



# 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 [OVR@optusnet.com.au](mailto:OVR@optusnet.com.au)



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# Welcome

Welcome to this latest edition of The Oz Vincent Review. This edition the front cover features Cam Donald (MotoGallur, Australia) on an Egli-Vincent Grey Flash jumping Ballaugh Bridge at the 2016 IoM Classic TT where he was lapping at 102.413 mph. For full result details [Click Here](#). Cam also took a fine 4<sup>th</sup> place on an AJS 7R in the Junior Classic TT.

With the BREXIT decision now settled, in this edition we take a look back at how, in 1957 the British motorcycle industry viewed their impending entry into the “common market”

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## Letters To The Editor

Thank you Martyn for OVR #28- but you left us without the story behind the final picture. There is so much in that shot - and so many 'helpers'. Hope there's an explanation in the next issue! I also like the thought of Sri Lankan Tuk Tuks with Vincent components, particularly if one of them got the 998cc engine. Best Wishes, David Wright, IoM.

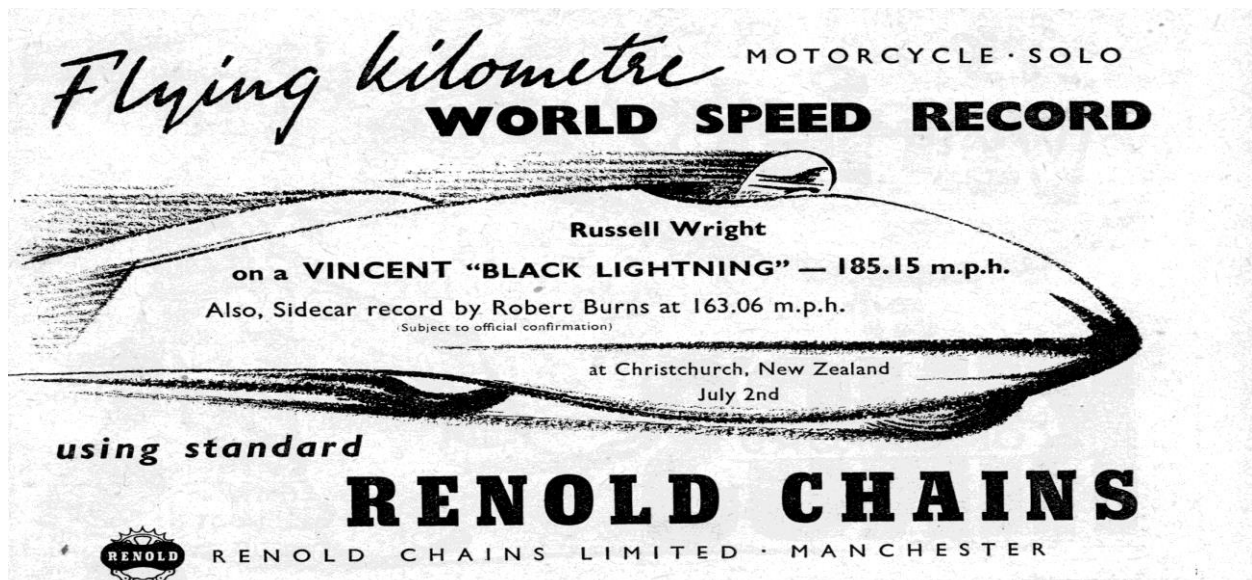
*Hi David, the story behind that photo can be found in this edition. Martyn*

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Hi Martyn, Go and join Ben and the Norton Owners on his Southside run - 9th October; NSW Australia. Get yourselves organised for a big turnout of classic bikes.

Thanks Jo Wenden, Australia

*Ed: See flyer in this edition*




*Flying kilometre* MOTORCYCLE · SOLO  
**WORLD SPEED RECORD**

Russell Wright  
on a VINCENT “BLACK LIGHTNING” — 185.15 m.p.h.  
Also, Sidecar record by Robert Burns at 163.06 m.p.h.  
(Subject to official confirmation)

at Christchurch, New Zealand  
July 2nd

using standard  
**RENOLD CHAINS**  
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# Brittany to French Vincent rally then onwards to Ireland;

A contribution from Stephen Carson

After Violeta's and my last year's adventurous trip from Nth Ireland to Italy on the 1959 BMW R69 with a Watsonian sidecar for the Vincent International rally in Italy, we had the R69 shipped back to Fred Durand in Lesconil, Brittany, France. The BMW needed a full mechanical overhaul which was overseen by Fred over the last 12 months. We had made the decision previously to leave our Vincent in Australia and just use the R69 for our annual tours of EU attending rallies. Even though we attend on our R69 nobody seems to mind as many attend without bikes anyway. Now starts our journey to the 40th French Vincent rally representing the VOC Queensland section.

Day 1~4 Was in wonderful Barcelona with the highlight being meeting up with old friend we worked with in South Korea eating out each night and of course seeing the wonderful sights via the Open bus tours, Picasso Museum in the Rambler area and of course the world renowned Sagrada Familia basilica designed by Spanish architect Antoni Gaudi.

Day 5~7 Fred Durand picked us up at Brest airport and onwards to *Lesconil* a lovely fishing village near Quimper Brittany where we left the bike last year. Was nice to see the R69 again after 12 month and having the engine overhauled etc. as last minute problem found rear shockers no good. On contacting

Bob Porecha in London we found the correct heavy duty shockers and as w're running out of time they will be delivered Ireland our final destination. Next was a memorable sightseeing tour with Fred around Brittany we; especially loved the medieval village of *Locronan*. A backdrop to numerous films and Stalls and stalls full of antiques on the day we visited. Fred is starting up a Motorbike touring business called "OldStone-Riders" with guided tours through beautiful Brittany's numerous Megalithic monument structures. Any of the readers contemplating a ride to Brittany should look Fred up Mobile Phone : +33(0)680882393. He has a vast knowledge of the area and is a good bloke.



Day 8 We headed off in the R69 towards *Le bec Hellioun*, for the French 40<sup>th</sup> Vincent rally with Fred as our guide on his Africa Twin. Violy after last year's trip, was an expert of packing in all our belongings etc into the sidecar. Violy was a lot happier with the newly red upholstered side car and 12 Volt upgrade and lights that actually worked. No more tunnels with flashlight hanging out of sidecar like last years Ireland to Italy trip.! One of the first stops was a local favorite watering hole for bikers, Pierre Spagnots *La Mars in Pont l'abbe'*, if in the area look him up. We then headed off in the direction of the famous Mont St Michel with Fred guiding us through some great sights on the way like *Abbaye de Bon-Repos* for a coffee stop. On reaching Mont San Michel it was late afternoon and after watching the hundreds of sheep returning from the surrounding salt flat fields blocking traffic on the coastal road prior our meal of local mutton, we headed to Mont San Michel by this time it was 10 pm. As late and tired we never made it to the actual site but took numerous photos of the setting sun.



