The Oz Vincent Review

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

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Welcome

Welcome to this latest edition of The Oz Vincent Review. The front cover depicts OVR Reader and master craftsman Neil Videan aboard the magnificent A series Twin that he personally created, from preparing the design drawings, through supervising component manufacture, hand finishing all of the parts and the meticulous final assembly. It's more than a bike – it is work of art! Well done!

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Letters To The Editor

Hi Martyn, reading your cover message to the review last month brought to mind a similar search of mine. In 1981 I was in Northern Pakistan working with my father. In spare time I sought out old motorcycle shops in various cities that were garrison towns in the time of British rule, in search of HRDs. This included Peshawar, Lahore, and Rawalpindi. I did find a number of very hard used pre-war BSAs, triumphs and so on, and the proprietors all knew of Vincent's and HRDs. In a shop in Lahore I got the distinct impression that he did either have one or know of one, but got nowhere in the time I felt I could spend.

In that culture such discussions are expected to be long, slow and oblique, over many cups of tea. I think that my American impatient and aggressive directness killed my chance to get to the heart of the matter.

Nevertheless, I suspect that somewhere in the Northwest of Pakistan some British soldier or civil servant left behind a motorcycle of interest. I would be very reluctant to venture there again under a US passport, given the current state of the world.

Cheers, Robin Reynolds, NorCal VOC.

Hi Martyn, The Moto-gallur Egli - Vincent left Australia today (August 8) for the Classic TT on the IoM . This is our first year and is meant as a data collection run . The bike will be quick!

The fastest bike doesn't necessarily win as the course is punishing on the bikes, if we finish we should be right up there. We have taken a spare engine and gearbox if something lets go during the week long practice. Vincent specialist Cam Donald is riding for us. The bike is going via Paris where Patrick Godet's team will pick it up and take it to the Island for us.

We have made great inroads into improving the bikes performance. The picture shows twin disc front end and large fuel tank for the 200 km race however at the IoM we will probably only run a larger single disc

Cheers Luis Gallur (*Via Alyn Vincent)*

Triumph T160 primary chain conversion

Australian Triumph specialists Union Jack Motorcycles have introduced a primary drive conversion kit for Triumph T160 owners.

The stock T160 duplex chain hasn't been available for years, so Union Jack sourced a kit to replace the T160's duplex cush-drive with a purpose designed belt drive system designed by UK specialist Tony Howard. These kits are now available in Australia.

Union Jack's contact details are in OVR's Service Providers listing at the end of this edition. Note: The picture is indicative only.

MR. LUCKY GOES TO ITALY

By Phillip White, Australia

A big Hello to all those afflicted with the old bike bug, that which the French call le Virus. I own a slightly ratty 1955 BSA A10 Golden Flash which lives with a mate in Provence in the South of France.

This fine survivor of Britain's industrial past is called Mr. Lucky. Those who have tuned into his earlier adventures will know how he got this sobriquet. The maiden flight from Scotland to France resulted in an almighty explosion on a Dutch Freeway which reduced the engine to scrap. The only parts salvageable being the Head, Carby and timing gears. The bike was repaired with donor parts from another A10 purchased via a Scottish Cemetery. The bike earns its living by being rented out by company in in St Remy de Provence called 'Classic Esprit' which does guided tours on old Brit Iron.

A few years back on one of their tours in a very mountainous and sparsely populated region in France known as the Vercour, the A10's rider hit a sand wash out and both bike and rider went over a cliff, a real one, not just a steep slope. Disaster was averted by a lone strategically placed Pine tree about 20 feet down. The bike suffered a bashed and bent up front end and the rider a few broken ribs. After all this, the gallant old Iron head has been universally known as " Mr. Lucky".

Last time I was in France I learned that the Vincent owners club was holding their annual rally (2015) in Italy. Several Vincent owning Friends in Oz asked me to do this Rally with them. I don't own a Vin but there would be lots of people attending on hire bikes so I figured that the old BSA A 10 would fill the bill.

"Mr. Lucky" and Philip lost in Tuscany

I gave myself a few weeks grace after arriving in France before the rally commencement to fettle the old nail and ride with some local Buddies. Servicing consisted of: go for a ride, dump the oil and slice open the tricor filter element, check the sump and oil tank strainers, check the chains and fluid levels [All filters all clean and no adjustments required]. I also fitted a Phil Pearson twin leading shoe front backing plate I had bought with me in my luggage since I would be going over the mighty Alps twice.

My mate John from Oz would be joining me for this run and he arrived a week after me. He hired a modern Hinkley Bonny from Classic Esprit and we did a few local runs as a shake down. Around about this time I learned that all the Oz Vincent friends had piked out, leaving John and I on our lonesome. The day before the Rally check-in date we headed out, travelling north on quiet country roads. Our route took us close to Mont Ventoux, the accent of which is the toughest part of the Tour De France. We hung a right at the village

of Bedouin and started the climb over the Alps. We stopped at the town of Embrun for a long French lunch. We continued to climb through the most magnificent scenery imaginable, and riding the finest roads imaginable.

The trick here is to go to “Navigation” on ye olde GPS, then scroll through to road preferences. On the Garmin there is the option of turning of Toll Roads and interstates which means the machine can only access the original road systems which of course, is where all the good stuff is. There is hardly any traffic on these secondary roads and speed limits are quite low, 90kph in France and usually only 70 kph in Italy, people trying to get from A to B take the Peage [Toll Road] with its interminable tunnels, but its no fun riding with a truck by each knee.

The V.O.C. organisers had located their rally in 3 successive locations, the first being The town of Simione located at the southern end of Lake Garda. That is a fair old ride from the South of France so We planned to I had been planning our first night stop to be in Briancon on the French/Italian border, but my Provencal mate Neil reckoned that if the weather was fair we should get down on to the Italian plains while the going was good, as the Alpine weather can turn real bad real fast . Italy is both compact and crowded and we wanted to avoid large towns and cities as much as possible. We picked our way via wee towns south of Torino to stay the hell away from rush hour Italian style. Finding accommodation wasn't so easy as tourist season, which more or less ends in August in France lingers on through September in Italy. My Euromap chip in the Garmin is quite elderly, and dialling up accommodation took us from one boarded up dump to another. Eventually we lucked out and a nice local lady rang a hotel called Casa Verde. When we found it ,it was first rate, an imposing old building set on big sweeping lawns. There was a wedding celebration complete with Wedding Singer just winding down and the pool was rapidly filling up with pissed Bridesmaids and Groomsmen, the Italians sure know how to party hearty. The food here is worth experiencing, very high end Local Cuisine.

