



# The Oz Vincent Review

*Edition #29, August 2016*

The Oz Vincent Review is a totally independent, non-profit, e-Zine about the classic British motorcycling scene with a focus all things Vincent. OVR, distributed free of charge to its readers, may be contacted by email at [OzVinReview@Gmail.com](mailto:OzVinReview@Gmail.com)



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# Welcome

Welcome to this latest edition of The Oz Vincent Review. The front cover shows Mike Marquart's prized possession, a Vincent chopper designed by Vince of Redneck engineering, USA.

Mike was interested in customizing and since Vincent was his first love, so hunting season for that very Vincent opened. He saved coin in an old oilcan and started a research campaign. He met Steve Hamel who is a master Vincent engine builder and began a hunt for a Vincent engine. Three years past and Mike began to lose patience, when the late Big Sid called. "He told me a friend, who owned several Vincents was dying and his wife wanted to unload his bikes," Mike said. Big Sid told him about a pieced together bike that was part of the stash. "I bought it, sight unseen," Mike said. At that point the Marquart Vincent Education began. "I learned that all Vincents were constructed with serial-numbered components." There was a VIN case number, plus matching case digits that matched the figures stamped into the chassis components.

He discovered through the VOC archives that his makeshift Vincent was actually very whole, except for the right timing case. This was a 1951 998 cc Vincent 'Series C' Black Shadow with 84mm x 90mm bore & stroke using twin 34 mm Mikuni carbs and K&N air filters. This particular series was produced from 1949 to 1954. Because of their extensive records he was able to contact the owner of the right hand case. He sent him the frame and the left case to rebuild the right case.

It was Steve Hamel who rebuilt this engine.. The entire fabrication, welding, machining and parts manufacturing was done by Redneck Engineering. The frame along with the monoshock, the 50 degree rake and other modifications like using the engine as a stressed member, oval tubing, oil in backbone were thought processes of Vince and Mike.

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## Letters To The Editor

Dear Martyn,

In OVR # 27 you mention the record price paid for the Red white Shadow. The previous highest was for another White Shadow VTR 713, see a letter from the original owner to Jack Cape and photos of the bike (*reproduced later in this edition of OVR*). I offered the original letter to the new owner via Sommer Hooker but received no reply from the new owner. He apparently is a very private person. Well only 6 weeks to the French Vincent rally in Le Bec Hellouin where I will be representing the Queensland section. Keep up the good work.

Cheers  
Stephen Carson,

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# An Oft Encountered Burman Woe

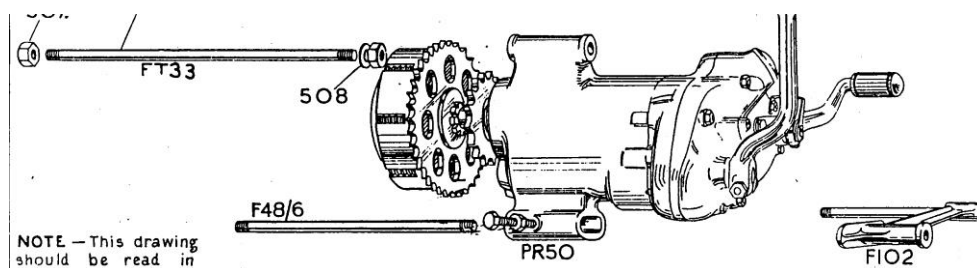


An item from The Black Sheep!

Got a Vincent Comet (or Meteor) then you also have a Burman Gearbox with the underside adjusters used to adjust the tension of the primary drive chain. These adjuster have a 5/16" BSC<sup>1</sup> x 26 tpi thread – which is rather fine considering that the thread is into a soft aluminium casting and the depth of the thread is not that great. This means that it is very easy to damage the threads in the gearbox casing itself. But there is a relatively simple fix, as you will see.

There are two opposing adjusters on the underside of the gearbox which bear onto the shaft F48/6 which positively locks the gearbox in place (the gearbox hangs from, and can pivot on, its Pivot Bearing spindle FT33) allowing fine adjustment of the primary drive chain tension.

Unlike the Alternative Spares List, Drawing MO64 in the original spare parts list shows this arrangement quite well, though neither the original nor the alternative spares list show part numbers or identification of the adjusters themselves. For information on the adjusters one needs to turn to "Know Thy Beast" where in Appendix II the thread form of 5/16" BSC x 26 tpi is identified.



Reference to some original Burman documentation (which can be found [by clicking here](#) ) identifies the components making up each of the two adjusters, as follows:

PR50-315 X;	Bolt, Pinch- 5/16" BSC
PR50-144 X;	Nut, pinch bolt – 5/16" BSC
PR50-12-4-1;	Washer, Spring



Unfortunately none of these EXACT parts as currently shown are available from the VOC Spares Company, however the following suitable substitutes **are available** from them: For PR50-12-4-1 use Vincent part #147ss spring washer; For PR50-315X use Vincent part # 969ss a 5/16" BSC set screw (but you must modify its end – see following) and; For PR50-144X use Vincent part #730ss a 5/16" BSC nut.



The Pinch bolt (or more correctly – a Set Screw) is a 2 inch long x 5/16" BSC set screw. The end of the set screw that bears onto the spindle FT33 **must** be reduced in diameter (see photo) so that

<sup>1</sup> BSC – potted history: The thread was defined in the late 1800's to meet a requirement for a thread form for bicycles and motorcycles, originally specified by the Cycle Engineering Institute. Before being adopted as a British Standard it was known as the CEI thread. CEI (Cycle Engineers Institute) thread series was superseded by BSC (British Standard Cycle) thread. The Thread Profiles were kept, but some of the less popular sizes were dropped. So CEI, BSC and BSCy terms are all interchangeable.

when in service, if any damage happens to its end, you can still remove it if/when needed.

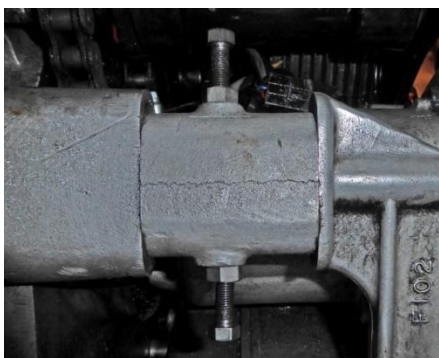
Let's not go into what happened to my gearbox – rather let's focus on how to fix a damaged pinch bolt thread in the gearbox case itself.

What you will need is a suitable thread repair kit – in my case I used a RECOIL kit, part # 36508; BSC 5/16" -26. Included in the kit is a 21/64" HSS drill bit, a proprietary RECOIL 26 tpi tap, a combo thread repair installation and tap tool, a magnet tool (for extracting the insert tang after installation) and 15 thread repair inserts. If there is ANY suggestion of damage to the Pinch Bolts or Nuts, it's just common sense to replace them while you are at it.



Basically the 'fix' is to run the drill bit through the bolt hole to clean it up then using the supplied Tap, cut a new thread designed to accept the thread repair insert, next using the supplied installation tool insert the 'coil' repair into the hole (make sure you actually read the instructions that come with the thread repair kit); to finish off you break off the tang on the repair coil using the method described for your kit. Took as long to write this as it takes to affect a repair!

