



The Oz Vincent Review

Edition #36, March 2017

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



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Welcome

Welcome to this latest edition of The Oz Vincent Review. This month's front cover depicts Ernie Allen astride his Replica Lightning outfit with Annie Cave. Ernie was Ted Davis racing 'chair' passenger and Annie is Ted's daughter. Between the two of them plus the bike you are looking at over 220 years of Vincent history! Speaking of history, this month's Letters to the Editor contains a slice of it as well.

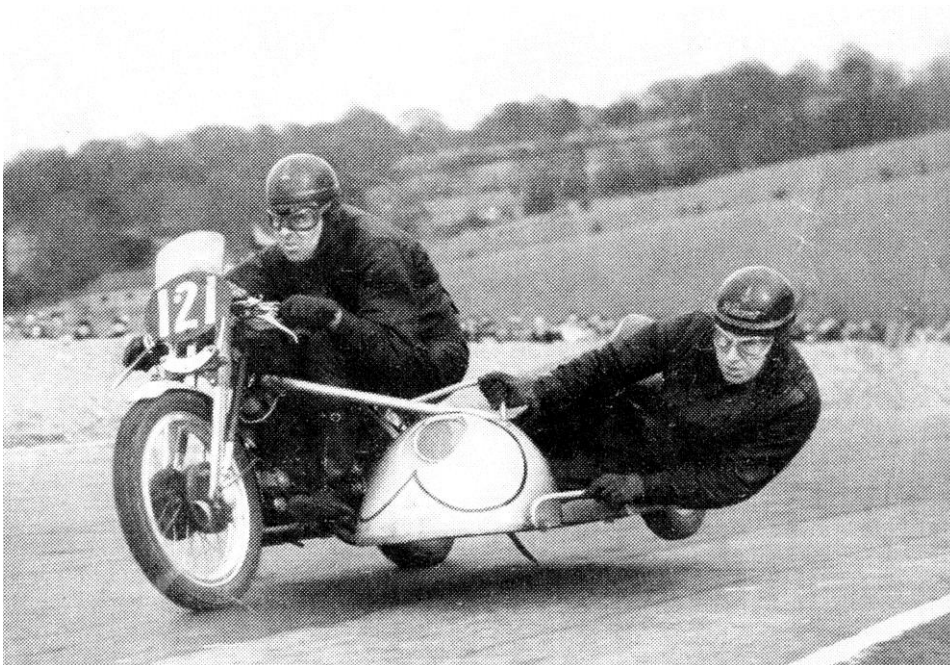
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Martyn

Melbourne, Australia.

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Ted Davis and Ernie Allen winning at Silverstone on a Vincent Black Lightning with sidecar, 1952

Ted Davis look alike (Thomo) and Ernie Allen again at Silverstone on the same Vincent Black Lightning with sidecar, 2015

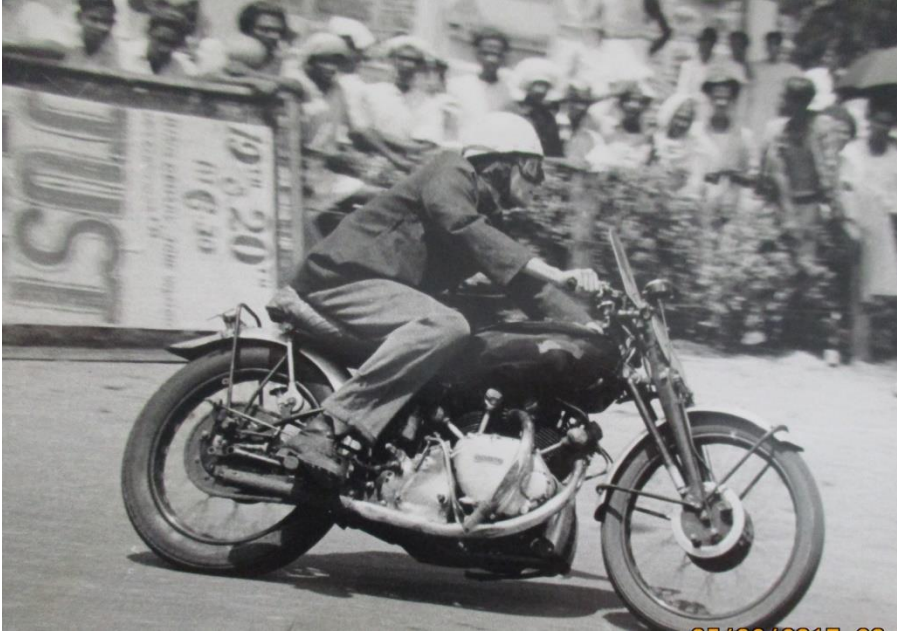
(These photos and front cover photo courtesy of David Bowen)