Day 9 After a great night sleep in a B&B close to Mont san Michel we headed towards the Vincent rally site. The R69 has been performing well apart from a rear wheel hub cover plate locking screw coming loose making an alarming rattling noise till eventually tightened up. All this time the steering friction damper was tight to stop any initial savage tank slapping wobble apparent on picking the bike up from the



workshop. But with Violy's 55 kg and close to 30 kg belongings and spares in the panniers it seemed stable enough. This was a false sense of security as coming out of roundabout hit a bump which started a violent tank slapping wobble that I was unable to correct. Luckily was not going fast and was able to stop the bike before hitting a solid lane dividing wall. Was a frightening time for both us as I was cursing while trying to correct the violent wobble with Violy getting her ears filled with profanities from me via the blue tooth in our helmets. After that the Steering friction was tightened further making it very tiring to steer the bike with my arms using muscles that had lain dormant for many years.

Day 10. Arrival rally site in *Le Bec Hellouin* in Normandy recently voted one of the "most beautiful villages of France" on the Friday afternoon. This is such lovely area and the hotel and our room was charming. Already there was a gathering of various Vincent models with their unmistakable sound of them out and about, so camera was out. We went up to the camping site to see a few of the UK VOC members. Finally catching up with Simon Dinsdale and his beautiful presented Series A Comet and Bryan Philips VOC president, Jacqueline Bickerstaff and comparing notes with Alan Jennings Rapide outfit . Unfortunately Fred had to be on his way without meeting our common friend Dominique Le Bris who was still on the road to the rally. So we waved him goodbye and thanked him for his gracious manner in which he looked after us. Next was some dinner that was in the hotel restaurant with menu all in French and I mistakenly ordered raw veal entrée. But a several glasses of red wine helped finish it off. Then a lovely walk around the Abbey ground and exploring the lovely street of multi colored buildings with the traditional Normandy external exposed wooden frames. Again checking out the varied newly arrived Vincent's and some delightful 3 wheeled cars similar to Morgan's but based on the CV2 body.



Day 10. Saturday another beautiful summers day in this delightful village spent signing up for the rally and getting a lovely collection of memorabilia, looking at more bikes, chatting too many friendly fellow DNA bikers and taking many pictures. The highlight was Australian Jack Ehrets 1953 Australian land speed record 141.5 mph Black lightning that Patrick Godett proudly had on display along with his successful Grey Flash racer. There was a varied collection of Vincent's and was glad to see three prewar series A Comets which I took many picture for Greg Brillus when he starts the restoration of our 1939 Series A Comet. I had several Queensland section patches that I gave out to special people that were very

well received and wish I had bought more. It was soon time to fire up the bikes and head out with Dominique in lead with his bright yellow and black bumble-bee VOC club jumper into the stunningly beautiful countryside. Being on our BMW sidecar we stayed well back and followed an early Ford Mustang that we assumed knew the way, as we didn't know the route map was in the bag of memorabilia back in our room. So when the Mustang got lost so did we, so off we on our own little trip but missed out on seeing the main attraction, an old castle. After returning back to the village to freshen up we got a call from our friends Ken and Jane West - previous work mates from Sth Korea now relocated



back in the UK, who came to meet up with us at the rally. Spent a few hours day sitting around drinking beer in the warm sun on the lawn beside the central church with Violy shopping in the most cute local product store. Next was getting ready for the group photo shot but not before the Jack Ehrets Black lightning fired up, what a sound. Now that sent chills down your spine. So glad that it was left in original Patina apart from internal mechanical work. Luckily there was some spare seats for the dinner function so Ken and Jane West could join us. Now what a feast it was and wine just kept flowing, the French know how to put on a spread. We vow to return to this village with more time to spare and enjoy.



Day 11. Sunday was certainly feeling the results of copious glasses of red wine. We had to make tracks to catch the Cherbourg ferry that evening. So off up the Camping ground to say goodbye to new and old friends that we will meet in future rally's and maybe even at the up and coming October Australian National rally in Parkes NSW. So off to get some fuel and luckily Ken West also feeling the effect of the red wine, gave us a map, as we had misplaced ours. Any way off to get some fuel at a 24 hour supermarket stop only to still not accept our credit card pin same as the previous day. Luckily Dominique Le Bris was able to help us out by giving him cash and he used his card. We waited until a

local pulled up and luckily his English was better than my French, we gave him some cash for him to fill us up with fuel. Then off we took for about 20 kilometers in the wrong direction - not a good start with Violy's voice of "why don't you get a GPS" was haunting me. The rest of the day was spent getting lost and frustrated as time was running out to get our ferry in Cherbourg. The last fuel stop I realized my Vincent logo shoulder bag was missing. In it Mobile phones, Samsung tablet, some credit cards, glasses, ownership papers for the BMW, chargers etc etc. Luckily passport and wallet and remaining credit cards in my jacket, no idea if I left it anywhere or strap broke. With time running out to catch ferry no way could back track. Sitting on speeds up to 110 kilometers per hours, we eventually got the ferry with 15 minutes to spare.

Day 12 The crossing on the ferry "Oscar Wild" was calm so Violy didn't get seasick. I was racking my brain where the bag went. Anyway soon we were soon offloading after the 18 hour overnight trip and heading through the Irish immigration where they took an interest in Violy's documents as Violy has a Philippine passport. But in the end were very helpful and extended her Visa time and gave her a registration number for future Visa use. Immigration officer also likes the Irish flag on the back of the sidecar with the Philippine and Australian flag. Violy a lot happier now as not facing the oncoming traffic in the sidecar on the shoulder side of the road. We were soon making good progress on our 160 odd kilometer trip North to Dublin.

In my lost shoulder bag in France, was the charging leads for our helmet Bluetooth so we were back to sign language once more. On knock on the sidecar screen from Violy meant comfort station time. Now there was a sign along the M1 up to Belfast that has the Bed/Fuel/food sign, now for the uninitiated signage in Ireland can be deceiving. On exiting the freeway the roundabout there was no more signs. So travelling a few kilometers in each direction failed to find comfort station. By this time it was getting urgent so thought try out luck back on the freeway. Two kilometers down the



freeway finds a Fuel/food sign service area and non-too soon by the way! Violy exited the sidecar and sprinted towards the building. It just so happened the service area was just opposite the service area for the southbound traffic to Dublin where one year ago I filled the R69 tank with "Ultra Diesel"

On arrival to cousins place in Blanchardstown Dublin found no car outside and curtains pulled so we headed straight to our booked hotel about 3 Kilometers and 6 roundabouts away. On finally been able to get online again because I was having security issues wanting to send txt to my mobile phone, great when it's lost in France. Facebook messenger was a most welcome message from a fellow biker Jeremy who found my shoulder bag at Brionne where we topped up with fuel after leaving the rally. (He was then able to return the bag and all its contacts when we arrived back in Sth Korea.) We eventually caught up with cousins later that evening and organized a final meeting next day prior heading off again.



Day 13 Now these 6 roundabouts and no map had me lost completely from hotel back to cousins. I ended up pulling into an Industrial estate and on asking the guard where is Eris Square he blankly said no idea. On my return to the bike he waved me back and showed me inside the guard house on his computer screen a sale advert for Erris square and a map of the location. On asking on the map where we were I got a blank "don't know" a big help. On taking over the mouse was able to zoom the map out and he and I finally recognized the Industrial estate our present location. So able to find our way again to Violy's cousin place to say goodbye till next year.

An uneventful trip to Bambridge close to our destination to get groceries and fuel found the local Belfast telegraph reporter taking an interest in our R69 and sidecar. Thought we might feature in a future addition.