The issue you will face is gaining access to the pinch/adjuster bolt holes to carry out the work. The adjuster that faces towards the front of the bike is a bit of a doddle as it actually points down towards the ground, so access is not a significant problem. The adjuster that points towards the back of the bike; the one I had to deal with, actually points upwards and there are things in the way. I have a Hills Tred-Down centre stand and its main cross bar was close to the gearbox adjuster so first thing I needed to do was remove the centre stand. Next I found that the rear mudguard's leading edge, which protrudes below the line of the Rear Frame Member, was also an obstruction.



It was at this stage that I realised I also needed to remove the rear wheel, thus freeing the drive chain, allowing me to swing the gearbox as far forward as possible; having also removed F48/6, the lower gearbox bolt. But even then the mudguard still presented a problem so I removed the two bolts that secured it to the RFM and also the bolt that secured the chain guard at its trailing edge. Having done this I was able to then rotate the rear mudguard upward and combined with swinging the gearbox (on FT33) forward I gained sufficient room to effect

the thread repair. Phew!

As I mentioned earlier, once free access was obtained the thread repair was quickly and easily performed. All that remained was to reinstall the bits I removed, refit the rear wheel, set the primary drive chain tension followed by the rear chain tension and alignment and then relax with a coffee.

*Thanks to Ian Savage of the VOC Spares Co for provision of the Vincent part numbers and also for reminding me that a bolt with thread its entire length is more correctly called a Set Screw.*



# Lost in Germany

An OVR contribution by Tony Page

Back in 2008, the late and inevitably much-missed Alan Abrahams (known to many of us as the former International West Kent Run Organiser and Two Stroke Club el Supremo) staged his first 'Lost In' jaunt – to Ouren, a tiny hamlet quite literally on the German, Luxembourg, Belgian border. Hotel based, the idea was a West Kent-type run but around – well, in this case – the Ardennes, but due to the popularity then also in Germany, France and Luxembourg as the years rolled by.

A tight-knit group developed which attracted others of a similar persuasion – i.e. those not bothered by getting lost or by signs across the favoured rural roads proclaiming 'Route Barree'. That, basically, is the thing.

Sadly, in May 2014, Alan lost his battle with Prostate Cancer and nothing would be the same again. However, the Group decided that Alan's 'Lost In' work meant that the trips should continue. And that they certainly did.

There are both UK and European trips, with at least four UK tours and two Euro adventures a year – one of which took place centred around Daun, Germany in mid-July 2015 and saw 11 vintage-bike aficionados trundling around the deserted rural roads in the Eifel region of western Germany. The choice of machinery was varied, but all were un-stressed and 'gentle'. It has to be said that on some the brakes were somewhat poor with maximum braking resembling a fairy pressing a dandelion on the front hub. But no matter – it is character building.



Generally, the bikes are trailered or vanned to the hotel but not always. This year I took my pre-war Ariel NH as it is ideally suited to quiet back roads with its low gearing and gets hot and bothered attempting to keep up with the oft-found hustle and bustle of UK A-roads. In the company of the mid-50s G3 Matchless, Royal Enfield Bullet, AJS Model 16, 650 Matchless Twin, BMW R50 and the like, it was a fun unhurried four days with excellent food each night in the hotel after the 85-ish mile daily rides encompassing a coffee and lunch stop, just like the West Kent Run (but with infinitely superior road surfaces.)

We of course found at least a couple of the pre-planned rides potentially thwarted by 'Route Barree' warnings, but – being British – we steadfastly ignored them and waved manically at the bemused road construction crews who, by their expressions, considered us eccentric but basically harmless.

The trips are a real hoot and each is now 'organised' by a different past participant of Alan's original brilliant idea.

I think he'd (still) be smiling too...



Interested in taking part in a future ‘Lost In....’ jaunt?

Then contact Murray Freeman:  
[murray.freeman@hotmail.co.uk](mailto:murray.freeman@hotmail.co.uk)

*The late Alan Abrahams in 2011, having ignored yet another road sign (riding his beloved 98cc James)*

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## Amal Mk 1 Concentric Air Cleaner

Frequently we hear and read about the need for free flowing ‘silencers’ in order to allow our engines to breath more efficiently and produce their optimum power. The extreme of this is to have no ‘silencer’ at all, just a straight, unrestricted pipe. Just as we need to allow free flow of the exhaust gasses we must also ensure free flow of the mixture into the motor.

Many classic British bikes were fitted with only rudimentary ‘air cleaners’ that really did no more than keep small stones and insects from being sucked into the motor. Their main feature however was that often they provided little restriction to the inrushing air (and subsequent air/fuel mix). Given the environment of the pre 1970’s with its general lack of pollution, sparse road traffic and generally clean air – plus the then industry acceptance of the need for top end overhauls at least every 10,000 miles or so, then that rudimentary air cleaner was seen as being just fine.



In 2016 this is not the case, unfortunately the air our classic bikes breath is frequently polluted with grit and other nasty stuff. Examine the valve seats of a motor that is habitually run without an effective air cleaner and you will find grit particles embedded in the valve seats and pitting of the valve faces themselves that will lead to reduced engine power output and a shortening of valve train life. The solution is to use a modern high flow air filter.

A suitable filter for the Amal 900 Mk 1 concentric range has recently been released by K&N, it’s their model number RU-0400 (pictured here); 3 inches in diameter and 5 inches long it has a significantly greater surface area (and thus air flow rate) than the more commonly used conical filters allowing the motor to breathe freely.

More information on the K&N range, including on-line ordering, is available here <http://www.knfilters.com/>

In case you are wondering, this is NOT a paid advert – I now use one of these filters on my Comet and it works a treat!



# Event Calendar

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

2016	
August 18-21	North American Vincent Rally 2016 – in Missoula, Montana. Contact Josh Bogage for more information, email <a href="mailto:Joshuabogage@gmail.com">Joshuabogage@gmail.com</a> .
September 17-18	40 <sup>th</sup> Classic Car and Bike meet. Wakefield Park, Goulburn, NSW. For more info email <a href="mailto:vscca40@gmail.com">vscca40@gmail.com</a>
September 24-25	Ride n Ruffit Rally 2016; see details below.
October 15-16	Girder Fork Rally, Cooma, NSW - email <a href="mailto:owenpamjohnson@gmail.com">owenpamjohnson@gmail.com</a> for more info. <b>UPDATE:: Girdraulic Forked Bikes made AFTER 1949 ARE NOT eligible to enter this event!</b>
October 15-17	VOC Australian National Rally, Parkes, NSW. contact <a href="mailto:alynvincent@mac.com">alynvincent@mac.com</a> for more information
2017	
March 19-30	Tassie Tour 2017 (Australia), open to pre 1970 British bikes – for more info contact <a href="mailto:tassietour2017@hotmail.com">tassietour2017@hotmail.com</a> . This fantastic 10 day tour is limited to just 100 bikes so if you are interested, act now. <b>UPDATE: While now fully sold out (with 22 Vincents from around the world taking part) there is a waiting list so it may not be too late provide you act now.</b>

## CMCCV RIDE AND RUFFIT RALLY 2016

OVR readers have been invited by the Classic Motorcycle Club of Victoria (that's Australia, not Canada!) and the Bendigo Historic Motorcycle Club (BHMCC) to a weekend at the BHMCC Llanelly clubrooms, (VicRoads Ref: 43 F5), 4kms west of Newbridge, on Sat 24th & Sun 25th September, 2016. For the GPS tyro's its -36.734253, 143.857984



The clubrooms are a converted historic school house situated on spacious, grassed grounds. Participants can bring their tent, swag, sleeping bags etc., and sleep in the clubrooms, in the supplied marquees, under a tree, under the stars etc. There is plenty of space for your car, ute, caravan, etc. and mains power is available. There are water, toilet and shower facilities. The BHMCC will provide all meals, which includes lunch on Saturday, Saturday dinner, (spit roast weather permitting), Sunday breakfast, Sunday lunch and all the tea, coffee, biscuits etc. that you care to have. All this for the total cost of just A\$60 per person.