Letters To The Editor

Hi Martyn,

Ernie Lowinger sent me the article on Vincent's in Ceylon (OVR #35) and there was mention of J.E. Mockett. I am he.



In Ceylon there was a Black Shadow owned by Mr Wickremsinger who ended in England. A Comet was owned by Pat Dekker who went to Australia. Another Comet was owned by a tea planter. A series B was crashed before I got to Ceylon and broken up for spares. A Cooper car was fitted with a Lightning engine; It was raced infrequently and never performed well. I won quite a number of races solo and sidecar. At that time I raced against H.S. Perera who had a motorcycle shop in Colombo, he was a relation of the one mentioned in OVR last month.

I brought my Vincent back to England in March 1954 and now live in Bristol. I raced in the Junior Clubman's on a 350 Norton 1954 International. Then did my National. Service for 2 years using the Vincent to get about. This was followed by many years touring on the Continent. I also fitted a Steib 501 for some years. I raced other Vincent's in England in MCC regularity events. These one hour long etc. Those were the days! By 1976 I had covered some 130,000 miles on my Vincent and sold it for £900.

I then purchased a Honda cb550F on which I covered 100,000 miles and it is still going well.

I am 84 years old, an active member of the Vintage Motorcycle Club, Bristol section and still enjoy riding.

Regards John Mockett, UK

I bought my Vincent from Andrew Mirando in Negombo for £300 . It had been ordered by a Tea Planter who never came back to Ceylon to collect it. This was in October 1952. I used it for commuting to Negombo from Colombo and touring etc. I also raced it solo and sidecar with a friend who now lives in Bracknel.



Photos: Top Left, John in action in Ceylon, 1953 and Right, John today.

Dear Martyn

Love your magazine, lots of good stuff in there.

I read the review of the Classic Motorcycle Electrics Manual and immediately went on line and bought it. Boy was I disappointed!

Beautifully printed on gorgeous paper and weighs a ton but longwinded and it is all about Lucas electrics, apart from one paragraph on page 194 on the Miller dynamo cut-out, and that is not listed in the index. Nothing about Miller, BTH, Wipac, Scintilla, Bosch etc etc. Hardly surprising because James Smith the author is a Matchless/AJS devotee. The book is miss-named and should be called the Matchless/AJS Electrics Manual despite having a Sunbeam on the cover. The only generally useful bit I found was the chapter on connectors. A cursory examination revealed 2 errata but I suspect there are more. Figure 7.1 is wrong and the other I have forgotten! A waste of money for Vincent folks.

Much better value I found in the Motor Cycling Electrical Manual by Bernal Osborne, published by the VOC Publishing Company Ltd. and at one time available from the VOC Spares Co. For a start there are 40 pages of wiring diagrams as opposed to six in this book.