Next morning saw us completing the run to our first hub point being in the Piedmont tow of Sirmione on the southern tip of Lake Garda. Accommodation was in a holiday park called Garda Village. We don't have anything quite like this in Australia. These Complexes are very large with Restaurants, a series of swimming pools with bars and an outdoor theatre, they cater for families on various budgets. Accommodation ranged from neat self-contained brick villas to crumbling caravans, and it was to one of these John and I were directed. What a dump, long grass all around, Aircon that was set to lower the temp half a degree max and two bedrooms, one small and one microscopic. I lost the toss and got the microscopic one which I was sharing with a slightly pongy bassinet. It had been a long day and I flopped on the single bunk bed, only to have it collapse underneath me. I am not normally one to complain but this was too much. Fortunately for us there had been a late cancellation and a brick villa by the pool was available, we gratefully took it and the rest of the accommodation throughout the trip was solid 3 to 4 star. A word of praise here for the organisers of the rally. It is a massive undertaking to arrange an international Rally like this.

There were around two hundred rally goers but only around 60 plus bikes. Many attendees were of an age or physical state that placed their riding days well behind them, and some folk just wanted a conventional holiday. There were organised bus tours but not so with rides. The rally pack included laminated sheets with suggested rides ,restaurants and sight seeing . John and I quickly developed a routine of having a light continental Brekky then doing one of the suggested rides which we always punctuated with a 2 hour Lunch. Now is the time to broach a contentious issue. There is a commonly promoted view point that Alcohol and Motorcycles don't mix. This is not my experience, given the right circumstances they mix very well indeed. Now before some

readers throw up their hands in horror, let me be a little more specific. If one is riding in heavy traffic, or trying out your mates latest Crotch Rocket I would think Zero blood alcohol would be wise. At the other end of the scale 70 kph on quiet rural roads is fine for me up to about .02 on a motorcycle, slightly higher on 4 wheels , Above these levels my driving and riding skills start to go south.

I always carry a breathalyzer and using one of these as required quickly educates you on what your particular body can and cant do, including how fast it metabolises alcahol, which will be determined by what size you are plus your level of physical fitness. In my case 30 to 40 minutes will drop my readings from .04 down to .02, but every ones physical make up is different.
We did a couple of the runs over the next few days and on the third day we decided to do something scenic and easy such as riding around Lake Garda itself.

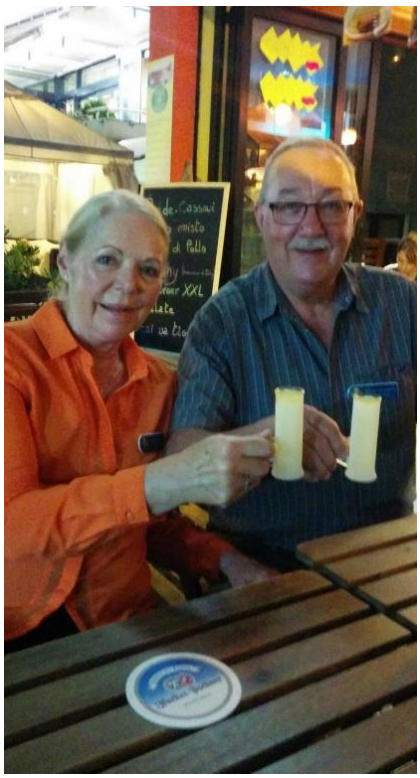
The Circumference is about 180 k,s. On the map it showed Sermione at the bottom and the town of Riva Del Garda at the top with nothing else displayed ,so we were looking forward to a peaceful scenic ride around the lake's perimeter. Wrong, wrong, wrong!

Every square inch of ground was built on and the traffic was horrendous and reduced to a crawl for much of the way. We also encountered what I would consider to be one of the most dangerous stretches of road in Italy; There is a few hundred yards at the Southern end where there is a beach of sorts with Gravel and drift wood and this is where young Ladies attempt to get an all over tan. The danger comes from the rubber necking male motorists with their eyes off the road and onto the beach to check out the Sunbathers. Lots of sudden stops, near rear enders and horn blowing.

John's daughter was in Italy with her Italian Beau and payed us a pleasant visit and soon enough we were off to Rimini on the Adriatic Coast. It was quality hotel accommodation here overlooking the beach with its thousands of Deck Chairs for hire, [each piece of beach is rented by a specific hotel, nothing is free] for the first time the bikes were grouped together allowed detailed inspection. There was a chap there that had purchased an "A" Series pre war twin from a well-known auction house. I seem to recall the price all up was around $700,000 Aus. And when the machine was delivered it was found to be seized solid! Ouch!

Most of the riding groups were collections of friends and they did not seem to want to mix with any other bikes than Vincents, which is fair enough so once again John and I would ride the spectacular countryside on our own with the ride being punctuated with a very long Lunch. I really did like these laminated route cards, they showcased the best riding the organizers could recommend with their detailed local knowledge. Perhaps this would work at Australian Rallies? On the other hand we don't have the diversity of roads that old Europe can offer.

The food was good but self serve which can get a little repetitious after a while. John and I took to just having an entree than skipping out to check out the street scene, we would regularly stop for a Limoncello, which is a fiery local liqueur served over ice in a small frozen glass, very refreshing. In these evening rambles we were often joined by fellow Australians Ann and Martyn Goodwin. Martyn (of OVR notoriety) was nursing a broken arm courtesy of the usual Vincent tank Slapper back in Oz. Should have fitted a steering damper mate!



We set out for our last stop which was a town in Tuscany called Montecatini Terme. This was the only stretch I can recall that required us to use the AutoStrada. There we were bumbling along at 105 klicks or so when two Vincent's flashed past and cut in front of us, the riders sticking their right legs out as they did so [this is a common politeness in Europe, sort of a "Thumbs Up" sort of thing]

"F#@% that" I thought as I knocked Mr. Lucky back a cog and overtook these guys. The Vincent riders were not about to be overtaken by a shabby old Black Beeza and duly overtook us again. So I repeated the process but at a higher speed.

John behind me saw plus 95 mph and climbing on the Hinckley's speedo [this bike came from England] as we ripped passed these Guys again. This overtaking kept up till we all exited the AutoStrada together. Now I have owned and ridden Vincents and I know they should have been able to be 10 to 15mph faster than a Gold Flash, and I should have been seeing their tail lights disappear up the road but every time they overtook us they would snap their throttles shut whereas I kept Mr. Lucky nailed.

Then the simple truth dawned on me: Any one could afford to blow up an A10 but not so a Vincent ,that would require many months and many Dollars in the hands of a specialist so I could take my engine to redline but they couldn't risk doing the same. I talked to one of these chaps later. He was a restraunteur from Belgium I think, and a really nice guy, he expressed surprise at the Beeza,s turn of speed and was kind enough to say how great it sounded on full song. John was pretty happy that the Flash held together as we were a long, long way from Provence.

Montecatini Terme is a bustling tourist town There is the old town above called Montecatini Alto which can be reached via a 120 year old funicular tram, boy is it was a steep climb, I couldn't help but wonder if the cables had been checked in the last century and a bit. The hotel had a great pool and that's where we hung out after our day's ride. The Tuscan hills are beautiful and the back roads are deserted. One day we saw a Pizzeria that looked deserted but we checked it out. It had a balcony with a spectacular view and an elderly couple watching TV inside. They had zero English as per usual and we asked for Pizza? No. Pasta? No. Then the old guy said "Piadina" and motioned us to sit down while he went back to his TV.