The meals provided in previous years have been first rate and this time will be no exception. If you don't want to 'ruffit' the nearest motels are in Dunolly and Bridgewater.

If you wish to travel with a group to the rally, meet up at the BP Servo outbound, 1789 Western Freeway, Rockbank, Victoria (Mel Ref: 355 D12) at 8.30am for 9.00am start on Sept 24th. We will travel via Ballan and Daylesford with morning tea at

Newstead. Top up with fuel at Maldon then arriving at Llanelly 12-12.30pm. The Bendigo Club will then supply lunch and afterwards we will go on a ride of 2-3 hours of places of interest in the area. After Saturday dinner of spit roast (weather permitting), we will enjoy an evening of socialising (and perhaps some liquid refreshment) around the campfire.

Following Sunday breakfast, we will take in a ride of 2 hours or so around the local area. Lunch will again be supplied at Llanelly and we will depart around 1.00pm for the ride home travelling via Newbridge, almost to Maldon, Harcourt, Woodend (possibly stopping here for coffee), then Gisborne and back to Rockbank on the outskirts of Melbourne.

This will be a very relaxed rally, with Saturday night an especially enjoyable time chatting around the campfire. Those people wishing to make their own way to Llanelly should arrive by 12.00 noon for lunch. The rally fee of A\$60 per person will be collected at Llanelly.

Those intending to come please notify Graham Boulter on: 0407 769 295 or email: [grabolts@gmail.com](mailto:grabolts@gmail.com) no later than Sunday 11th September so catering arrangements may be finalised.



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## Iconic NZ motorbike collection saved

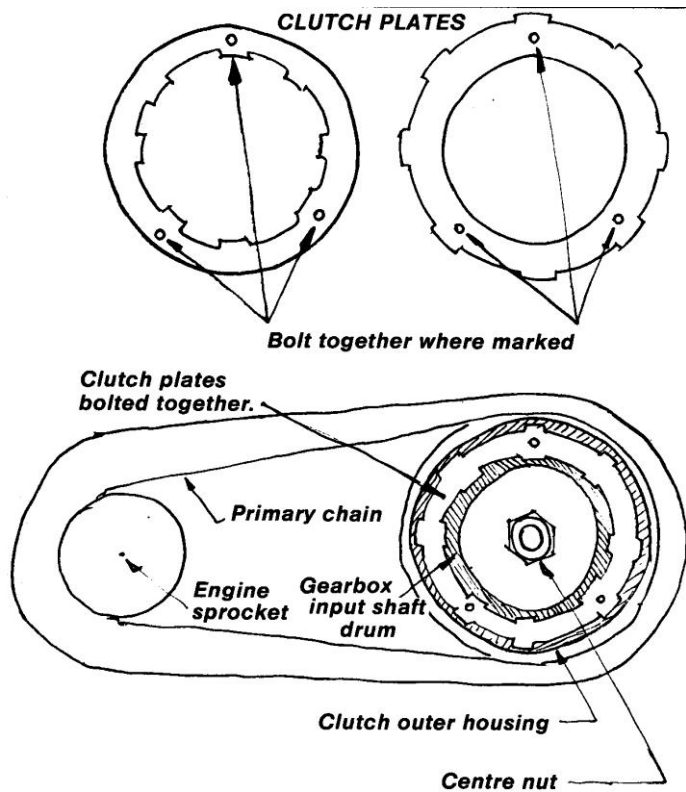
Jocelyn and Scott O'Donnell, Directors of Bill Richardson Transport World in Invercargill have much pleasure in announcing the purchase of the Tom and Heather Sturgess owned New Zealand Classic Motorcycle collection (NZCM). The collection is considered to be a world class attraction of close to 300 motorcycles and motorcycle focused art. The collection ranges from a 1902 Peugeot motorcycle to a 21st Century Simms Corbin Custom and includes brands such as AJS, Ariel, BMW, Brough Superior, Harley Davidson, Henderson, Indian, Matchless, Rudge as well as little known brands such as the Schwinn and Zundapp. It is expected the new attraction will open to the public in late 2016 on a permanent basis.

Scott O'Donnell from Transport World said "we are very pleased to be bringing this collection to Invercargill and believe it is a perfect complement to our existing Transport World experience and, Invercargill, given its strong links to motorbikes. The region is now home to three of the best wheeled attractions in the country Transport World, E Hayes & Sons and now the New Zealand Classic Motorcycle Collection (NZCM) and we hope that this will encourage more people to visit Southland."





# WORKSHOP WISDOM



## Tighten That Clutch Nut

On most British machines, the method of holding the clutch inner (driven) against the outer (driver) when attempting to undo the clutch centre nut, is a bit hit and miss. Either that or it involves purchasing a special tool of some sort.

My simple solution to this problem is to use an old plain and friction clutch plate, drilled and bolted together, thus providing a fixed link between the clutch housing and the gearbox shaft. The bike can then be put into gear, and the back brake applied in order to loosen the nut (see sketch).

I hope that this will help some of the enthusiasts who, like me, resent buying racks of special-purpose tools only to use them once or twice every few years.

*AJ Williams, Isle of Man.*

## Kipling had a word for it or How two "Motor Cycling" Staff Men Spent a Weekend in the Company of "Gunga Din" — In and Out of His Element

*By Charles Markham in collaboration with Phil Heath*

"Though I've belted you and flayed you  
By the livin' Gawd that made you  
You're a better man than I am Gunga Din."

And what — you may ask — has inspired this sudden flow of Kipling into the prosaic prose of a bicycle basher? Principally, perhaps, a chat with a man whose business it is to bring distant horizons so much closer by aiding the production of Very Fast Motors Inc.. — None other than Phil Irving of the Vincent-H.R.D. Co. Ltd.