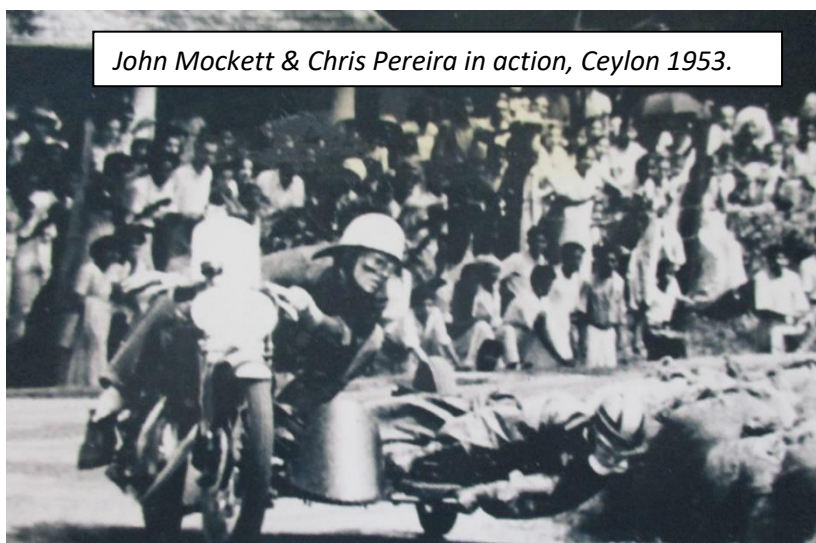
Ernie Lowinger, UK

Hello Martyn

Many thanks for the copy of OVR no35. I do remember H,S. Perera and his connection with ex WD Indians. My Dad's first post-war motorcycle was an HD which he bought from H.S.Perera. I had no idea his father had imported HRDs as well, that was most interesting.

Having been born and lived in Ceylon until I moved to the UK in 1955, I was very much involved in the motorcycle and racing scene with the Ceylon Motor Cycle Club, and I have a fairly good recollection of the Vincents that appeared in Ceylon during the late 40s and 1950s. I also worked for Wally De Zylva who ran the only independent motorcycle shop and agency in Ceylon. No doubt John Mockett has sent you information about the Ceylon Vincents, but I will try to fill in a few more details.

The first Vincents I saw were two series B Rapides ridden by Wally de Zylva and Peter Fernando in the very first Ceylon racing event post war in 1947. Incidentally both Wally and Peter were members of Ceylon's team to the TT Races in 1950. I was only a young school boy in 1947 and probably did not take in too much detail at the time. I believe one of these Rapides was sold to a British planter. The other I believe was written off in a crash a few years later.



John Mockett & Chris Pereira in action, Ceylon 1953.

The next Vincent I was aware of was the series C Rapide bought by John Mockett in 53 I think, and raced in solo and sidecar form. We won the sidecar race at the Kurunegala races and the Katukurunda races in 1953. John was a Cable and Wireless engineer on tour of duty in Ceylon. About the same time another English Planter, Henry Lucas bought a Comet also from local dealer Andrew Mirando. This was converted to semi Grey Flash spec for racing. Another Comet was bought by Pat Dekker who also worked for Cable & Wireless.

Two Black Shadows appeared in 1954. One was bought by Wickie Wickremasinghe, who came to England in 55/56 and worked for Velocette dealer Reg Orpin in London. The other Shadow was bought by another English planter, whose name I cannot recall. Also in 1954, the original series

B Rapide came into Wally's for resale and was bought by John Moore, who was in the Royal Navy stationed in Ceylon. John Moore fitted the original Mockett sidecar and entered the Kandy Road in Feb 54, with John Mockett as passenger. Unfortunately they crashed at the first corner and ended up in the Lake around which the circuit ran. John Mockett was ejected and lucky to escape serious injury.

In 1954 Cedric Senevirate brought out a Cooper Vincent, but as far as I can remember this never ran well and never fulfilled its potential. John Mockett took his Rapide back to England in 1954 and I emigrated to England in March 1955. I do not think that there were more than three or four Vincents in Ceylon at any one time. Probably because they were expensive compared to the less complicated Triumph twins which were readily available.

I hope this information together with John Mockett's will be useful to you.

Chris Pereira, Bracknel, UK.

Hello Martyn ! I have just received from David Bowen a copy of your news letter OVR. My dad was Jim Sugg, and he was a total motor bike fan! It was lovely thank see this photo, one I have never seen before, on the cover of OVR 35. My Dad's idea of a great weekend was to take a Vincent apart and put it together again. It made me feel very nostalgic.

I live in Wonga Park on the edge of the Yarra Valley. I unfortunately discovered too late that Phil Irving lived in Warrandyte, just down the road. I think my Dad knew him quite well.

M/s Billy (Sugg) Pekarek, Australia

Burman BAP Gearbox: Gear change shaft Oil Seal

An OVR contribution from Bernhard Kurschel, Austria.