A few minutes later a lady in her forties came puffing up the hill [Our Chef] followed by a girl in school uniform [our waitress] The Piadina is a native tuscan dish and real working mans food. It consists of a big tub of batter mixed in the morning which provides a tasty pan cake. On to this goes Fresh Mozzarella Buffalo Cheese and air dried ham - That's it, but boy, is it good. We were sampling the local wines and I found out later that this spot produced most of the Altar wine in Italy and a good drop it was. When we were into the coffee and Grappa phase of the meal I asked for Dolcetti [biscuits]. A hurried conversation with the chef had our waitress scurrying down the hill to return with a biscuit tin full of goodies. The little girl had some English and said that she had gone home and raided mom's kitchen! They were lovely people and I think the bill was less than twenty Euros all up.

We retraced our steps up to Torino and back over the Mighty Alps and Down to Provence. We had covered approx 4000k,s all up. Back in the workshop a check of Mr. Lucky revealed that the bike had used less than half a quart of oil for the whole trip, the oil was still darkly transparent and the filters clean. The chains required no adjustment.

Readers might be interested in a breakdown of Mr. Lucky's specs so here goes:
Chassis: SRM two way dampers in the forks. A word here, it is imperative that the shuttle valves are covered in oil at full fork extension, that's more oil than the book says. Hagon shocks on the rear, taper head rollers, rod operated rear brake same as a Goldie [correct for 55] Avon Road Riders 19 front and 4.50 x 18 rear. Phil Pearson twin leading shoe back plate, quartz Halogen light, Blinkers, West Coast USA bars [bad back]

Engine: Crank roller conversion on the timing side with oil pressure pick up point, Thunder engineering billet rods, boyar pick up in the mag case and an Alton Generator, Genuine Road Rocket cam [no tappet adjustments required in the last 15,000k], oil filter. 8.25 GPM Pistons, The bike still runs the correct thin flange barrel. The gear box is standard and never apart, but the oil is clean. The clutch is the 4 spring conversion with an SRM pressure plate and LP Williams type thin friction plates. It is able to handle the worst summer traffic jams with aplomb.

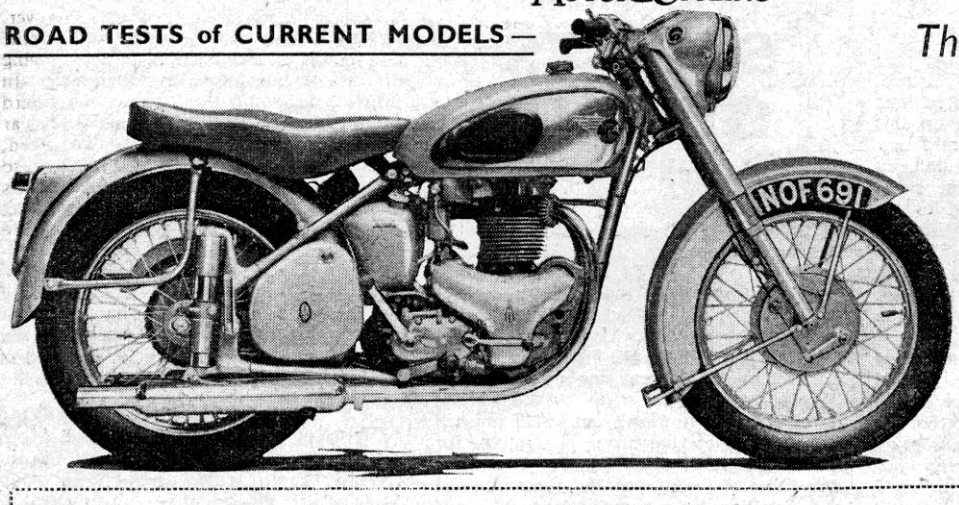
This article was actually written in Italy on the BSA Rally at Lago Di Vice. So here it is finally off my iPad and into the Oz Vincent Review. Remember: Always keep the Chrome up and the rubber down.

Cheers
Phillip White

John and Philip – Intrepid travellers together, departing Garda Village.

And here is an independent view of "Mr Lucky" from 1953

ROAD TESTS of CURRENT MODELS—



The 646 c.c. Model A10 o.h.v. TWIN

B.S.A.

The Biggest Machine in the Extensive Small Heath Range Shows its Paces to "Motor Cycling"

Very "clean" lines characterize the "Golden Flash" B.S.A., with its big parallel twin o.h.v. engine capable of dealing with a heavy sidecar or of providing super-sporting solo performance.

BRIEF SPECIFICATION

Engine: Vertical twin-cylinder, push-rod o.h.v.; bore 70 mm. by stroke 84 mm. = 646 c.c.; cast-iron cylinder head and block; compression ratio 6.5 to 1; valve gear fully enclosed in light alloy housing; light-alloy connecting rods; V.P.2 lead-bronze big-end bearings; forged steel crankshaft; mainshaft carried on roller bearing on drive side and plain bearing on timing side; Amal type 276ER/1DB carburetter with twist-grip control; dry sump lubrication with twin gear-type pump.

Transmission: ⅜-in duplex primary drive chain in aluminium oilbath case; ⅝-in. by ⅜-in. final drive chain; engine shaft shock absorber; four-speed constant-mesh gearbox; ratios 4.42, 5.36, 7.77 and 11.41 to 1; five-plate clutch.

Frame: Duplex loop frame with plunger type coil-spring rear suspension; hydraulically controlled telescopic front forks; prop and centre stands.

Electrics: Lucas magneto, 60-watt dynamo, lighting with Lucas 7½-in. headlamp; electric horn

Wheels: WM2-19 front and rear rims; Dunlop 3.25-in. by 19-in. front and 3.50-in. by 19-in. rear tyres; 8-in. front; 7-in. rear brakes.

Tanks: Welded steel fuel tank, capacity 4¼ gallons; oil container 4 pints.

Dimensions: Saddle height 30 in.; wheelbase 54¾ in.; ground clearance 4½ in.; overall width, 28 in.; overall length 84 in.; weight 408 lb.

Finish: As standard; black enamel, chrome plated tank with black panels; beige and chrome as tested, with B.S.A. embossed motif on fuel tank, extra £3 12s. 6d.

Equipment: Smiths 120 m.p.h. internally illuminated speedometer.

Price: £178 0s. 0d. plus £37 1s. 8d. P.T. = total £215 1s. 8d.

Manufacturers: B.S.A. Cycles Ltd., Small Heath, Birmingham, 11.

TESTER'S ROAD REPORT

Maximum Speeds in:—

				Time from Standing Start
Top Gear (Ratio 4·42 to 1)	98 m.p.h.	= 5600 r.p.m.		41 secs.
Third Gear (Ratio 5·36 to 1)	82 m.p.h.	= 5800 r.p.m.		22 secs.
Second Gear (Ratio 7·77 to 1)	64 m.p.h.	= 6200 r.p.m.		9⅗ secs.