Dave 14~17

Great to see the relatives Ken and Maureen Hamiltons again in Fedany Rd about 15 minutes from Dromore. So nice to debrief to all and get ready for they bid welcome back to Ireland for Violy and I and of course our R69. The legendary "Dromara Destroyers" Brain Reid, Ray McCullogh and Ian McGregor attended along with a fellow TT racer I met in Sth Korea, Paul Black. A great night of around 35 locals had by all with promises to make this an annual event when we return and head off again next year on our EU adventurer to combine with another Vincent rally. There is more work to do on the R69 before heading out next year. Firstly getting the sidecar alignment properly, change rear shocker, fit correct higher wider sidecar handle bars. So fuel drained on the R69 placing in the sidecar all our riding gear and all covered ready for next year.

We were soon on a plane Saturday morning heading back to Sth Korea. A major thanks to my long suffering wife Violy who goes along with our so called holidays touring EU in the R69. Last but not least a GPS IS on my shopping list so no more getting lost and the frustration that Violy has to endure as I drive hopelessly in the wrong direction.



*Footnote. We will be attending the Australian National Vincent rally in Parkes NSW in October. We will attend along with 18 other Queensland section members.*



## The NMM supports the Classic Feature at NEC Motorcycle Live.

The National Motorcycle Museum has announced that it will once again support the Classic Feature at Motorcycle Live, the UK's biggest bike show, which takes place at The NEC, Birmingham from 19-27 November.

The Classic Feature supported by The National Motorcycle Museum will demonstrate Britain's proud history of motorcycle production and the development of the motorcycle through the ages. An impressive display of iconic machinery from the late 1800s through to recent times will be enhanced by various live and interactive visitor experiences.

Visitors can witness the skill of the museum's experts first hand as they carry out a live restoration of a 1950 AJS Model 18 500cc machine throughout the show. There will also be twice-daily start-ups of two coveted Isle of Man TT-winning machines – the 1969 Thruxton Bonneville 649cc that saw Malcolm Uphill break the 100mph lap record on a production motorcycle from a standing start, and the 1970 Triumph Works 750cc Production Racer No.2 'Slippery Sam', which is the only machine in history to have won five TT races in five consecutive years.



Visitors to Motorcycle Live 2016 can also take advantage of half price entry to the National Motorcycle Museum, which is situated just across the road from The NEC. The museum houses the largest collection of British motorcycles in the world with over 1000 machines from 170 different manufacturers spanning three centuries. For more information on the Classic Feature and to download the voucher, see-

[www.motorcyclelive.co.uk/feature/classic-feature-supported-by-the-national-motorcycle-museum/](http://www.motorcyclelive.co.uk/feature/classic-feature-supported-by-the-national-motorcycle-museum/)

Motorcycle Live 2016 takes place at The NEC, Birmingham from 19-27 November. Advance tickets are on sale now, priced at just £19.50 per adult, £12 for Seniors, £1 for 11-16 year olds\* and FREE for children aged ten and under (accompanied by a paying adult). There is also a £25 advance ticket, which includes entry to the show and a Spada bag worth £29.99\*\*.

To book, call 0844 581 2345 or visit [www.motorcyclelive.co.uk](http://www.motorcyclelive.co.uk)

\*Advance ticket price, closing date for advanced tickets midnight on 18 November 2016. There is a £1.50 fulfilment fee per order.

\*\*Limited offer while stocks last

With BREXIT decided earlier this year, this item from 1957 shows just how wrong the British motorcycle industry predictions were (once again). But it does make for some interesting reading especially as the impending arrival of the Japanese is not even acknowledged as a possibility.

## What Lies Behind the "Common Market" Door?

K. B. HOPFINGER, M.S.A.E., M.S.I.A.,  
Engineering Consultant and Technical  
Author, Investigates, in this Exclusive  
Article, the Position of the British  
Motorcycle in European Free Trade

*THIS should be read in the light of the fact that Great Britain has already opened the door completely to Continental machines while, for instance, Italy recently has laid on a complete prohibition on the import of all motorcycles weighing less than 418 lb., which is in effect a virtual embargo, and the total import duty and tax into France on British machines now amounts to almost 105%.—ED.*

THE proposals for a European Free Trade Area to which the United Kingdom would eventually belong are of vital and far-reaching importance to Great Britain and in particular, for more than one reason, to the British motorcycle industry on the whole. They involve the dismantling of existing protection, both by Customs tariffs and import restrictions, against the import into the U.K. of industrial goods from the Continent and ensure, in return, free entry for British exports into Europe.

To appreciate the implications of this project, which is likely to bring about some significant changes in commercial policy and directly affect the prices of motorcycles, accessories and equipment, not only so far as British exports to Europe, but also the import of Continental machines into the U.K. are concerned, it is necessary to examine how this plan which attracts so much public attention has originated.

A dominant theme in the post-war history of Europe has been a series of attempts at a closer integration of Continental countries in political, economic and military matters. These attempts have taken many forms and have been attended by widely varying degrees of success. Broadly, it can now be stated that all the moves towards the surrender of sovereignty to common institutions have so far failed, the only surviving organization as the result of those moves being at present the European Coal and Steel Community, known in the jargon of officialdom as E.C.S.C. This organization, established by a treaty signed on April 18, 1951, between Belgium, France, Germany, Holland, Italy and Luxembourg, covers coal, coke, iron ore, scrap, ordinary and special steel and most forms of finished steel including castings, forgings, steel tubes and bars—*products on which the motorcycle industry is directly depending.* The countries who are the signatories to this treaty have, for the products mentioned, abolished Customs duties and import and currency restrictions, as the result of which motorcycle manufacturers in those Continental countries are now able to purchase the essential raw materials at more competitive prices than before.

### Organizational Background

Apart from the aforementioned very active European Coal and Steel Community, the most successful example of negotiations in the economic field between various Continental countries is the Organization for European Economic Co-operation (known "officially" as O.E.E.C.), of which the United Kingdom and all European states, with the exception of Spain, Finland and the countries behind the "Iron Curtain," are full members; Spain participates only in the agricultural activities of the organization and Yugoslavia is represented by an observer. This organization—established in April, 1948—to which 17 countries belong, pledges its members ". . . to combine their economic strength to join together to make the fullest collective use of their individual



Mr. K. B. Hopfinger.

capacities and potentialities, to increase their production, develop and modernize their industrial and agricultural equipment, expand their commerce, reduce progressively barriers to trade among themselves, promote full employment and restore and maintain the stability of their economics and general confidence in their national currencies." Representatives of each of the member countries meet daily at the O.E.E.C.'s headquarters in Paris to discuss their economic problems and work out common solutions. The most important achievement of this organization has been the progressive freeing of trade between the member countries and serving as the forum for the discussion of the proposals leading eventually to the establishment of the European Free Trade Area.

### A "Prototype Union"

The actual project of the European Free Trade Area was first seriously advanced when, in the summer of 1956, it was realized that the aspiration of the six countries—Belgium, France, Germany, Holland, Italy and Luxembourg—had developed into a definite move to form among themselves a Customs and economic union, which was to be known as the "Common Market." Should this "Common Market" materialize, it would confront the United Kingdom with a difficult situation, because the six countries, banded together in a common market in which their goods would move without impediment, would continue to levy on British imports the present rate of import duties! This would place British goods in a most unfavourable position, particularly in face of the fact that goods produced by the member countries would be sold without any duty, and this would, obviously, give them a distinct advantage on price.