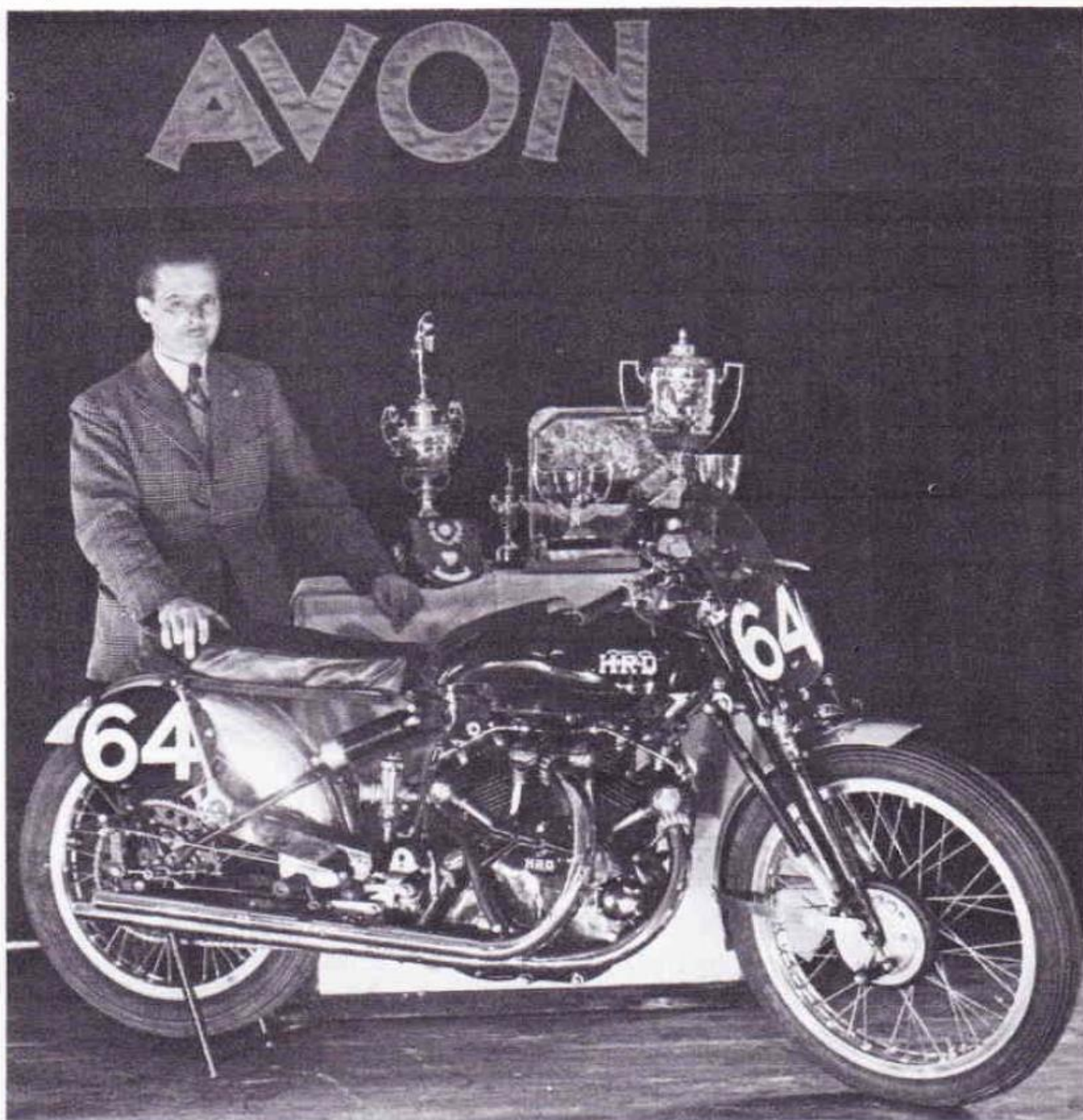
When Phil tactfully inquired if the Markham blood pump was back to normal return-feed system following road test gallops of a standard Series "B" Rapide he made mention of a slightly tuned version as a careless addition to our guarded conversation. That was over in the Island, and the Lure of Speed was upon all men which probably accounts for my casual request to be granted the opportunity of riding something faster than the standard plot — with its mere maximum over the fastest quarter resulting in a stop watch translation of 112 m.p.h.! Hereabouts in this

scenario we break off and the reader may envisage calendar "tear-offs" floating before the eyes, blown like autumn leaves before the chill winds heralding winter's stealthy approach: the scene changes.

\* \* \*

The entrants for "Bemsee's" 100-mile Grand Prix Unlimited c.c. class are on the line at Dunholme Lodge aerodrome near Lincoln and the date is October 11<sup>th</sup> 1947. Right on the signal, number 39, George Brown (998 Vincent-H.R.D.). streaks away to establish a first lap lead with an incredible burst of acceleration. Competition is fierce, the pace is hot and George drops back to tail the leaders with consistent circulation on the top-side of an 85 "per" average. Reliability plus tenacity brings its own reward however, and in final placings the Vincent claims second position by completing the "100" in 1 hr. 10 mins. 11 secs. thereby equalling 85.40 m.p.h. Once back in the paddock nobody bothers to wipe the sweat from this twin-lunged dispenser of b.h.p. — instead of a nice restful location in a van or on a trailer it returns to Stevenage by the manner of its coming — silenced and index-numbered in official fashion.

**At the Avon works in 1949 and George and Gunga Din show off their trophies.**



\* \* \*

With the British Experts' trial on hand there was a trip to Yorkshire in prospect and my new Ariel 1000 "Four" — "The Duke" — was in readiness for a dice from Birmingham to the "Broad Acres". Yes, I said "The Duke" — same school tie as "The Gent" — but a freshman who went through Selly Oak School last summer and who affects a rather dressy suit of red and chromium as opposed to "The Gent's" more sombre black. Official channels refer to him as HOE 495, but they possess no soul.

Hard upon the prospect of "The Experts", came an invitation, or would it be a challenge? Briefly, it meant that I could have the use of the very same model used by George Brown at Dunholme for a full weekend, but circumstances dictated that it must be only the weekend. Such was the faith of Phil Irving in the complete docility of all horses present within the confines of that beefy power plant. Very well then, we would test his optimism by taking the Vincent up to Yorkshire where it could traverse by-ways and three-ply going inseparable from coverage of any Yorkshire trial.

"Racer" Brown had demonstrated its capacity for gobbling distance, now it was our turn to show the optimistic Irving that there are limits to this dual-personality backchat. Colleague Phil Heath was persuaded to forget racing leathers and crash hat for just one ride amongst ordinary mortals and on the Friday preceding the year's big trial we were introduced to "Gunga Din". He certainly looked the part. Shorn of lights and luxury fittings, he positively leered at us and the very thought of whisking him over mud patch and field path caused me no mean misgivings. With an auxiliary one-gallon tank mounted above the standard container, light alloy racing rims and a lingering, sickly tang of castor-base lubricant pervading his personality he appeared singularly scornful of mere pen-pushers. Yet we found that he had much in common with many professed "tough guys" the case-hardened exterior was more threatening in prospect than actuality.

#### **STANDARD STUFF**

Cams, timing, magneto and valve springs were all standard and such modifications as he boasted are available from stock as extras. Pistons sprouting bumps to raise the compression to 7.5 and a bottom gear pinion offering a 7.2 ratio in place of the standard 9.1 are readily available "over the counter". To satisfy a prodigious thirst he further featured a brace of 1 1/8" inch bore TT type Amal carburettors, yet the extra tankage proved unnecessary and he finished the "Hutchinson Hundred" with its contents to spare. An extra fitting (a) to satisfy the law and (b) supply some eyebrow-raising data to possible pilots, was a large-faced speedometer calibrated up to 150 m.p.h.