Speeds over measured Quarter Mile:—

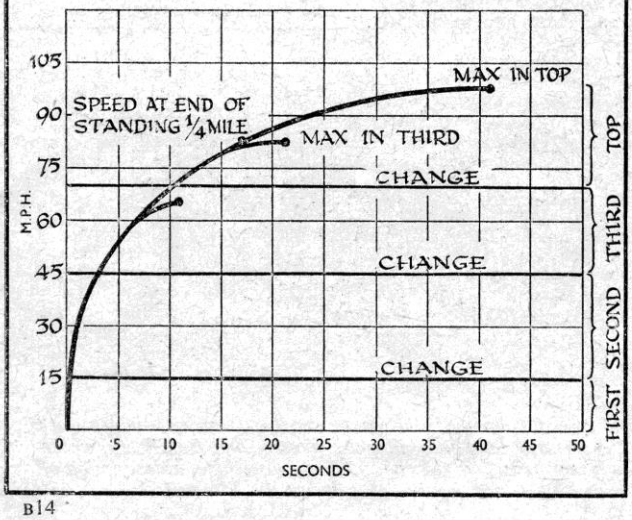
Flying Start 97 m.p.h. Standing Start 55·58 m.p.h.

Braking Figures On ASPHALT **Surface, from 30 m.p.h.:—**

Both Brakes 29 ft. Front Brake 39 ft. Rear Brake 59 ft.

Fuel Consumption:—

30 m.p.h.— 84 m.p.g. ~~40 m.p.h. — m.p.g.~~ 50 m.p.h.— 58 m.p.g.



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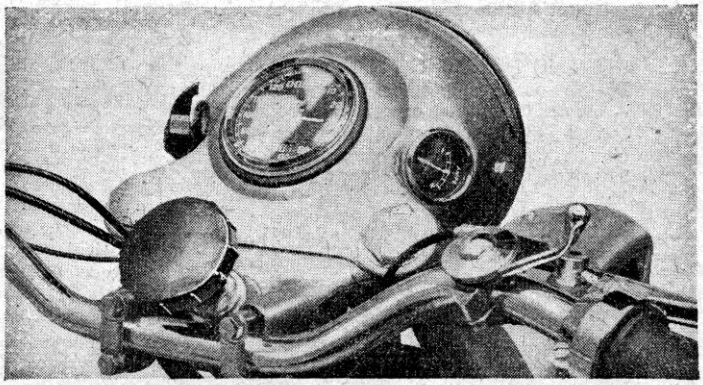
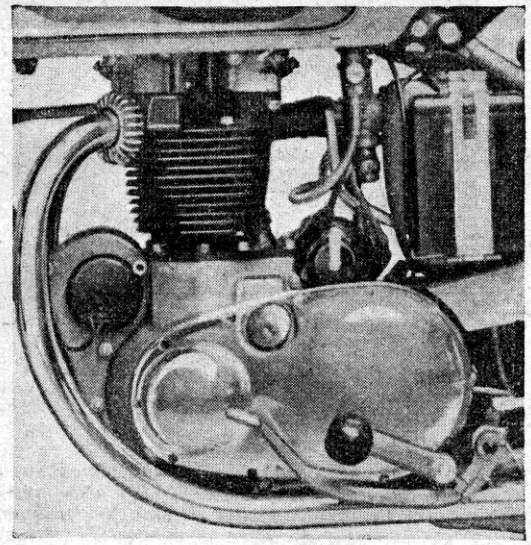
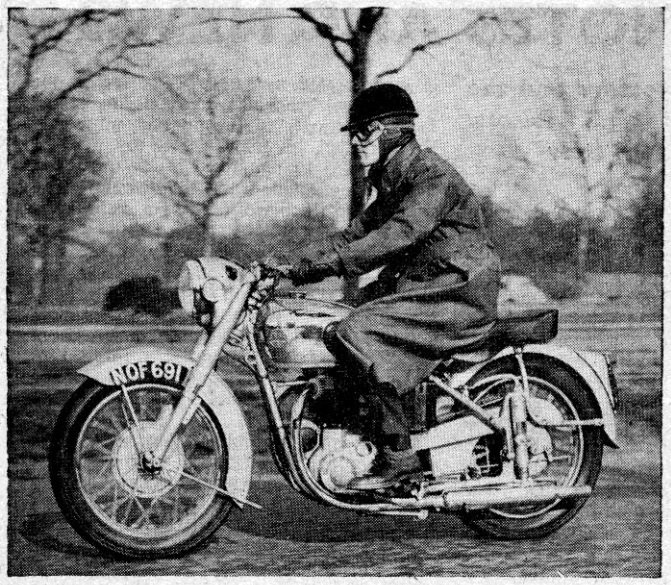




(Above) In the cowled headlamp is neatly fitted a 120 m.p.h. speedometer, the ammeter and the lighting switch.

(Right) The sturdy engine drives the gearbox through a chain enclosed in a massive cast alloy case. Note the method of cradling the forward-mounted dynamo.



"On any type of road surface, the handling and steering were excellent . . . on all main roads the suspension, aided by the comfortable dual seat, gave tireless riding."

ON an "m.p.h. per pound" basis, the B.S.A. "Golden Flash" must be one of the least expensive high-performance projects offered to the buying public in post-war years. In fact, every mile indicated on the speedometer at the machine's maximum speed, costs approximately forty-two shillings and sixpence: a standing "quarter-mile" in 16⅕ sec. is thrown in for good measure.

Such performance does give the fast-moving, long-distance rider an opportunity to cover daily mileages that are likely to remain proud boasts throughout his lifetime, and it is to this type of rider that the "Golden Flash" is most likely to appeal, for an outstanding feature of the machine is its ability to cruise at a speed dictated by traffic conditions rather than by the capability of the engine. In spite of this characteristic, the "bottom end" performance has not suffered and there is no low speed temperament to make traffic negotiation a niggling business of clutch slipping and throttle blipping.

Several efforts were made to get rid of a tendency to spit back through the carburetter when the throttle was opened quickly with the engine ticking over. This apparent weakness did not show at any other stage, and past experience has revealed that this slight fault can be cured by attention to the throttle slide. Starting was always effortless and the carburation was clean from low speed to maximum throttle. At the end of the test, the near-side exhaust pipe had blued slightly at the port, but this minor tendency toward induction bias had no apparent effect on the unit.

Comfortable Riding

Both the handlebars and the footrests are located well forward and this produced a straight-armed position well suited to "leaning on the breeze." Although mounted forwardly, the handlebars are not low and did not induce tired wrists when riding in thick traffic. All controls, both for foot and hand, are adjustable and a satisfactory stance can be quickly arranged. An adjustable stop is now fitted to the brake pedal which can be set comfortably below the ball of the left foot. Both footrests are set on tapers and the gear-change pedal is mounted on a splined spindle.

All hand controls were pleasantly smooth in operation and this, particularly where the clutch was concerned, assisted toward clean and noiseless gearchanges. Some pause was necessary when changing from second to third gear, but on this occasion only was any unusual delicacy needed. Changes were quite positive and could be made as fast as the pedal could be moved. First gear was selected from neutral without sign of clutch drag and no difficulty was experienced when finding neutral at traffic lights.

