the side car (which is on the left) started to rise off the ground at an alarming rate (now down to 4 brakes, and I just knew we were going to hit that stone wall) The question was how fast, we were now half way around when we ran into the dirt the pigs had been rooting up which slowed us down a bit we hit the wall with the front tyre sideways and she stopped and the side car was back on the ground Lee on his BMW had some good photos but he wasn't getting off his bike until Joy had finished bashing my helmet and giving me a serve for bad riding. We pulled the bike out of the fence



and low and behold no damage!!!

After this episode we found around every other corner Cows, Horses, and more pigs on the road, [\[click here to see the cows\]](#) around one corner we found about 20 goats lying on the road sleeping and some munching on grass. Really excited our BMW rider no end he was glad we were in front clearing the way with our noisy exhaust. We continued onto Porto a fabulous old seaside town and had a late lunch and discussed cutting back across the mountains to Bastia via the Scala Di Santa Regina.

This was a game changer, it has to be the most beautiful ride I have done in 48 years of motor cycling, in places the road just hangs out over crevasses and a lot of the road has blind

corners around rock formations and the bitumen is only 3 metres wide in spots, so you try to hear if a car is coming around your corner, just adds to the thrill really. Luckily we were travelling at the end of the peak season, we were told by the locals the roads are so busy that riding is horrendous and can be extremely dangerous. [Click HERE to see the cars .](#) The road is about 40kms long and it took us nearly an hour to ride, by the time we reached Ponte-Leccia the weather had changed and we were riding in light rain not cold just wet. The roads were still steep and I noticed that I was getting a lot of wheel spin going up the inclines but I knew the tyre was getting on the bald side and had a new Metzler strapped on the back of the sidecar for such a time Thanks to Giovanni Cabassi.

The 3 of us arrived safely back in Bastia at the Hotel Toga and after a quick change of clothes I went into the basement and pulled the back wheel out and rolled it down the main street to a bike shop and had the new tyre fitted, he said what pressure, I said 28 pounds Thanks Mate! He rolled it out and I checked that the rotation was right and it wasn't making hissing noises, paid him and rolled my wheel home for fitting. All went well and after hearing the rain would be gone by morning I gave her a quick clean and polish, 4 hours of my life I'll never see again.

The next morning was bright sunshine on the coast and we had decided to pack the bike with our gear and rode toward Calvi but we wanted to ride the Scala Di Saint Regina again but in the opposite direction Joy set up her Go Pro and we bid farewell to Lee; And we were off like a shower of the proverbial, it was not long before I realized that the back end was still sliding around like a drunken sailor, a quick pull over and I checked the tyre, it looks OK but I checked the tyre pressure and to find it was 48 Pounds! No wonder it was sliding; dark thoughts about Mechanics



under 35years olds who don't know what a pound is. However on our way again and if anything the ride was even better in the opposite direction.

We followed the D70 across the ranges until we hit the Ocean, turning North along the coast to Cargese then Pianni , but approaching Porto the shady lady starts to spit and isn't running right we push onto a lovely oceanfront Village of Porto and I need to have a play with the motor the sun is beautiful and the waves are crashing on the cliff face. Joy has found us accommodation only 20 meters away so I pull out the tools and have a look. The nylon shoulder on the points is evaporating, so I fit a new set I bought form Ian savage from VOC spares at the International rally. I give them a bit of lubrication clean and set the plugs and the bike is like new again



The sun is setting and there is nowhere to park the bike undercover, so I fit the locks, set the satellite and alarm system and cover her up for the night I left her there at the front door of our hotel in view from our balcony. We had been told by the Owner of the Hotel about a restaurant that served wild boar, so we were in their like a shot, doing our bit to get those pigs off the road. It actually sounded better than it tasted, but a good red can make anything taste reasonable.



A hotel breakfast and we were ready to pick up where we left off yesterday, the weather is holding out but it is Autumn in Corscia and we are riding along a wild coastline admiring the scenery, a few hours later we arrive in Calvi in time for their annual music festival with the country's best folk singer in attendance and Rock bands in attendance. I had to stop and inspect a massive bullock on a spit, but wasn't going to be ready until evening, so we had a couple of beers and decide to stay for the party. We found a Hotel with a garage for the bike and I had set about unloading her when I found 3 broken spokes on the back wheel and one broken on the sidecar wheel.

I sent Joy off to the festival while I replaced the back wheel spokes, but I needed to get the tyre off the sidecar wheel so I found a scooter

repair man in one of the backstreets who had a compressor but he wasn't open until the next morning, so a quick clean up and off to the festival. It was a wonderful night of eating, music and a couple of ales but the next morning I was sitting outside the old shed waiting for the scooter man.