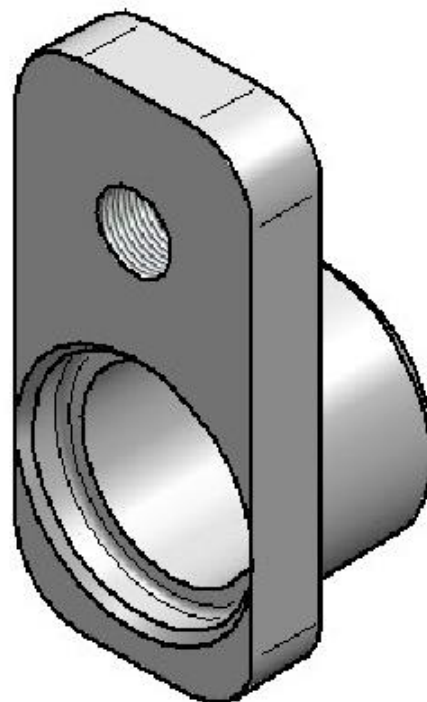
Are you bothered/frustrated by that constant greasy leak from the gear change shaft on your Burman gearbox? Well this modification may provide some relief.

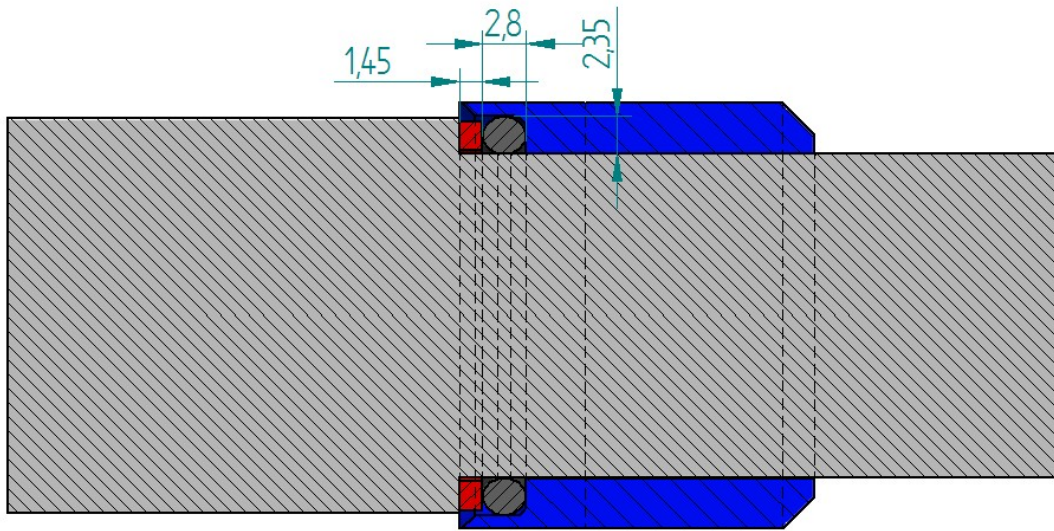
Machine the gear change shaft carrier as shown in the diagram. You need to create a pocket of 25.3mm diameter and 4.2mm deep into which you insert a 21mm x 2.5 mm Nitrile/NBR 'O' ring sealing rubber. You will also need a metal OR fibre seating washer of 24.7 mm outside diameter x 21mm ID x 1.45mm thick that goes between the shoulder on the shaft and the 'O' ring.

First insert the 1.45mm thick washer onto the shaft, next the 25mm x 2.5 mm 'O' ring goes onto the shaft and finally insert the shaft assembly into the carrier so avoiding damage from the spline.