No doubt the high degree of acceleration was due as much to well-selected gear ratios as to the excellent power output of the engine. Power output of substantial proportions is, however, necessary to maintain acceleration at above 70 m.p.h. and the manner in which the speedometer needle would continue moving beyond the 70 m.p.h. figures on the dial was most exhilarating. In this country, at any rate, the cruising speed of this machine is hard to define: not so difficult to ascertain was the minimum top gear speed, which could be assessed at 25 m.p.h. Below this speed, third gear was advisable if roughness in the transmission was to be avoided. At any speed, pinking, with the better quality fuels now available, could only be induced by brutal use of the throttle.

On any type of road surface the handling and steering were excellent. The hydraulically-controlled telescopic front forks—now fitted with two-way damping—provided 6 inches of well-controlled movement. This softness of the front suspension tended to accentuate the firmness of the plunger units fitted to the rear wheel, particularly on bad surfaces, but on all main roads the springing, aided by the comfortable dual-seat, gave tireless riding.

Silent Power

There was little evidence of the engine when it was at work. In every department—pistons, valve gear and crankcase—nothing could be heard of the unit when the machine was under way and little indeed when the machine was stationary. The subdued exhaust note was undoubtedly assisted by a high top-gear ratio (4.4 to 1), which ensured that no offence was given. Some slight noise emanated from the intermediate ratios of the gearbox, but against the overall excellence, it was little to complain of.

Both brakes were well up to their job and would stop the machine from high speed in a most reassuring fashion. During the unusually extended test, and in spite of very thorough use, the front brake needed adjusting twice only and the rear brake not at all. Some squeal from the front drum was experienced in the early stages, but this disappeared as the unit bedded down. Those unused to a unit of 8 in. diameter might consider the application to be fierce, but on closer acquaintance and using two fingers on the lever only, such criticism would undoubtedly disappear.

No definable vibration period existed throughout the engine speed range until the unit was working at maximum throttle opening in the intermediate ratios.

Ease of Adjustment

Several routine adjustments were carried out prior to the maximum-speed tests. These involved a check on tappet adjustment, magneto points and, on one occasion, the removal of dirt from the main jet. It is advisable to remove the 4¼-gallon tank to adjust the tappets, and this can be done by removing two bolts. At this stage, a recent addition to the tank-attachment lug at the rear was noticed; the bolt now passes through rubber bushes held in lugs welded to the tank. The work on both carburetter and magneto was easily and quickly done.

Several troubles were experienced with the electrical equipment, all of them subsequent to the maximum speed runs. A considerable quantity of electrolyte escaped from the battery and, leaking over both carrier and primary chaincase, spoilt the appearance of the machine. Inevitably, the wiring faults were discovered late at night. The first consisted of a broken wire close to the battery, which was easily found. The cables that came away from the switch terminal posts were not so easily discovered. These faults did, however, give the tester an opportunity to discover the accessibility of the switch gear and ammeter in the nacelle; this is revealed by removing the two head lamp bolts and lowering the lamp. There is undoubtedly more room than would be available if the units were mounted inside the head lamp.

Two minor criticisms can be levelled at the machine itself. The first concerns the limited amount of "free space" in the oil tank. If several miles are covered at high speed, frothing oil tends to over-lubricate the rear chain which, in turn, flings a film of oil over the rear of the machine. This spoils an otherwise clean unit on which the only small leaks were at the filler caps of both oil tank and primary chaincase. The second point concerns the rubber cover to the gear-change pedal; in the duration of the test, in which 1,500 miles were covered, the rubber had worn sufficiently to show the metal of the lever, which finally chafed the toes of shoes and waders.

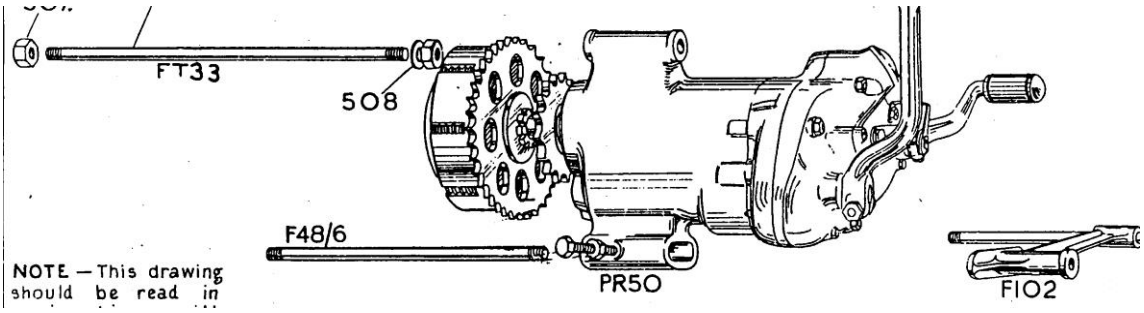
Small enough criticisms, both—and minor complaints when the general excellence of this good-looking machine is assessed as a whole.

Adjusting a Comets Chains.

WORKSHOP WISDOM

A follow-on item from the Black Sheep

Last month I described how to repair the primary chain adjusters on a Burman gearbox; now I move on to the next and vital step – adjusting the Primary Drive Chain. As mentioned last time the Burman Gearbox has two underside adjusters used to adjust the tension of the primary drive chain. The gearbox is suspended from its pivot shaft FT 33 and is held in position by the two adjustor bolts bearing on either side of F48/6.



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

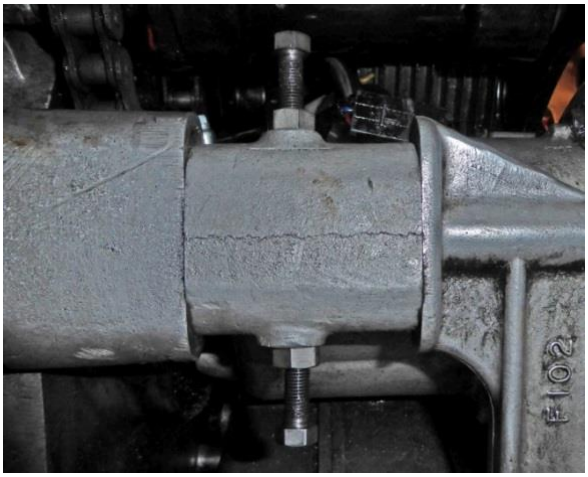
PR50-315 X;	Bolt, Pinch
PR50-144 X;	Nut, pinch bolt

Check the Primary Chain: Before you get into it, remove the Inspection Cap ET 24/1 from the Primary Drive Cover and, with the Motor NOT running, reach in with a finger and check the Primary Drive Chain tension. Turn the motor over (removing the spark plug first as makes this a bit easier) a few times and find the point where the primary drive chain is at its tightest. At the tightest point there should be between ¼" and ½" up and down play in the chain.

To Adjust the Primary Drive Chain: First release the clamping pressures on the gearbox by loosening off the pivot shaft FT 33 and also the nuts on the adjustor securing shaft F48/6.