H.M. Government, faced with the difficult problem which the "Common Market" would present to the export of British goods to the six Continental countries concerned, suggested the idea of a half-way house, in which the U.K. might join the six Continental countries in forming a wider trade area in Europe, and it is this project which is known as the European Free Trade Area. The consequences of this project do not only differ greatly from industry to industry but, indeed, from company to company within the same industry and this applies in equal terms to the motorcycle concerns. Some manufacturers consider that on balance, and on certain assumptions, they stand to gain more from an expansion of their exports to the Continent than they might lose from increased imports, and that the U.K. could not afford to stand aside from the unified market planned in Europe. Other concerns come to opposite conclusions; the fact before the British industry is, however, that



H.M. Government is now committed to the project and is engaged in negotiations to bring it about.

The most recent evidence of Britain's serious intentions to do everything towards the establishment of the European Free Trade Area was when, a few days ago, H.M. Government announced a huge cut in the duty tariffs on imported steel, which in future will be only 10%, having previously ranged from 15 to 33½%.

In direct contrast to this British gesture towards the European Free Trade Area is the attitude of the French Government towards the import of motorcycles, and it must be realized that it is France who claims herself to be the prime mover behind the fundamental principles of the proposed European Free Trade Area.

For instance, only since last August the French Government decided to increase for motorcycles the T.V.A. Tax (*Taxe Valeur Ajoutée*) from 24% to 33%, the motorcycle being classed as a "de luxe" article, while imported cars, including even the most expensive limousines or sports cars, still enjoy a tax of only 24%. Apart from the T.V.A. Tax, the French Government levies against the imported motorcycle Custom duty of 25% and an "Exchange Tax" of 20% apart from Customs stamp charges amounting to approximately £2 per machine. The result is that a British motorcycle exported to France for £150—will cost, on leaving the French Customs, with transportation cost already included, at least £325!

### Discrimination in France

Taking into consideration the profit margins which the importer and dealer require, this machine would retail in France for no less than £415! The price of the very same model (including P.T.) would be, in the U.K., £212. Obviously with the high duty charges demanded by the French Government, the number of British machines owned by private individuals in France is comparatively small for the retail price there of a popular British 350 c.c. model is equal to, or even more than, that of a small car! Many French police forces are equipped with British 350 c.c. and 500 c.c. machines as well as German flat-twin 500 c.c. and 600 c.c. models, yet for a Frenchman to own such a machine—which his own industry is not even capable of producing—means being classed as a more-than-wealthy enthusiast.

The discrimination of the French Government against the motorcycle is as equally illogical as the fact that the country, which is desperately short of foreign currency, will not grant to foreign motorcyclists and three-wheeler or scooter riders, the low-priced petrol available to tourists travelling by car.

The typical British motorcycle, the 350 c.c. or 500 c.c. machine has, on the Continent, a reputation second to none, and the enthusiastic comments of Continental riders, fortunate enough to be able to afford British machines, must be heard to be believed. The interest of the ordinary Continental man-in-the-street in British motorcycles can easily be proved on any European trip: park your machine, and it will not be long before someone will draw you into a conversation about the merits—technical and otherwise—of British machines. Performance and stylish appearance alone is not the only reason why Continentals admire our models: very influencing is the fact that a set of ordinary spanners, a large and a small screwdriver, a feeler gauge and a pair of pliers is usually all that is required to maintain the machine and sufficient even when carrying out major repairs. The average repair of a Continental-made machine invariably requires special tools and in some cases even special installations.

### British Machines Popular

The popularity of British mounts on the Continent is not something which just happened in the past few years, but it dates back to just after World War I; for instance, the B.S.A. Club of Copenhagen is now 25 years old, the B.S.A. Club of Belgium has over 300 members, and there is even a B.S.A. Club in Munich with over 80 members, riding 500 c.c. twins and "Golden Flashes," which, even including import duties into Germany, are considerably cheaper than locally produced B.M.W.s. In Austria, where British machines have always been the ultimate desire of any enthusiast, one finds in most provincial towns agents for British makes; there are also several owners clubs of which the Triumph Club of Vienna is one of the most active; in Switzerland there are even two Norton Clubs and one A.J.S. Club!

This is one side of the Continental motorcycle scene, applicable only to those few countries where motorcycle imports are moderately taxed. The other and more depressing fact is that some countries, such as France and Italy, through high import taxes, make the

ownership of a British motorcycle a virtual impossibility. In some countries high, compulsory insurance premiums militate against the ownership of a machine above 250 c.c.: for instance in Switzerland the compulsory insurance premium for such a mount is just over £22, and fully comprehensive cover, which is available from only a few insurance companies, is almost twice that figure. Yet, according to Swiss statistics, accidents in which motorcycles are involved are fractionally few.

As a gesture towards the aim of the European Free Trade Area, Germany reduced, in August, the import duty on motorcycles above 125 c.c. to 14%—it was previously 19%—but the additional sales tax of 6% remains unaltered. In this respect, Germany, along with Sweden where the import duty is only 10% on a machine above 245 c.c., and Denmark, where the import duty is 1 krone (approximately 1s.) per kg. (2.2 lb.) of the weight of the machine, are the Continental countries with the lowest import duties for motorcycles. The British import duty of 22½% on Continental machines is reasonable when compared with Italy where the import duty for a machine up to a weight of 418 lb. has only recently been reduced to 31%, having previously been 35%, and already mentioned is the case of France where the import duty and taxes charged represent a figure in excess of 105%, i.e., more than twice the import price. Yet, while in the eight months—from January to August, 1957—the export of British machines to France amounted to a value of £119,494 and to Italy of only £6,575, in the same period, France exported to the United Kingdom machines to the value of £270,000, mainly made up of mopeds and scooters, while the value of Italian machines imported, mainly scooters, amounted to no less than £2,400,000 (yes—this is no printer's error!) plus £208,000-worth of spares and accessories! The value of German machines, mainly scooter and mopeds, imported into the U.K., amounted in those same eight months, to £2,010,000 plus spares and accessories to the value of £180,000, while the value of British machines exported to Germany amounted to a mere £14,884.

With the situation as it is at present, the traffic is very much one way, for in number and in value the machines imported into the U.K. exceed by a multitude the British motorcycle exports to the Continent. But for the fact that British machines are in great demand in the U.S.A., the British Commonwealth and other overseas countries, the British motorcycle industry would have to regard the present rate of Continental imports as very serious and unfair competition.

If the European Free Trade Area comes into being and the import duties of the member countries are gradually reduced and eventually eliminated, the British motorcycle industry is certain to find a ready market in European countries, for there are few Continental makes which can compete either in performance, quality or value with the wide range of typical British 350 or 500 c.c. machines and the average British lightweight is good value for money when compared with what the Continent can offer. In Britain there will, of course, be a certain steady demand for imported machines—they will add to the selection available—and this will relieve the British manufacturer of the necessity to produce types of machine for which he has no ready sale in his traditional and extensive overseas markets.