"Coggage isn't dead right" quoth Irving, "it may read a shade slow, low down, but once the needle starts bouncing you'll have it about right!" With first introductions having been made on an inviting stretch of by-pass there appeared to be every opportunity for trying this business of "needle-bouncing" on the spot, so without more ado, I took a handful of those narrow bars and rocked back against compression.

Five rapid paces — drop the lifter — one more pace — a sudden convulsive jerk, instinctively the clutch is grabbed and fed in gently as we climb aboard side-saddle and "fan" the grip. With the needle jerking rapidly towards the "40" mark we cock a leg over and settle into the narrow racing Dualseat. A beautifully taut, braced position we have here, but let's find our way about the place whilst we run down to the roundabout yonder. Footbrake nicely placed — bit awkward to reach the rear pedal of the rocking change device — both air levers open and damper just biting. There's not much noise, plenty of sports "500" register more than double the phon distribution of this mile-eater. Close up the gasworks here's the roundabout — a gentle squeeze on the front brake lever — and three seconds later we go all red and feel daft. Trouble is that we have to open up again to reach the turning point, having discovered that duo-braking is substantially more than sales talk!

Heel over, open up gently and sit back — whoops! We pull into the straight again with a vicious power slide and shut back smartly! Try again as we point up the straight . . . that's better. An impassive needle quotes "45" in bottom cog and we open up hard — "Gunga Din" just seems to gather himself and all of an instant later our grip on the bars becomes a feverish grab!

60-65 mph -- whoosh — that's second: hang on hard, here comes third with a mere gesture on the clutch lever. Was there ever such acceleration? We wonder, as the needle sweeps rapidly beyond 85-90-95 whilst senses are temporarily numbed by a hurricane of wind pressure. 103 m.p.h. says the clock — "Blimey" says we, and make a manful decision to try top gear some other time.

No need to push over a breathless story of personal reactions to henchman Heath — he's already sampled this "0-100 m.p.h. in under 25 seconds" progress and quietly confesses that he's all in favour, having regard to a front anchor which produces a brick wall variety of stoppage without the usual pain or inconvenience.

Further frantic gallops over our stretch of highway proved that "Gunga" didn't take too kindly to the standard muffler on a diet of Pool. However, our fun was fast whilst he waxed furious and at the end of a rapid half-hour I was constrained to quote Kipling further ...

"If you can fill the unforgiving minute  
With sixty seconds' worth of distance run,  
Yours is the Earth and everything that's in it,  
And — which is more — you'll be a man my son."

Facts are that we covered 1 mile, 1,466 yds, in the 60 seconds' worth of distance, which gave us the Earth, and works out at 110 m.p.h.. Therefore, a little later the same day two men set out from Birmingham plus "Gunga Din" and "The Duke" with the Yorkshire moorlands as the target. Despite afternoon traffic, setts and tramlines, the Vincent proved quite amenable to the idea of 25 m.p.h. creepage — although that 7.2 bottom gear required delicate clutch action on the getaway.

Winding, leafy country roads came and went with incredible ease — no need to take risks on the bends, for with such terrific acceleration on tap an average well above the round "fifty" becomes a practical possibility. Over the Pennines via Holme Moss, lonely and windswept in the grey light of an autumn afternoon, we surged with a cruising speed which many a "500" would be pleased to claim as maximum. In spite of his size "Gunga Din" conveys an indefinable feeling of safety at high speed, difficult to express but usually described in the hackneyed phrase as "race breeding". Admittedly, our speeds were not of the full-blooded racing variety but the assurance with which a "line" could be chosen and held on the open bends of moorland roads was both satisfying and exhilarating.

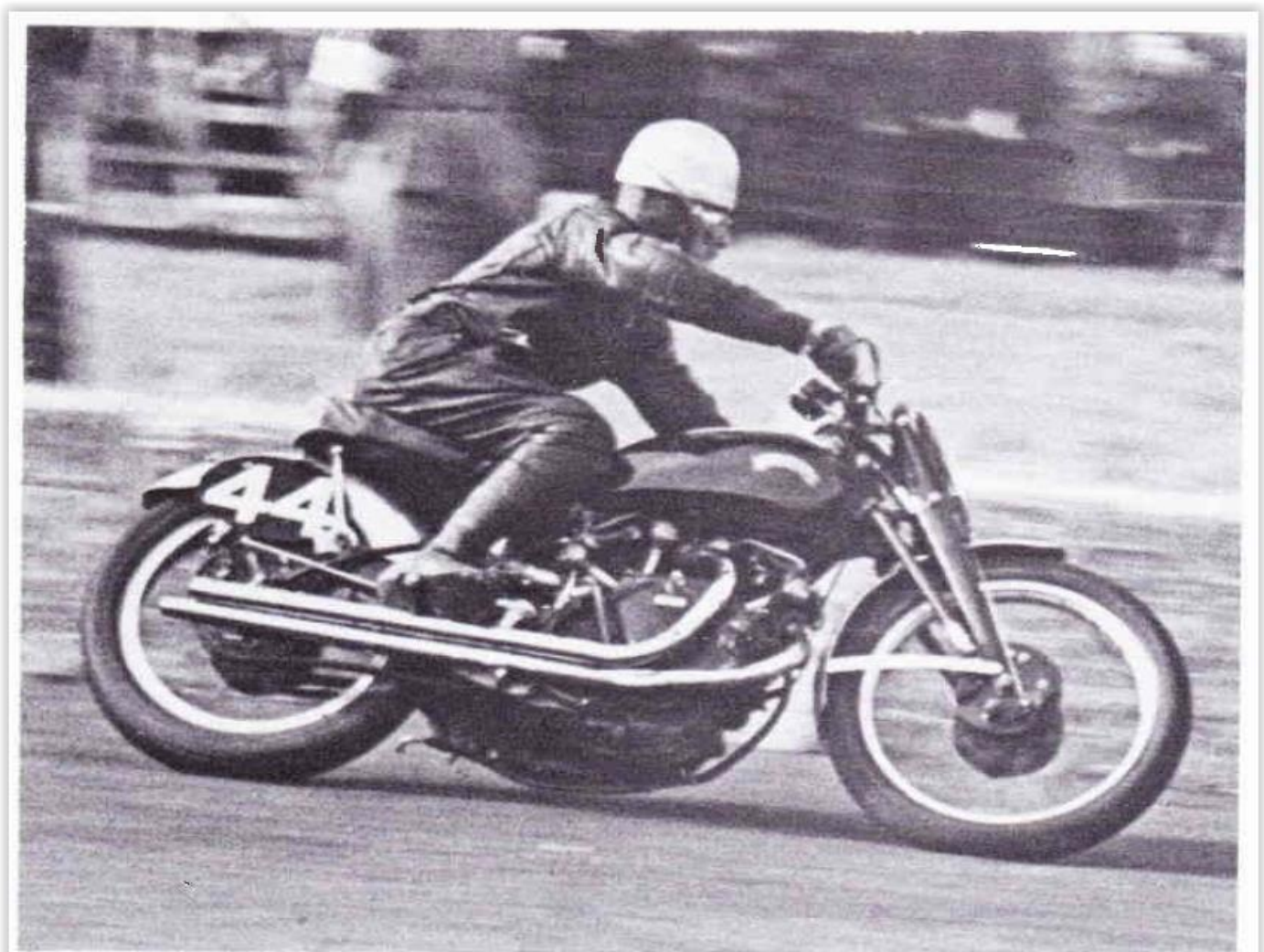
Huddersfield brought drizzle, Bradford produced a downpour and under such conditions the proud racer was heartlessly plonked in and out of greasy tramlines, dodging pedestrian traffic which streaked from behind buses and tramcars in a desperate homeward rush. With the picturesque setting of Ilkley draped in a mantle of swirling cloud we splashed on to our destination 10 minutes ahead of lighting-up time. Just on 145 miles of mixed going had failed to damp the spirited performance of the Stevenage playboy and he gave a final guffaw in the hotel garage as I rolled back the grip.