To TIGHTEN the primary chain undo the locking nut on the FRONT adjuster then unscrew the front adjuster several turns, next undo the locking nut on the rear adjuster and WITH YOUR FINGERS screw the rear adjuster inwards till you get the desired Primary Drive Chain tension. Again with your FINGERS screw in the front adjuster so that both adjusters are now in firm contact with the securing shaft F48/6. These adjusters DO NOT need to be super tight – try to do that to them and you WILL end up damaging the gearbox casting. The objective is to have the ends of the adjusters snug against the shaft F48/6 so that the gearbox cannot "rock' when

drive forces are applied to it when the bike is in motion. BUT if they are too loose then the ends of the adjusters WILL be damaged as the gearbox moves about when underway!



To LOOSEN the primary chain undo the locking nut on the REAR adjuster then unscrew the rear adjuster several turns, next undo the locking nut on the front adjuster and WITH YOUR FINGERS screw the front adjuster inwards till you get the desired Primary Drive Chain tension. Again with your FINGERS screw in the rear adjuster so that both adjusters are now in firm contact with the securing shaft F48/6. These adjusters DO NOT need to be super tight – try to do that to them and you WILL end up damaging the gearbox casting. BUT if they are too loose then the ends of the adjusters WILL be damaged as the gearbox moves about when underway!

NEXT out with the spanners and holding the head of each adjuster steady, tighten up the locking nuts. I suggest you use short spanners to minimise the risk of overtightening.

FINALLY : Reapply the clamping pressures on the gearbox by tightening the pivot shaft FT 33 and also the nuts on the adjustor securing shaft F48/6. BUT having set the Primary Chain Tension, by moving the gearbox on its pivot, you will have altered the drive chain tension; so now it needs attention.

DE-STRESS: ADJUSTING YOUR REAR CHAIN

How set the Rear Chain tension was described in OVR #10, but for completeness its repeated here. If the rear chain is run too tight the bearing on the sprocket side will stretch the housing and come loose. Eventually the hub will fracture. Plus your bike will not track in-line and your chain will wear prematurely; It's worth taking the trouble to get it right, you''ll only have to do it once. First, make sure that the rear wheel is in line. I suggest the use of a simple Laser Chain Alignment Tool as it makes getting the rear wheel in line a doddle. Click Here to see the one I use and recommend and CLICK HERE to see a very short video showing it in use.

Now with the rear wheel/chain alignment sorted:

- Put the bike on a centre stand or sturdy box (as you next want to be able to move the RFM up and down)
- Unbolt the seat at the front and lift it up out of the way.
- Disconnect the spring units at one end and swing them clear.
- Lift the rear wheel until the drive chain is at its tightest point, and holding it there
- Move both chain adjusters an equal number of clicks until the chain is just loose at its tightest point.
- Bolt everything back together and with the rear (not the centre stand) stand down and the rear wheel hanging clear of the ground, measure the slack in the chain.

Write this measurement up on your workshop wall, use it whenever you check the rear/drive chain tension, and have peace of mind.

Finally, Don't forget to recheck your rear brake adjustment!

Setting up the new AMAL 229/289 Carburettor

By Greg Brillus, Australia

I have installed many of the new AMAL 229/289 carbs from Burlen Ltd (UK) on Vincent twins and singles and ALL needed rework to get the motors running correctly.

If you were here in Australia I would get you to send me the carb for alteration. I have been through these issues with Burlen's about the problem, to which they said they would look at it and so on. I am not sure if they have done this or not.

There are two (2) problems that affect the new 229/289 carbs that appear not to affect the 276 which is a smaller carb and my guess is the relative airflow verses fuel delivery, does not give any problems on these smaller carb's.

The first is that the slide number is too lean, being a number 4 cutaway (1/4 inch) whereas a number 3 is too rich (3/16 inch); ideally a number 3 1/2 is best, and these whilst not available from Burlen's, are available through the VOC spares co and perhaps other parts suppliers. However.....It is simply a matter of machining approx. 20 to 25 thou off the bottom of the stock number 4 slide, as this will lower the slide enough to replicate a number closer to a 3 1/2 slide. It is best to machine it using a light alloy mandrel, a nice slide fit up the inside of the slide, then it can be machined in a lathe without fear of collapsing inward the thin walls of the slide.

The second issue is the idle passageway in the jet block is a fraction too small, and/or I have found burrs on the inside of this tiny hole. The carb body should be heated (with a heat gun or similar, not a naked flame) even boiling water would work fine, so as the jet block can be removed. Once it is removed you can see on the forward side toward the bottom, there is a counter sunk hole about 4 or 5 mm in diameter and only 3 or 4 mm deep, at the center of it's base you will find a tiny hole (might need a magnifying glass to see it better) this is the fuel delivery passage that supplies the idle circuit. This is the one that is causing need for the mixture screw to be wound fully in to achieve some form of idle.

It needs a number 76 drill bit passed through it (NO MORE THAN 0.020" IN DIAMETER) or else the mixture will be too rich. and this is done with a hand held "Pin Vice" and takes several twists using gentle pressure until the bit passes clean through the jet block. Blow through the passageways several times in both directions with compressed air, and reassemble in the reverse order. When removing the jet block, do not use excessive force, it should literally push out with thumb pressure. If you tap it from the top you can distort the top of the jet block as it's sides are quite thin and weak. When the carb's are new they come apart quite easily.

The mods sound heavy duty, but in reality it is quite straight forward, and it transforms the carb into something that can be tuned.....Altering the slide will stop the constant spit backs as the throttle is opened. I hope you understand all of the above, as I have installed quite a few of these carbs now, and carry out these mods on all of them, whether it be for a single or a twin.

EDITOR:: Greg, who provides a wide range of Vincent services, may be contacted by email to: feelinggreat01@bigpond.com or phone 0414 972205. If you need some help or advice with your Vincent he is one of Australia's best 'go to' guys.

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	
September 17-18	40th Classic Car and Bike meet. Wakefield Park, Goulburn, NSW. Historic racing as it should be. It's not too late to enter. For more info email vscca40@gmail.com
September 24-25	CMCCV Ride n Ruffit Rally – see below.
October 15-16	Girder Fork Rally, Cooma, NSW - email owenpamjohnson@gmail.com for more info. **UPDATE:: Girdraulic Forked Bikes made AFTER 1949 ARE NOT eligible to enter this event!**
October 15-17	VOC Australian National Rally, Parkes, NSW. contact alynvincent@mac.com for more information. Note the main rally site is already booked out but there is plenty of alternative accommodation nearby – make Trip Advisor your friend!
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. UPDATE: While now fully sold out there is a waiting list so it may not be too late.

Too Good for Goodwood!

The standard 1949 Series B Vincent Rapide prepared by Australians, the Horner brothers, (see OVR #9) that so keenly and successfully campaigned in the UK at the 2014 Goodwood Revival meeting apparently is just too damb good.