### No Gloomy Picture

Provided the European Free Trade Area materializes as outlined in the statements published by its member nations, and that this form of economic integration is not jeopardized by petty restrictions, then the future, not only for the British motorcycle industry, but for the motorcycle on the whole in Europe, is very different from the gloomy picture painted by those who decry the motorcycle as a form of popular, economic and reliable transport. With the ever increasing traffic density here and in Continental countries, the motorcycle in its various forms will play a more important part than ever before.

Perhaps the best way of assessing the position of the British motorcycle industry in relation to the proposed European Free Trade Area is to regard the confidence with which that industry has accepted the opening of the doors of the home market today to unrestricted imports of motorcycles from all countries in the European Free Trade Area. Compare this with the position of the Italian industry which has felt it necessary, even today with high import duties, to place what is virtually a complete embargo on the import of motorcycles into her home market by imposing a prohibitive minimum weight limit. It would appear from this that the British industry has little to fear, whereas the Italian industry must at least be viewing the possibility of a European Free Trade Area with some anxiety.

# THE *chiko* CHICK

RECREATING A CLASSIC

The Chiko Roll was developed by Frank McEncroe, a boilermaker from Bendigo who turned to catering at football matches and other outdoor events. In 1950, McEncroe saw a competitor selling Chinese chop suey rolls outside Richmond Cricket Ground and decided to add a similar product to his own line. McEncroe felt that the Chinese rolls were too flimsy to be easily handled in an informal outdoor setting, and hit upon the idea of a much larger and more robust roll that would provide a quick meal that was both reasonably substantial and easily handled. The result was the Chiko Roll, which debuted at the Wagga Wagga Agriculture Show in 1951.

Since the 1950s, Chiko Rolls have been advertised by an iconic "girl on a motorbike" (also known as the "Chiko Chick") theme. The accompanying slogans were "Dollar for dollar, ounce for ounce, the 1955 Chiko Roll still reigns supreme" and "Couldn't you go a Chiko Roll". During the early 1980s, the accompanying slogan for Chiko roll was "You can't knock the roll"

Naturally the bike of the era that reigned supreme was the Vincent so the scene for the original poster was set. The bike featured in our reproduction poster is, of course, Peter Benders Rapide which arrived in Hobart from Adelaide about 2 years ago looking a bit sorry for itself.

Tasteful restoration, concentrating on originality, was carried out during 2012 and the bike has been a regular and reliable participant on our runs during 2013.

Special thanks has to go to Binnie Boo who modelled for us and Lychandra Gieseman for making the outfit. Binnie has modelled on Harleys before but indicated that there is just "no comparison"

Thanks also to Mayfair Take away on the corner of Collins and Harrington Sts who donated the chiko roll and Dan Butcher who organised everything and took the photograph.



TOP RIGHT: THE ORIGINAL CHIKO ROLL POSTER.

B/W: PETER'S VINCENT, PRE-RESORATION

BOTTOM RIGHT: BINNY PATIENTLY WAITS

TOP LEFT: PETER WITH HIS RESTORED VINCENT, ON A RECENT TRIP.

A3 PRINT OF THIS POSTER AVAILABLE FOR ORDER. SEE ROBERT WALCH FOR DETAILS

The 'New' poster (next page) is for sale for A\$30 + P&P. Print size is A2 ie 590mm x 420mm. Contact [robert@walchoptics.com.au](mailto:robert@walchoptics.com.au)



**You can't knock the Club.**



Above is the 2016 Tasmanians version of the famous 1974 Chico poster – the original is reproduced on the last page of this edition

# **BSA & NORTON GATHERING (SOUTH) 2016**

## **9<sup>TH</sup> OCTOBER 2016**

**A GATHERING OF NORTON & BSA MOTORCYCLES WILL TAKE PLACE ON SUNDAY 9<sup>th</sup> of OCTOBER. LOCATION IS STANWELL PARK BEACH CARPARK – SOUTH OF SYDNEY – That’s Sydney Australia!  
TIME : 10.00AM – 2.00PM**

**IF YOU HAVE A NORTON, BSA or any Classic British bike – BRING IT ALONG AND JOIN IN.**

**ALL MOTORCYCLE ENTHUSIASTS WELCOME.**

**COFFEE / FOOD AVAILABLE.**

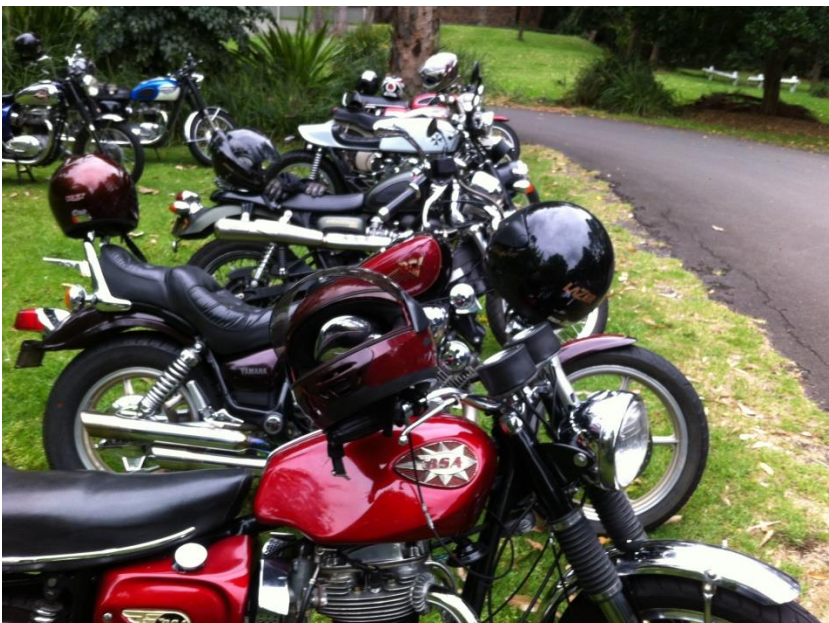


**WILL VIDEO FOR YOUTUBE.**

**MORE INFO – BEN : 0405 539 587 (NOC) Or**

**VICTOR: 0408 286 434 (BSAOC)**

**To see VIDEOS OF PREVIOUS GATHERINGS go to [WWW.NOCNSW.ORG.AU](http://WWW.NOCNSW.ORG.AU)**



# Workshop Wisdom

## Tanks for the Memory,

*An OVR contribution from George Chamarro, USA*

For anyone in need of a replacement fuel tank for a Vincent, my recent experience may be of interest. At the time none of the usual sources; VOC, Coventry etc were able to help so....

I bought an Indian made gas tank for US\$250 delivered via eBay purchase. Got the tank about a month after purchase and delivered via DHL promptly. I assume that the gas tanks are built to order? Can't believe there is a great demand for them.

Fitment on front mounts is good. Only issue was the rear tank mount is off by over an inch. I cut the mount off and had welder friend re-weld in correct spot. I ground off the tire pump mounts as they were not the correct shape and seemed to be in the wrong places – plus I don't carry a pump anyway. The petcocks/fuel valve mounts are welded in at about a 5 degree angle which, while not correct, did not affect fuel lines. Got repro petcocks with washers online for US\$40. I did not use the lower tank bolt mounts above battery which don't do much anyway.