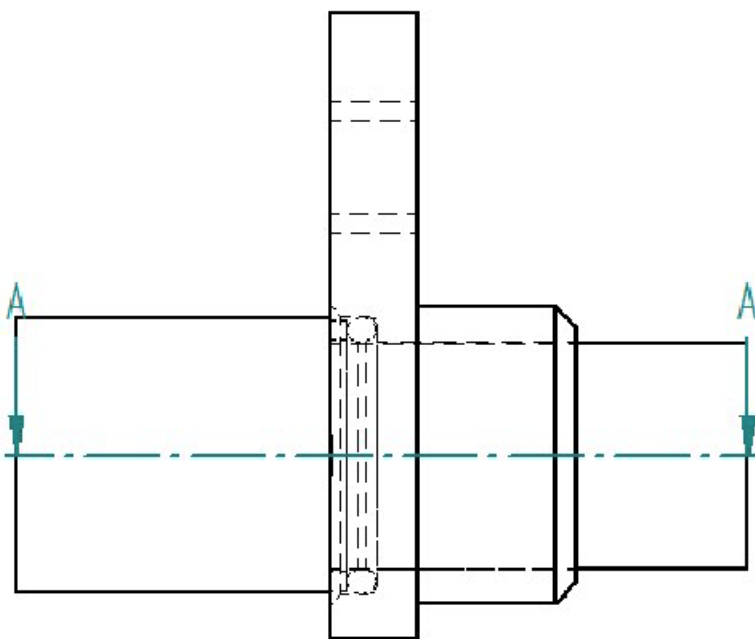
Prior to final assembly, it is essential to lubricate the outside of the gear change shaft (and the inside of the shaft carrier) with a Molycoat style of grease.

When fitting the assembly to the gearbox case put some sealant, such as Hylomar or Loctite 510 or 518, between the shaft carrier and the gearbox case.

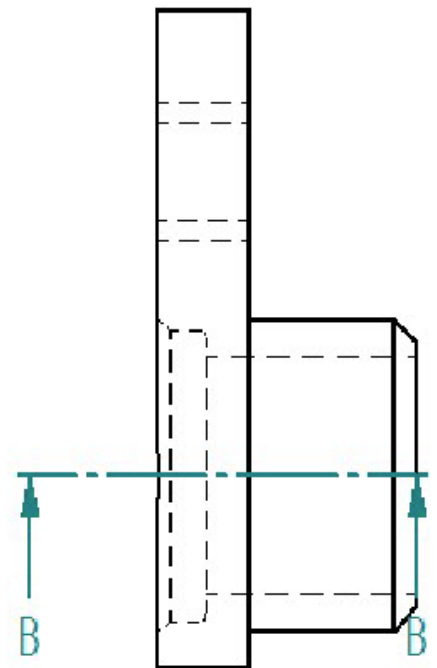




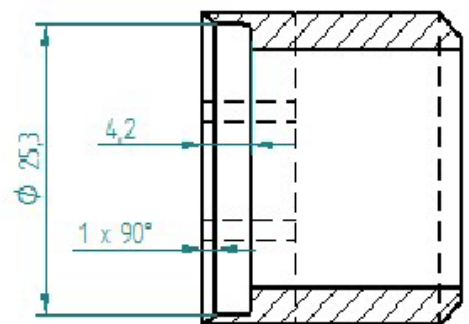
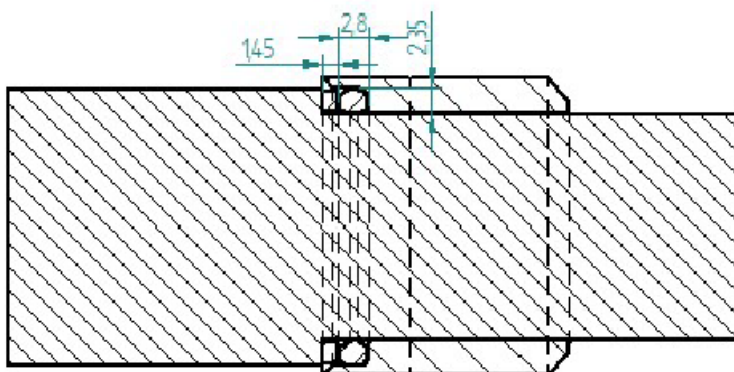
Schnitt A-A



Schnitt A-A



Schnitt B-B





A recent Happy Snap of 3 OVR Australian readers. Bob Kovak , Adele (the Robed Black Princess??) , & Robert Rigby at Rosebrook, the castle of the Naked Black Prince (a part time MPH Correspondent), at the conclusion of a recovery breakfast after the 2016 Bendigo Swap meet. They were intent on discussing all things Vincent & reminiscing about the good old days “wif da bruddas” from the University of the Northern Territory !