The Horners have NOT been invited back to take part in this years Goodwood event. The decision was taken by the Goodwood Revival event co:ordinator Gordon Russell on the basis that the bike was just too good.

"Inspection of the timing sheets (from the 2014 event) shows that your bike was substantionally fast – even a fast 60's spec Norton could not keep up with your bike. The event is as much about show as race and we do try to keep the racing as close as possible. Accordingly I have to tell you that you are not on the 2016 Revival list."

Shades of the IoM races in distant past when other marques refused to race against Vincents for the same reason – they were just too good!

It's OK to take part – but NOT to win! Very, very strange.

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.

The clubrooms are a converted historic school 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.

Meet up at the BP Servo outbound, 1789 Western Freeway, Rockbank, Victoria (Mel Ref: 355 D12) at 8.30am for 9.00am start. 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.

After 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 there for coffee), then Gisborne and back to Rockbank.

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 just 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 no later than Sunday 11th September so catering arrangements may be finalised.

The Contrasting Fortunes of War

This article was written by OVR reader and Isle of Man resident David Wright back in 2014, in recognition of the true centenary of the events described that actually took place 100 years earlier – in September 1914 and September 1916.

At a buoyant September 1914 TT, almost 100 riders lined up to contest the Senior race when, for that year only, the start-line was located just past St Ninians crossroads, at the top of Bray Hill. Amongst those striving for glory and reward, were two men whose names are today recorded in the history books as Senior TT winners – Oliver Godfrey and Howard Davies.

Oliver Godfrey came to the line in 1914 as an experienced 27 year old rider who had contested the event each year since its inception in 1907 and taken victory on an Indian in the Senior race of 1911. The company's post-race publicity described him as "small in size, but a bunch of muscles and nerves and a magnificent rider". By 1914 he was established in business selling motorcycles at 'Godfreys' of Great Portland Street in London and was again Indian-mounted for the Senior race.

Oliver Godfrey rounds Ramsey Hairpin on his way to victory in the 1911 Senior TT.

By contrast, Davies was an 18 year old newcomer to TT racing, out to prove his worth to his employers, the competition-orientated Sunbeam factory, who had provided him with one of their latest side-valve models. As it turned out, that six-lap 1914 Senior race was won by Cyril Pullin riding a Rudge, but Godfrey and Davis attracted almost as much attention as the winner, for they made TT history by tying for second place. This was after racing for four hours, thirty-nine minutes and twelve seconds over the Mountain Course, at an average speed of 48.50 mph.

Basking in post-TT glory, neither man knew that in just a few months they would be embroiled in the turmoil of the First World War. But that was to be their lot and while their war service was to have similarities, there was to be a critical difference, for only one of them survived the conflict.

Both had enrolled in the forces at the outbreak of war in the summer of 1914. Godfrey went straight in to the Royal Flying Corps (RFC), but Davies joined the Army, transferring to the RFC in 1916. The summer of that year saw the two of them in France, sleeping in tents, using farmers' fields as runways and being very aware of the heavy losses of aircraft and pilots being suffered by the RFC. Godfrey was with 27 Squadron flying Martynside G100 machines, whose

lumbering performance gained them the nickname of 'Elephants'. Davies was with 34 Squadron which used R.E.8 planes with slightly better performance.

It was one hundred years ago, in late September 1916, that Oliver Godfrey took off on a bombing mission to Cambrai in company with five other 'Elephants'. On the way, they were attacked by pilots of the Red Baron's squadron, Jadgstaffel 2. Several of the 'Elephants' were shot down and amongst them was Godfrey, who was killed in the action. Today he is remembered at Point-du-jour Military Cemetery, near Arras and, of course, on the Roll of Honour of Senior TT winners.

The Royal Aircraft Factory R.E.8 was a British two-seat biplane reconnaissance and bomber aircraft of the First World War designed by John Kenworthy at the Royal Aircraft Factory.

Howard Davies had been sent to France in August 1916 after a short training period that involved a mere handful of flying hours. He was employed initially on artillery spotting work, a task that made him and his fellow British fliers easy targets for the more powerful 'Albatros' fighters of the Imperial German Army Air Force.

Shot down twice, on the first occasion he managed to get back to the British lines, but after the second he was posted as missing. Shortly after, in late April of 1917, the authorities announced that he had been killed in action.

Howard Davies in uniform in 1916.

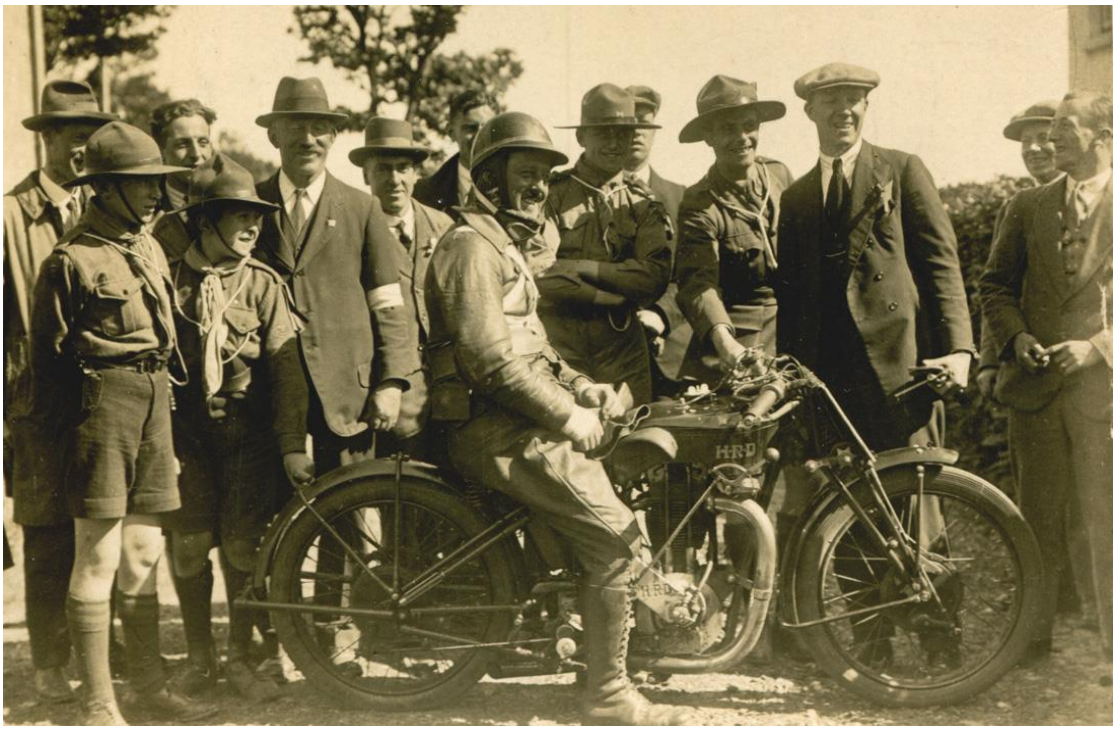
The news was conveyed to the wider world by an obituary which appeared in the pages of 'Motor Cycling' magazine the following month, containing comments like: ". . . remember the intrepid airman as a very successful competition rider . . . all motorcyclists who knew him in the old days will share with us keen regret for the loss of this promising rider".