Make sure petcock filter fits into hole before fitting or painting gas tank. One of my holes did not accept the filter end of petcock and needed to be 'Finessed' to fit in.

Observation: the petcocks are giveaway that a tank is fake. Something to look at when looking at buying a vinnie or gas tank.

I was not looking for a show tank, just something different. I used 2013 Kia Soul paint. Alien Green. 4 ounces cost over US\$100 and \$30 more for clear. Vincent water decals were another \$30. Pin striping and clear coat shoot \$150. Under side of my tank is painted flat black.

The raw tank was also massaged and needed to be worked on to fill in scratches and grinder marks. This is all 'normal' when painting body work so nothing out of the ordinary.

Bottom line. Cost about US\$900 to have a finished tank. And this was done "on the cheap", so next time someone quotes you mega dollars for a pristine, custom built ready to use Vincent tank – based on my story, that mega price may not be so bad after all.

As to the seat; Welding apron suede leather is waterproof and indestructible. Very loud orange color when new, but will tone down with the patina of age and my butt print !



# Gene Aucott; America's First Vincent Dealer

*By Lindsay Brooke*

ANYONE who has ever been in love with the Vincent motorcycle, whether through the intimacy of ownership or just plain lusting after one from afar, has a good Vincent story to tell. It never fails. One of the best of these tales comes from the late 1940s, when The Beast was just beginning to make its reputation in the US. The story was told to my father by a cocky kid who owned a Rapide and who loved to put on a convincing British accent. 'I wanted to show this chap with a brand-new 61 cubic inch 'arley who 'ad the faster machine,' the kid began. 'So I set up a little meeting between the two of us out on the by-pass. Before we set off, I gave him just one request — to signal to me when his 'arley was all-out at top -speed. 'Off we were, soon runnin' side by side at about 60 miles per. I shouted to this chap, "Are ya all out yet?" He shook his 'ead,



and crouched closer to the 'arley's tank. At seventy-five, I shouted the same question, but the 'arley man still shook his 'ead. Finally, as both our bikes nudged the ton, I noticed my counterpart's silencer trailing a blue plume of smoke. He was glued to the tank now, and looked to be holdin' on for dear life. I screamed, "ARE YA ALL OUT YET?" This time he nodded affirmatively. 'Then I just shifted the Rapide into fourth,' said the kid.

Gene Aucott has heard scores of Vincent stories like that one over the years. As the first Vincent dealer in the US, Gene lived and breathed Stevenage lore since before the war, when as a young machinist at the Philadelphia Naval Yard, he acquired a Series A Comet in pieces. In 1986, sitting in the room of his home which until 1972 contained Vincent spares, he recalled the night Phil Vincent approached him about establishing a US dealership. 'It was a Sunday evening in 1944,' Gene said. 'Phil Vincent and I had been corresponding since before the war, and here I was in England, courtesy of the US Navy, as the chief engineer of an 85ft tugboat. After spending the day at the works, where Vincent and Phil Irving showed me what was to become the Series B Rapide, we went to dinner at the home of Frank Walker, the managing director. 'During coffee,' Gene continues, 'Vincent says to me, "When we get to making motorcycles after the war, we won't be able to supply everybody. What we want are enthusiasts like yourself to be our American dealers.'"

Gene recalled his reluctant thoughts at first — a 24-year-old Navy lieutenant fresh out of diesel engine school; an enthusiast with plenty of experience riding and wrenching the Aces and Indians of the US, but lacking any business background whatsoever. 'What he wanted were enthusiastic motorcyclists,' said Gene. 'Vincent called them "up the garden" dealers. I told him I was very interested.' Thus began a business relationship and strong friendship between the two men which lasted until PCV passed away. It was strictly a handshake deal, until 1950 when the Indian Corporation became the official US Vincent distributor and Gene had to sign a formal contract with them. Correspondence in those days across the Atlantic was all by mail, as telephone service cost about \$17 a minute — a bit pricey for 'up the garden' motorcycle dealers! Gene kept his regular job at the Navy Yard (he was now working with experimental aircraft

engines) and ran his Vincent shop at home, in the evenings and on weekends. This proved to be a good move, because selling Vincents in the US in the late 40s wasn't the easiest of jobs. 'The most machines I ever got at one time, up until 1950, was six,' Gene recalled. 'I had deposits for 56 motorcycles before I got the first one. But by the time I had received maybe the first 10 bikes, I had given back almost all the deposits because I couldn't guarantee delivery.'

Indeed, the inconsistent supply of machines was only one of Gene's headaches. Dealing with the status quo in Britain was another. Going through a myriad of brokers — ship-ping brokers, boxing brokers, chequing brokers — just to get a bike, drove Gene crazy. 'I told Phil Vincent that the British were still doing things as if it was King Arthur's day,' he said. 'He didn't like that, but it was true. 'I always tried to give constructive criticism,' he notes. 'But even Phil Irving said, before he left Vincents in 1949, "Gene, we used to call you John Q Public, because of your letters".'

Slipping clutches were The Beast's biggest problems, recalled Gene, who was fitting his own 0-ring cure for clutch oiling long before the works finally came out with their own 0-ring in 1954. 'It took them so long to correct little things like that — but then again, Phil Vincent was always busy working on a future project.' Rapides constituted the brunt of the 93 Vincents sold by Gene from 1946 to 1955. Strangely, the touring model with the valanced steel mudguards didn't go over in Harley and Indian-land; Gene had to retrofit most of them with the aluminium versions just to sell them. He also sold one Lightning (although he modified Shadows to Lightning spec), three Chinese Red machines, the sole blue Vincent made (a show model sent to New York) and less than 10 Comets. Just one Series D machine went through the Aucott shop, although Gene says the business had picked up greatly by '55.

How did he handle his customers? 'First of all, I was very sceptical of selling a Vincent to a guy who had money, maybe a wealthy kid, because if it was his first bike he was gonna kill himself,' Gene says. He told prospective buyers that the machine was deceptive: so light, and with a lazy engine lope at high speed. Gene recalls that even PCV told him, 'Don't sell the bike to every Tom, Dick and Harry.' How many modern executives and their dealers follow this ideology?

In 1986 a wonderfully fit 71, Gene Aucott still enjoyed riding. He consistently attended VOC rallies (he's an honorary member) and AMC meets, and corresponded regularly with former customers and Vincent owners the world over. Sadly, Gene is no longer with us.

*This article first appeared in Classic Bike, in 1986*

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## Event Calendar

<b>2016</b>	
October 15-17	VOC Australian National Rally, Parkes, NSW. contact <a href="mailto:alynvincent@mac.com">alynvincent@mac.com</a> 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!
November 19-22	Motorcycle Live, the UK's biggest bike show, which takes place at The NEC, Birmingham
<b>2017</b>	
March 19-30	Tassie Tour 2017 (Australia), open to pre 1970 British bikes – for more info contact <a href="mailto:tassietour2017@hotmail.com">tassietour2017@hotmail.com</a> . This fantastic 10 day tour is limited to just 100 bikes so if you are interested, act now. <b>UPDATE: While now fully sold out there is a waiting list so it may not be too late.</b>

# Eastward Ho! On A Vincent

*Andy Garnett, a young (in 1955!) londoner tells the Story of his mechanized pilgrimage to the then fabled east. His passenger was Lady Marye Rous, daughter of the Earl of Stradbroke.*

AMONG my long-cherished ambitions had been the urge to go to Istanbul, where East meets West—the glamour of the harems, mosques and the Golden Horn had bitten me. With three weeks' holiday ahead I stoked up my big Vincent solo and set about seeking a passenger; most men seemed a bit reluctant and eventually it was a girl, Marye Rous, whom I took.