He told me that stainless steel spokes are pretty but in the mountains high tensile are better, well it is over 20,000 kms since we left Oz and I guess that's not a lot of spokes per kilometre. Then back to the hotel, load the luggage and we are heading to I'le Rousse or "The Red Island" just up the track along the coast. It has a market square right beside the ocean we stopped in the square and sampled the local Vino - very nice.



The Ferry terminal is here to Marseille and we were booked tomorrow afternoon to leave at 4,30pm so we checked out where the ferry was and investigated the village further. Joy had organised accommodation close by so we dropped our luggage and went all tourist, caught the little red train to the Island and heard all the History of the area. We were riding the bike back when we saw a lovely restaurant overlooking the ferry terminal so we decided to have dinner and drinks. The Owners were very friendly the chef was French and his wife was Argentinian. We

had the most amazing fish soup followed by rock lobster on linguine flambéd with cognac one of the best meals we had eaten in our lives. And the wine list was superb, if in Corscia this is a must L'Abri Des Flots also stunning views.



The next morning after a long breakfast we loaded our goods and chattels then we headed up the coast towards Sto Pietro Di Tenda which is in the red Desert, but after the majesty of the mountains and crashing oceans, a pile of red sand doesn't cut it, so after about an hour we turned around and headed back to our new favourite restaurant for a long long lunch keeping an eye on the ferry disembarking its passengers, finally 4.30 arrived we bid our farewells to the Owners and we fired the old girl up and rode to the ferry which was taking us to Marseille

We will miss Corscia and we are truly chuffed with the experience. Next part of our European adventure will be in France!

Bob's amazing Diary will continue in the next edition of OVR

Buy, Swap n' Sell

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

For Sale: 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

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, Comet Multi-Plate clutch conversions for Comets plus an extensive range of excellent Vincent Spares. Ships Worldwide. Email for more information steve@conway-motors.co.uk

VOC Spares Company Ltd, UK: Full range of Vincent Spares. Ships Worldwide. Visit their web site for more information <http://www.vincentspares.co.uk>.

Fastline Spokes, based in Broadford, Victoria, can supply Australian made spokes for just about any bike. Owner Bruce Lotherington manufactures spokes to order with a turn around time of less than 1 week. For more info see www.fastlinespokes.com.au or phone (+61) 0411 844 169

Union Jack Motorcycles, Australia: Full range of Triumph, Amal and control cable parts, plus an extensive range of Vincent parts. Ships worldwide. More info at the website www.unionjack.com.au

Pablo's Motorcycle Tyres, Australia: Road, Classic, Road Racing, Classic Racing, Enduro, Motocross, Speedway, Trials and Slicks....and if they haven't got it - they'll get it! For more info see their web site www.pablos.com.au

Paul Goff, UK: A massive range of electrical spares and replacements including 6 and 12V quartz Halogen bulbs, LED lamps, solid state voltage regulators and lots lots more. Ships Worldwide. PayPal accepted. See Paul's website for more information www.norbsa02.freeuk.com

BRITISH Only Austria Fahrzeughandel GmbH . Great range of Vincent parts. Ships worldwide. More information at

<http://www.vintage-motorcycle.com/index.php?language=en&site=4&pid=54>

Nuts n Bolts:

Acme Stainless Steel, UK: All stainless steel fasteners are machined to original samples supplied by customers and clubs over the years to enable us to keep your machine looking authentic and rust free! Ships Worldwide. More info at their web site www.acmestainless.co.uk

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

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

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

Restoration Services:

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

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. Also expert welding services, especially Aluminium welding. 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

Piu Welding, Australia: Frank Piu is a master welding engineer who works with Aluminium as well as steel. No job to small. Has been recommended by multiple OVR readers. Phone 03 9878 2337

Whats Wrong Here?



I'm sure you have already spotted the problem. It is not the missing front guard, it is not the angle of the front brake arms, nor is it the bend in the rear stand and it is not even the installation of a center stand. Of course it is FT95, the rear damper drums that should be painted black, not chromed. Oh, one other issue is the riders lack of approved safety footwear – that exhaust can get rather hot!



 **Lifeline**
Bathurst

FROM
9AM-4PM
AT
BATHURST
AIRPORT



SOAR

Ride *AND*

SHINE

A Celebration of Power


AIRSHOW - BIKES - CARS - PINUP GIRL
COMPETITIONS - FUN FOR THE WHOLE FAMILY

SUNDAY 15TH MAY

Tickets available from Bathurst Memorial Entertainment Centre
www.bmec.com.au | 02 6333 6161

For more info, head to www.lifelinecentralwest.org.au
or follow Lifeline Central West on Facebook.

Raine&Horne.

BATHURST
REGIONAL COUNCIL 

 99.3FM
powered by the VVO

 2BS GOLD
Great Music

 PRIME 7

Western Advocate