But Davies was not dead, for he had survived the second shooting down, was captured and was imprisoned at Karlsruhe. Involved in several unsuccessful attempts to escape, he was freed at the Armistice in November 1918 and returned to England for demobilisation in June 1919. Still a young man, albeit one who had five years taken out of his life by war, he took employment in the motorcycling trade in his home town of Wolverhampton.

Karlsruhe POW Camp, 1918

Determined to make up for the years that had been lost, he was amongst competitors at the first post-war TT of 1920 but retired in both races. The following year gave much better results with second place riding a 350cc AJS in the Junior race and victory in the Senior on the same machine. That was another history-making ride, for it was the first time that the Senior (500cc) race had been won by a Junior (350cc) bike.

At the 1925 TT he appeared with new machines of his own manufacture, bearing his initials, H.R.D. There, against the tried and tested race bikes of many established makers, he rode to second place in the Junior race and crowned his Island performances with victory in the Senior TT at record-breaking speed.



Howard Davies astride his H.R.D. after victory in the 1925 Senior TT.

During his eventful post-war racing life, did Howard Davies ever look back to his first Island race in 1914 and think of the man with whom he tied for second place, the ill-fated Oliver Godfrey? Who knows? What we do know is that he certainly appreciated his own good fortune in avoiding death in conflict, for he always carried his obituary from 'Motor Cycling' in his wallet as a reminder.

Thanks to Mannin Collections, The State Library of Victoria and to Geoff Preece, for the provision of photos for this article. And Thank You to David Wright for sharing this with us.

FOR ten years we have buil nothing but spring frame machines, believing that the time is very near at hand when no experienced rider will ride anything but a spring frame machine.

Whilst there are still more rigid than spring frame machines built and sold, manufacturers have been compelled o recognise that spring frames are now essential to success in high speed racing. All the leading events this past season have been won on spring frame machines—to mention only a few: The Senior "T.T.," the "Ulster," European Grand Prix, the Dutch "T.T."

What greater justification could there be for our policy?

For the coming season we have made no radical alterations in our standard products. Details have been improved here and there and better performances achieved. The racing machine has been greatly altered and is now an exact replica of machines used by ourselves in the more important races.

We have withdrawn the "Comet Special" model, because the performance of the "Comet" model is now so good that there is little to be gained by converting our racing machine into a roadster.

The "Rapide" model has been a wonderful success, and we claim that it is impossible to buy a better machine.

We thank all the enthusiastic band of Vincent H.R.D. owners for their loyal support, and assure them that as soon as we can produce a model better than those now in our standard range, we shall do so.

500 c.c. Rear Springing

THE VINCENT H·R·D COMPANY, LTD

STEVENAGE, HERTS.

Thanks go to OVR reader and contributor David Dunfrey who unearthed this 1938 treasure. It came from the estate of late Americian Vincent dealer, Gene Aucott who left it Bill Norton. Thanks also to the Bill Norton collection for allowing us to reprint it. There may be more obsqure treasures from this collection in future editions of OVR .

Correction: The letter reproduced below was meant to be included in the last edition of OVR – I'm sure the astute reader noticed its omission. Thanks to Stephen Carson for sharing this bit of history.

Dear Jack

I thank you for your letter of 9 Sep concerning your porsession of Vincent H.R.D. Black Shadow No. OMV 816.

After 31 years it is difficult to appreciate that even a Vincent could live so long. However, I have to tell you that your machine was No. 2. of the 3 I owned over a period of a few years. I started motor cycling in 1930 and makes included A.J.S. VELOCETTE · JAMES · FRANCIS BARNETT. TRIUMPH TWIN. AND MANY MORE PLUS VINCENT RAPIDE, BLACK SHADOW AND THE SPECIAL VMT 713.

I have found a photograph of each of them which might be of some interest to you. VMT 713 was a machine which Vincent's at STEVENAGE built specially for me. It combined features of the Rapide, Black Shadow and Black Lightning all into one speaial order. It was a Black Shadow engine but not black. You will notice from the photograph it had alloy wheels, drilled engine plates, and numerous other smaller features that made it unique. It passed finally to a Frank Alexander whom I haven't seen for years.

Am still the proud owner of several trophies which this beautiful machine won. They were happy days and I am sure that my mileage in cars will never catch up with the number on two wheels.

Nice to have memories at 73 years of age though would still enjoy a ride.

Thanks for writing.

Good luck with OMV 816

Yours Sincerely,

K.A. McEntee

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 advertisment. 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.

Wanted: A Phil Primmer lifting handle made for the Craven Rack that otherwise would clamp onto the standard lifting handle. If you have one for sale or swap – or even donation(?) please contact Rodney Brown. Email to rodneybrown58@icloud.com

For Sale: A pair of Del Orto 40 mm carbs. Have done a few hours work on my Vincent Kneeler using methanol but I have now put it back on petrol with a lower compression ratio.

A full range on jets, needles and slides for methanol and petrol included. A$300 each seems a fair price.

Located in Victoria, Australia. Contact Dave Large on 0421016388 or email to bjdj79@iCloud.com

For Sale: 1948 Series B Rapide, engine # 5XX. Two owners only from new, unrestored, cases never split. 25,912 original miles. Full details may be found in OVR # 29. **US$ 65,000**. Bike is presently located in Canada. Email to avintwin@gmail.com

For Sale: The Vincent 1953 Black Shadow C Series - MATCHING NUMBERS

- **Matching numbers**
- Un-restored as factory built including original brake pads, etc... magneto rebuilt by John McDougall
- Second owner since 1963 (present owner has been member of The VOC for 50+years and is an expert on this bike.)
- Approx 15,000 original miles (7,121 miles on speedometer)
- Stored for past 30 years in dry/warm storage (many years with J. M.)
- Starts up beautifully and was looked over recently by areas Vincent experts
- Considered to be one of the best original and un-restored Shadows
- Vincent toolbox included/almost complete
- Have 50 years of VOC magazines that could be considered in sale
- Bike is located near Vancouver, BC, Canada

This is a once-in-a-lifetime motorbike. She has been treated like a family member and is in beautiful original un-restored shape. Please email Christine mcediabetes@outlook.com for more detailed pictures and bike history/information etc **US$103,500**

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 endorsment 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 refering 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 excelent 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 excelent 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

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 creater who does incrediable 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 :

Cylinder Heads, Australia: Cylinder Heads are highly skilled engine experts with 30 years of experience operating from their new Ringwood 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. A precision engineer, Alex offers an extensive range of engine reconditioning and repair services; he also offers precision welding of all metals. For more information see http://www.cylinderheadsvictoria.com.au or phone Alex on (03) 8838 8515

Peter Scott Motorcycles, Australia: Top quality magneto and dynamo services, from simple repairs to complete restorations plus a comphrensive 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 paining 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

Just one snigger, Sharp, and I'll thump you!