She had already had much travel experience and I couldn't have asked for a better crew. The main difficulty ahead was not the distance but the condition of the roads, language and finding the way—after Belgrade the sign-posts are in Cyrillic or Greek. Our only advance arrangements were to buy open steamer tickets for Harwich—Hook, Istanbul—Piraeus, Corfu—Brindisi and Dieppe—Newhaven, and to arrange the necessary insurance. To the machine were added Vokes air-cleaners, Marchal headlights, and spare inner tubes and sparking plugs. I already had a Craven parinier set.

We left London one evening in steady rain and boarded the steamer at Harwich. When we arrived at the Hook it was in a drizzle. Over the slippery black cobbles we bumped to Rotterdam and then Utrecht:---and so to North-West Germany in the rain. We joined the autobahn east of Wesel, when the weather cleared and we were able to do the next 400 miles at a satisfactory average. Finally we reached Kitzbuhel after a stop at Munich to obtain money, having 'covered just about 700 miles—the first 275 of them in non-stop rain.

By good fortune a new night club was being opened in the town and so we muscled in on a wonderful party, with eats and drinks on the house, Next day, after bathing all morning with a cousin in whose house we were staying, we crossed the Qrossglockner in what I believe is considered to be very fast time. Then again came the rain, which never left us for this and the next 'two days, and so we only got as far as Villach, where we slept in a youth hostel.

We entered Yugoslavia by way of Klagenfurt and the Loiblpass. This is not a method to be advised ; the approved routes are either by Trieste or else Graz-Maribor. The road 'over the Loibl, although nothing like so high as the Grossglockner, seems to be almost vertical and has a really rough surface. That night we spent in Zagreb, where we stayed in a super hotel and enjoyed wonderful steaks for a very few shillings. On Tuesday we left for Belgrade in heavy rain, along an autoput, which is the equivalent of an autobahn and is a splendid road running alongside a river. It was completely deserted; we passed only three cars the entire 260 miles of its length. The road has a wonderful concrete surface but is badly drained and our progress must have seemed like that of a speedboat.

We arrived in Belgrade and put up at the Golf Club hotel, where we met up with members of an English variety act who were doing a cabaret at Der Kristal Club that night. The night club was



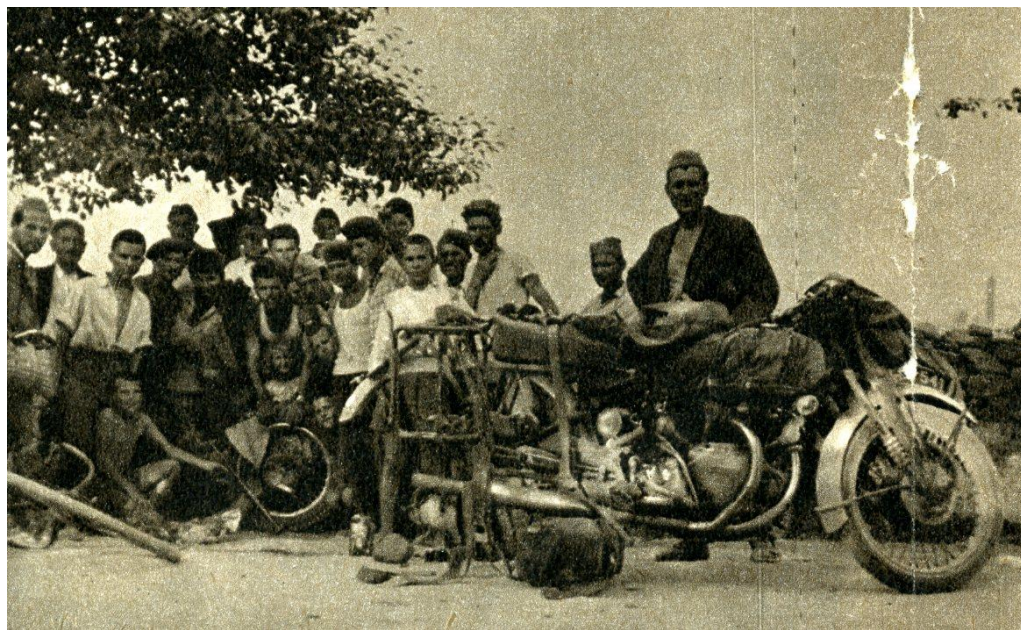


run by a syndicate controlled by the State. Every-one, waiter or guest, was Kamerad. The music was good and we watched our new friends put over their show. And then we drank sliwowitz until the early hours.

Morning saw us off towards the south. After about 50 miles the road became simply appalling. It had almost no surface ; instead there was a layer of white dust, possibly even two inches thick, through which the wheels slipped and slid into the narrow ruts in the iron-hard ground. These roads were having a bad effect on my overloaded luggage grid, which was about to collapse. However, a German-Greek travelling south in his Borgwagen took Marye and most of our luggage and we drove on in convoy, finally reaching Nis, where we found the first source of petrol—a large drum in a railway siding—since leaving Belgrade, a hundred miles away.

We had to reach Skopje by that night so as to get to the frontier the following day, when our visas expired. The road was so bad that my luggage carrier was disintegrating. Our German-Greek friend offered to take the luggage and Marye as well. We accepted. Over these roads, I thought, his car might make better time than the Vincent; I was desperate to reach Skopje before dark, so I set sail, leaving Marye and her driver to follow. I drove much too quickly, considering the state of the roads, the dust and the deep potholes and ruts, and after about 15 miles my back tyre burst. There was a slit 18 in. long in the tube and the cover had a letter-box slot in it, too!

By the time I had had the wheel off and my new tube fitted, all the villagers had gathered around. Then suddenly there was a cloud of dust on the horizon, which enveloped everything in



range, and the Borgwagen swept by without the crew even seeing me! Horror! Marye had my passport, most of my money and my luggage. . . The villagers only spoke Slovene ; however, they were very helpful and repairs were finished about an hour before sunset.

Considerably worried, I drove on to Leskovak, the next township, where I had difficulty with the police because of my complete lack of papers. However, at that time Yugoslavia was feeling good about her recent victory, over England at football and the reaction won me a lot of popularity. After telephone calls to Belgrade I was allowed to sleep in a workers' hostel. I left Leskovak as dawn was breaking. The road had been washed away by the river in parts and the Vincent had to be driven over the sleepers of the adjacent railway line! This was terribly anxious work, for not only was there the difficulty of getting the machine along, but I was in a , certain state of suspense lest a train should come up behind. Eventually I reached the tobacco-growing area of Macedonia, where there are small mosques, the men wear curled-up slippers, baggy pants and fezzes, and are all Moslems. When I reached Skopje there was Marye, sitting on the steps of the British Consulate, and she greeted me with an ." Oh, have you enjoyed yourself? " Words failed me and I dumbly exhibited the split tube.