"Gunga Din" simply revelled in the close attention he was given at the "Experts—starting point the following morn and lolled against a convenient wall with a supercilious expression somewhat offset by a coating of high-speed mud-spray. The Yorkshire boys looked him over and shuddered as he smirked at their high-clearance frames and 4-inch rear bladders. We took him away before he started something we couldn't finish — you know how blunt these Yorkshiremen can be! Eight hours later "Gunga Din" panted back into his temporary Yorkshire home — bespattered with clay and slightly humbled. He had plunged over fields, through greasy three-ply, pottered over bridle paths, been stopped and restarted on wet grass — in fact, done everything which trials coverage demands. He voiced protest twice on that stern and sticky 70-mile day by oiling a plug each time — it seemed that half a mile at 10 m.p.h. down a hair-pinned gradient averaging 1-in-5 wasn't in his copybook and it was just his way of saying so. On the Sunday he regained his full measure of self-respect when we introduced him to Manx Grand Prix winner Eric Briggs who confessed a high regard for his abilities.

"Gunga's" faint snob complex was further flattered when, having bustled regretfully from the Briggs household he found himself parked in the middle of a cycling club at Timhle Inn, the hostelry of Hyslop. Mine host "Stelvio" gazed upon him with reflective eye, whilst our bicyclist friends gaped with open admiration at his sleek lines and voluptuous pipes. Rivalry of the "stink-wheel" was forgotten in their deep curiosity to learn all about this quiet individual with the lusty appearance. We answered questions galore and I'll swear he cast me a deliberate wink --- although it *might* have been a glint of sunshine from the tank ...!

Any ideas of finding his true maximum were rudely shattered by drifting mist on the return journey. In any case it meant removal of the silencer and in the absence of any suitable private road that was impossible. Sufficient therefore unto the day — we had done our best, and worst, but the racer had retained his pride. I could never push him to his limits on a racing circuit, yet he showed true magnanimity by joining me willingly in a less thrilling world of open road and by-way.

Cruel work for such an ambitious fellow. but —"You're a better man than I am, Gunga Din!".



At Brough, Yorkshire, in 1949 Gunga Din is restrained by trainer George Brown. (*George Schofield*)

\* \* \*

**Prologue:** It was in 1935 that George Brown first joined the Vincent concern: he was at that time concerned chiefly with road testing. In 1937 the Series A version of the Rapide was born, and every model produced passed through George's hands. After serving in an aircraft factory during the war, George returned to Stevenage and worked in the Vincent experimental department with his brothers, Clifford and that brilliant development engineer, Phil Irving. Gunga Din took shape in 1947, being evolved from a standard Series B Rapide. It was first raced at Cadwell Park, then at Abridge where a seized gearbox unseated George when he was

leading Johnny Lockett on a Lancefield prepared Norton. At the first Dunholme meeting, George finished second to Ted Frend, who was riding a factory "Porcupine" MS.

During winter spare time, Gunga's development continued. At a Scarborough meeting early in 1948, George caused a stir by winning no fewer than five trophies. The 1,000 c.c. Clubman's T.T. brought him the Dunlop Trophy for the fastest lap though a faulty second-lap fill-up cost him the race when, on the last lap he ran out of petrol at Brandywell. He coasted five miles to finish fifth! Soon afterwards a heavy crash at Eppynt laid George low with severe facial injuries; but courage was not the least of his attributes, as any will agree who have seen him lurch over Shelsley's sickening bumps. Within two weeks of leaving hospital he was finishing third at Dunholme to the "Porcupines" of Les Graham and Ted Frend.

In 1949 and 1950 race organizers might well have contemplated making a rubber stamp of George's name and machine for their result sheets, so numerous were his successes. He beat the cars at Shelsley Walsh when establishing a new record for the hill. Other sprint successes were achieved at Cirencester, Trent Park, Hartlepool, Prescott and Redcar. Events were won at Silverstone, Haddenham and Blandford, and lap records fell to Gunga Din at the last two venues. In the ill-conceived 1,000 c.c. Clubman's T.T. of 1949, however, when competitors were required to complete the three-lap race without refuelling, George's machine was among those which suffered from over-economical carburation with the result that he holed a piston and completed the whole of the last lap on one cylinder—and ran alongside his machine up the Mountain! Even so, he finished sixth!

In May 1951 Brown left Vincents to set up his own business in Stevenage.

*This item, contributed by OVR reader Chris Weir, was first published in "Motor Cycling", Nov 13, 1947.*

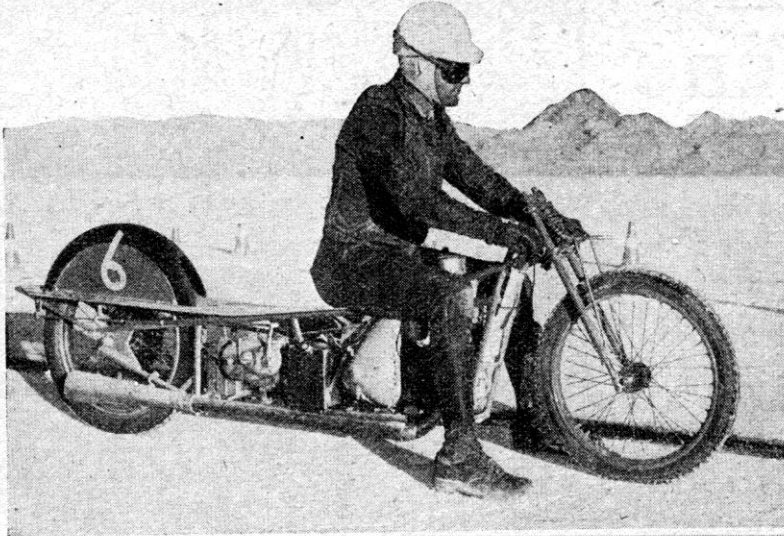
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## Spot The Makes?



An intriguing snapshot provided by OVR reader and contributor Tony Page. This home-made bike ran beautifully, turning heads wherever it went. How many makes can you spot that provided a source for its components??