We spent the rest of the morning rubber-necking round Skopje, admiring its mosque and watching the old London buses careering in and out of the main square. That afternoon we left for the Greek frontier to cover 100 miles or so over the most hair-raising roads. With a heavy load and a tear in the back tyre, this was not at all funny! We reached the frontier at dusk and were so tired that we spent the night in somebody's garden. Once the frontier is passed one finds

oneself again in Christendom. Salonika is an enormous city where, after immense difficulty, I bought a new outer cover—and then sold the old one and lost less than a pound on the deal!

The road from Salonika to Kavalla has a tarmacadam surface. On arrival we called on the mother of our German-Greek friend. He himself had had an accident near Salonika—the old lady



was surprised to see us, complete strangers that we were, and to learn that we knew her son, whom she hadn't seen for eighteen years and wasn't even expecting!

From Kavalla we went across a causeway through a salt swamp to Alexandroupolis. The road from here to Edirne is something really out of the ordinary. Every trick was pulled out of the bag— corrugations, dust, large pebbles, potholes and worst, no bridges but instead huge boulders in the riverbeds covered with chicken wire to keep them in place.

After a night in Soufli, when the luggage grid had some extra attachments made to the machine by the local blacksmith, we drove on to Edirne—where we entered Turkey and saw for the first time the Star and Crescent over

enormous gilt domes, and it was here that we saw our first large mosque. The road to Istanbul is about 150 miles long and is tarred, but with a great many corrugations and holes. However, it is dead flat and skirts the Sea of Marmora. Istanbul, or Constantinople as it was once called, is more fabulous in fact even than in imagination.

Hubble-bubble shops and Coca-Cola advertisements throng the narrow cobbled streets that have tramcars and enormous American taxicabs—you hail one and half the street jumps in and everyone 'shares the price. The night life is terrific and ranges from honky-tonks in the Latin Quarter and cheap open-air dance-cabarets to smart, expensive night spbts- in the hills above the Golden Horn. And there are all the conventional sights of Constantinople—the Aya Sophia, the Blue Mosque, the Harem, and the largest closed bazaar in the world. We stayed in a very cheap pension with the showerbath on the roof run by an old Greek woman perpetually in her faded dressing gown.

Through the Dardanelles We caught a steamer at midday which took us through Marmora, Izmir and through the wastes of the Dardanelles. It was now dusk and the lights of Europe on the right and those of Asia on the left, the translucency of the atmosphere, the phosphorous of the wake and the tinkling of the ship's band made it into an unforgettable scene.

We arrived at Piraeus- by about ten in the morning and spent two fascinating days dancing, eating and drinking with friends and seeing the Acropolis and other sights. I wanted to push on to the interior whilst Marye wished to stay for a party on Hydra—an. island just outside Athens—so we agreed to meet in Corfu, whither she would go on a steamer by way of the Corinth Canal.

Early I left Athens, drove over the mountains to Delphi, where the Great Oracle was consulted by the ancients, then across Thessaly to Meteora, where I spent the night in a monastery perched on the top of a rock which is so sheer that the only means of access is by a leather basket on a winch!

*Topping this vast rock-pile at Meteora is the monastery at which the author spent the night—after he had been pulled up in a basket.*



After a most incredibly uncomfortable night with the monks I left and drove through' the Pindus mountains to Janiria, and then to Goumenitsa, which is the little port of embarkation for the island of Corfu. The "caïque" that was to take us was due to leave at 5 p.m., but at 10 p.m. it was still waiting when suddenly, with a tremendous splash of noise, the Corfu football team arrived on board! The singing and dancing went on for the next four hours until we arrived at Corfu at 2 a.m. Here the town band, in full regalia, were out to greet us and every light in the little town went on as the team danced ashore.

The next day I made some friends who were very hospitable to me, and with them I went bathing and sub-aqua hunting: the bliss of choosing your lobster from a pool, then going into the sea and returning to find it cooked; of swimming and underwater fishing, and then coming up for lunch to find the lobster ready for

eating, has to be experienced to be appreciated!

Island Paradise Corfu is my idea of paradise. Rich and lush with vegetation, it is startlingly different from the barren and beautiful mainland. I went to the most wonderful dinner party given by the owner of a 750 c.c. Ziindapp combination at his house on the hillside high above the sea. In the evening the scent of jacaranda, mimosa and the oleanders was so great that one could hardly breathe. I met Marye who had come from Athens by steamer.

After a tremendous struggle transferring the Vincent from the shore to a rowing boat and from the rowing boat to the steamer, we set sail for Brindisi. It was the dirtiest steamer ever, with no washing facilities whatsoever. We arrived at our destination on Wednesday morning and went spanking up the Via Adriatica through Bari and Pescara to Ancona.

On Corfu I had "pulled" my shoulder quite badly and so here I was glad to stop. In any case my clutch was giving trouble—I took this opportunity to strip it down for repair. From Ancona we drove to Rimini, where we joined the Via Emilia and spent the night in Milan. A morning trip to Domodossola and over the Simplon, took us by an easy way across the Alps to the lake of Geneva. where Marye and I stayed in a pensionnat.

The next day was Saturday, when we rode to Paris in time to fall in with a wonderful party, and then drove on to Dieppe in the rain the following morning to catch the boat for Newhaven and home.



*Headwear for mokes is de rigeur in Corfu. Background is the emporium of Corfu's mayor, who is also the town's motorcycle and general hardware dealer.*

# 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 advertishment. OVR will NOT be providing any editorial or corrections – what you send is what will be published. Of course OVR cannot accept any responsibility for anything to do with the items advertised – that's a buyer/seller matter. Items will be listed in 2 consecutive editions of OVR.

**For Sale:** 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](mailto:mcediabetes@outlook.com) for more detailed pictures and bike history/information etc **US\$103,500**

**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](mailto: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](mailto:bjdj79@iCloud.com)



Ba.

# Service Providers

The Service Providers listed have been used with a degree of satisfaction by OVR readers in the past. Just because they are listed does not imply an endorsement of them by OVR. Service providers are not charged a fee for this service nor can service providers themselves request that their information be included, though they may request that an entry referring to them be removed.

## *Spares:*

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

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

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

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

**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)

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

## *Nuts n Bolts:*

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

**Classic Fasteners**, 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.

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

## *General Services :*

**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 comprehensive range of associated spares. Provides hi-output coil rewinds with a 5 year warranty. For more info contact Peter on (02) 9624 1262 or email [qualmag@optusnet.com.au](mailto:qualmag@optusnet.com.au)

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

**Rays Custom Spray Painting**, Australia: Ray Drever is the perfectionist when it comes to painting bike tanks and frames. Also a craftsman in flame work and airbrushing. Located near Geelong; contact Ray on 03 5251 2458 or 0402 988 284.

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

**Dyson M/C Engineering**, Australia: Wheel building, Crank rebuilds, Bead blasting, Rebores & Engine Rebuilds and more. Located at 12 Chris Crt., Hillside, Victoria. Phone 0400 817 017

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

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This is the original poster from 1974 featuring OVR reader Phil Pilgrim's 1951 Rapide that he purchased when he was just 21 years old. More than 40 years later, he still owns AND rides it.