## A TRIUMPH-ENGINEED RECORD-BREAKER



The 500 c.c. Anglo-American "Sprint Special"

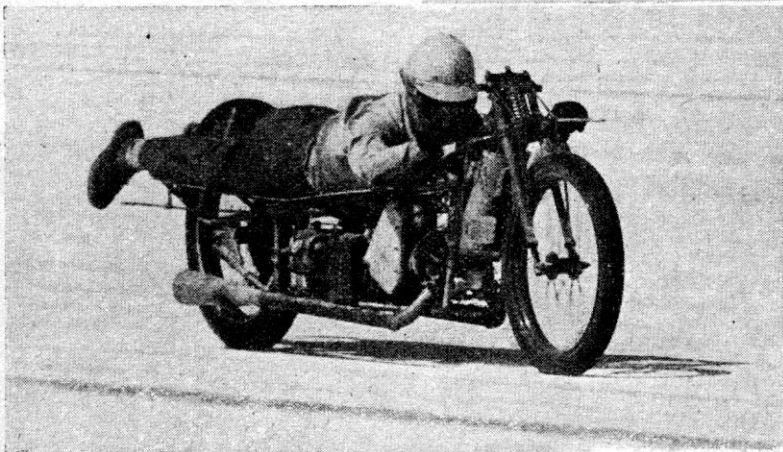
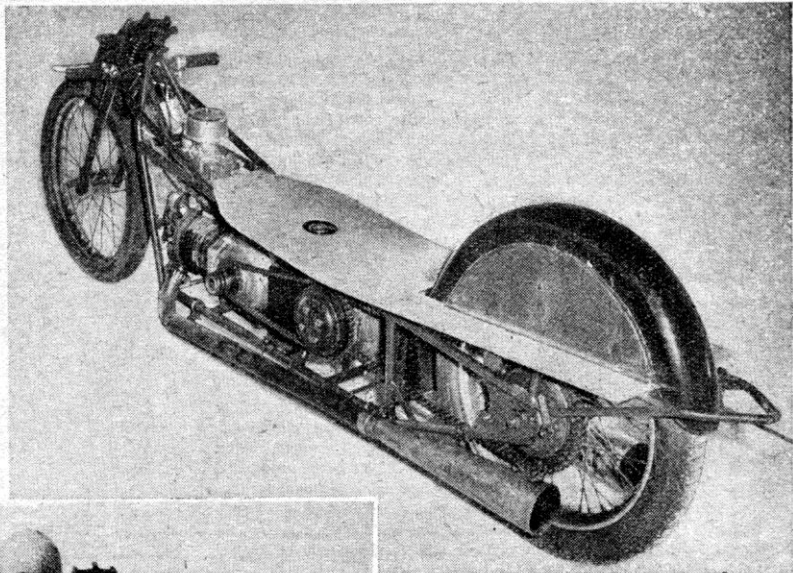
Ridden by Bud Hare

*Waiting for the "off." Seated on his unusual sprint model, Bud Hare watches for the starting signal at a meeting at Bonneville, Utah.*

The 500 c.c. Triumph engine is mounted with its barrels horizontal in a long, low-set frame, which forms a "platform" upon which the rider lies prone. Set 19 ins. from the ground, it leads to an extreme reduction in frontal area. The fuel is fed

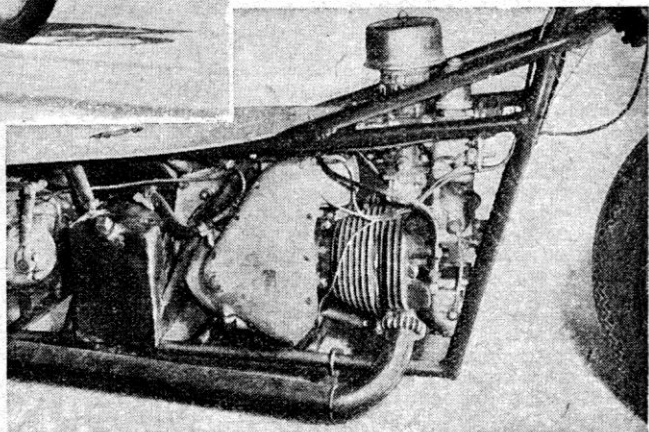
*(Right) Noticeable in this three-quarter rear view of the Triumph-engined "special" are the long primary and secondary chain drives.*

ONE of the most popular forms of motorcycle speed competition in the U.S.A. is the sprint. Consequently, American riders often spend much time (and money) building machines especially suitable for such events. Often, these models are extremely unconventional, and surely one of the most interesting of these Transatlantic "specials" is the Triumph-engined model upon which, in November last year, Bud Hare gained the A.M.A.'s 30.5-in. Class "A" record at 126.68 m.p.h.



*Flat out—in more ways than one! Well tucked down behind the steering head, Hare races across the salt lake at upwards of 120 m.p.h. By using a horizontal engine position, a considerable saving of frontal area has been achieved—hence the extremely high speed obtained with an almost standard engine.*

*Down draught carburettor! An ex-Ford instrument has been fitted to the 500 c.c. Triumph engine. Note the unusual design of the steering head supports—somewhat reminiscent of the racing Norton. Welding has evidently been put to extensive use in an effort to reduce weight.*



to the Ford 97 carburettor by means of an electrically-operated pump and the model has a wheelbase of no less than 72 ins.

For photographs of this unusual machine, we are indebted to our American contemporary, "Cycle."

# “Prieto’s Return”

*an OVR Item authored by Bevo Bowen, USA, contributed by way of Mike Chip, UK*

Dave Rosenfield says he just had to retrieve his beloved '49 Argentine Rapide, aka “Prieto” (that’s Spanish for “the Dark One”). About 4 years ago, and having not been riding it, Dave decided to sell his Vincent, advertising only in “MPH” and through the VOC/Lone Star venues, as he wanted a real Vincent enthusiast to buy it. That did happen, as a fellow from a mid-western state rolled down to Smithville and took it away. Since that time, Dave of course wondered how the machine was doing in its new digs. So, around Christmas time he sent the buyer a card and inquired if he might get some update and maybe a picture or two. Alas, while greatly admiring the beast, the man decided to sell, which he did, to the owner of a roadside museum in Georgia. Directing his attention there, then, Dave found that his former bike was about to be auctioned, as the museum was closing its doors! He first tried to buy it outright, but the auction process was underway, so, not to be defeated, he put in a winning bid!

The delivery of the bike from Georgia (that’s “Jaw’juh” to those of us who are natives of that fine State) to Dave’s home is about as interesting as his renewed ownership. Dave had been in contact with Burt Welleford, a VOC man who you’ll maybe recall did an around-the-USA ride on his family hand-me-down Black Shadow about 3 years ago. On that ride, Burt had visited and was befriended by Dave when he had some roadside troubles as he snarled his way through Texas (I think the late, great Wiley Bollman was also of help to Burt, later). Anyway, because of a problem that arose with a shipping service scheme, Burt kindly offered to deliver the bike (Burt lives in Georgia). For company, he brought along fellow Georgian Tom Hill, likewise a VOC man and owner of an Egli for the past 33 years.



Dave (front) flanked by Burt Welleford (L) and Tom Hill as he takes delivery of “Prieto” for the second time!

So, a happy story, all the way round, eh? BTW, in case you did not know, Dave has been a Vincent Man a very long time, going back to days even before he helped out at Gene Aucott’s shop, many years ago, when he lived up East. Dave has now owned 14 Vincents, and with this retrieval of Prieto, he is one of the very few, if not only, owners who has sold and then bought back his Vincent. Prieto, then, is not only Dave’s 14<sup>th</sup> Vincent, it was his 13<sup>th</sup>, too!

Many of us have seen Prieto, and numerous Club luminaries have ridden it, to include VOC Honorable Chairman, Jacqueline Bickerstaff. Dave had initially bought the bike out of a Miami shop, many years ago, and then spent much time and money in getting the bike up to road-worthy condition (it had been in rough shape, as has been the case with so many of the Vincent machines that were brought out of Argentina). While at it, he made some adaptations that suited his individual taste.

I should also mention, although it was a last minute delivery and with short notice, but several local friends came by for a welcome party kindly hosted by Dave, to include our new Lone Star from Houston, Steve Dishman, and fun was had by all! Dave allowed me to share this news with you, and I’m sure we’re all delighted to have Prieto back in the Lone Star “corral” and that Dave is pleased to have his pet Vincent Twin back on the Rosenfield ranch, where one can hear the various sounds of wildlife, Texas breezes (and storms), snarling beasts, fireworks, and, yes, maybe even a machine gun or two .....



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**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

**For Sale:** 1948 Series B Rapide for sale, engine # 5XX. Two owners only from new, unrestored, cases never split. 25,912 original miles. The following have been changed.

- Dynamo. It has a Chinamo and JG regulator installed. Original 3 Miller is available along with a non functioning Miller regulator.
- Original magneto rebuilt a few years ago. Dated 2/47
- Front Brake drums are VOC Spares Co Shadow front drums.. Original steel drums are available
- Front Brampton spring has been replaced with a Works coil over shock, original spring is available.
- Neal Videan crash bars installed. I believe the seat cover was replaced in the '50's.

Some original tools.

US\$ 65,000. Bike is presently located in Canada, can deliver to the North American Rally



Interested? Then email [avintwin@gmail.com](mailto:avintwin@gmail.com)

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## *Spares:*

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

**Coventry Spares Ltd**, USA: Fantastic service and deep product knowledge plus extensive range of excellent Vincent Spares and tools. Ships Worldwide. See website for more information <http://www.thevincentparts.com>

**Conway Motors Ltd**, UK: Anti-Sumping Valves, Comet Multi-Plate clutch conversions for Comets plus an extensive range of excellent Vincent Spares. Ships Worldwide. Email for more information [steve@conway-motors.co.uk](mailto:steve@conway-motors.co.uk)

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

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

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

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## *Nuts n Bolts:*

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

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

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

## *Restoration Services:*

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

**Ken Phelps**, Australia – Qualified aircraft engineer and builder and daily rider of Norvins for over 30 years, who has the skill and experience to carry out overhauls, rebuilds, general repairs and maintenance to Vincent HRD motorcycles. Full machine shop facilities enabling complete engine and chassis rebuilds, Painting, wiring, polishing, aluminium welding and wheel building. Ken Phelps Phone: (61+) 0351760809 E-mail: [ogrilp400@hotmail.com](mailto:ogrilp400@hotmail.com) . Located in Traralgon, Victoria, Australia

**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.

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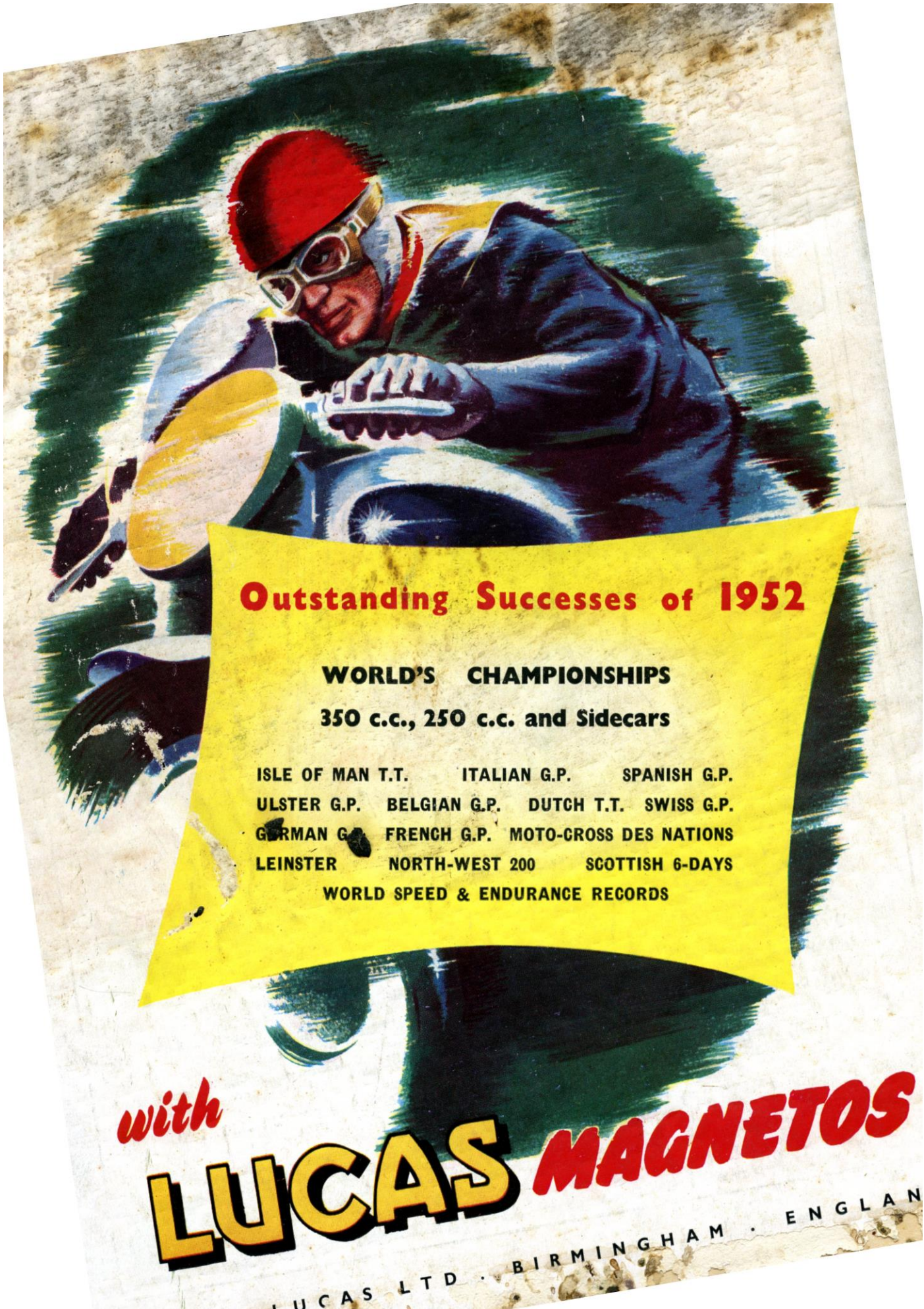
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**Terry Prince Classic Motorbikes**, Australia: Classic Motor Bikes, specialises in restoration, manufacture of new parts, and the development and manufacture of high performance components for Vincent motor cycles. For more information visit the web site [Click Here](#) or telephone +61 2 4568 2208

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