OVR thanks the Naked Black Prince for this photo and text

Technology Update

A further OVR contribution from that intrepid American Vincent owner AND rider, George Chamarro.

Back in OVR #31 George told us about his exploits in obtaining then finishing, a fuel – sorry George – gas tank for his Comet.

As an avid, though at times navigationally challenged rider, he has come up with a technology update to help in that regard. Crikey – it's even colour coordinated with the tank! George tells it so much better than I can:

So, I was sitting in my garage enjoying a balmy 10 degrees below zero F day and drinking an adult malt beverage when I was struck with a really stupid idea. How can I combine my love of riding my Comet with the 21st century Cell phone? Hah! \$10 US later I received my answer. I now can text and ride like so many fellow highway and road users that veer into my lane whilst riding my vintage moto.

Actually, I mounted the cell phone holder on the right side of the Vinnie so that I could not text and ride. Hey, safety first!

REAL REASON: I put the mount on so that I could see how close my Smiths speedometer was to actual speed using a Speedo App. Also the not so occasional use of GPS is handy too.



Kind of inspirational George. I know it's what I will be adding to my Comet for the 10 day, 1,600 km long Vincent Tasmania Rally in March this year.

Well done George!





“Overland to Australia”

Part 3: The Final Lap

CEYLON is a beautiful country, too. We rode from north to south along its very good roads to Kandy, where we stopped to sightsee, then on to Colombo with three days to spare to catch an Australia-bound ship.

In Colombo we met two English merchant 'sailors, who invited us out to their cargo-ship in the harbour for a chat and a few drinks. As always, we were only too pleased to accept, especially as they were motorcycle enthusiasts and one came from the motorcyclists' Mecca itself—Douglas, Isle of Man. We had a very pleasant evening with them, but it was marred by being taken

into the Ceylonese police station because we had no pass to be on a ship in the harbour. It was so stupid; no one on the jetty had stopped us from getting into a launch and going out to the *Clan Alpine* and we didn't even know we were supposed to have a pass. They kept us until 4 a.m. before they decided that we were quite harmless and let us go. Next day we got a pass, thanks to the ship's Crew, and actually lived on the *Clan Alpine* in the hospital berth for three days.

During our travels we have found that shipping clerks seem, to be among the most helpful of people, and the one in Colombo was no exception. He not only fixed us up with two berths, which necessitated quite a bit of juggling, but also gave us a tip on how to get *Old Faithful* to Fremantle. It had taken the last of our capital to buy our boat tickets, and we just couldn't pay the £20 for the bike's passage. But where there's a will there's a way, and the very kind Norton agent in Colombo put the *Dominator* in a crate for us, entirely free. Then, as the crate was the only personal luggage we had, and as its volume was 45 cu. ft., and as each passenger was allowed 25 cu. ft of space, *Old Faithful* travelled free in a box!

It was a great relief to get on the *Orcades* and to sleep in sheets on a bed. It was also nice to eat regularly, enjoy good food and have a rest. I had a lot of weight to put back on, as I'd lost 42 lb. between London and Calcutta, but after the first two days of life on board we itched to be travelling under our own steam again. Still, it was only a six-day voyage; and when we docked in Fremantle, Val and I were first off. We made straight for the Commonwealth Employment Office as we were very broke and badly needed some kind of work. We didn't find anything there, but we took a bus ride to Perth and before nightfall both of us had jobs and somewhere to live. I got work with the Norton agent, assembling newly arrived machines; but I am not a good mechanic and it lasted only ten days. So I got a job on the railway, and I liked it.

We stayed in Perth six weeks and our savings mounted from nil to £70A. Val was sorry to leave as she had a nice job on the *West Australian*, the daily newspaper there, and had a good boss, but as we'd decided to stick together till Sydney, and had the necessary cash to get us there, we mounted *Old Faithful* again and headed East.

Compared with the "roads" in Persia and Afghanistan, the 1,000 miles of unmade road between Kalgoorlie and Port Augusta was a piece of cake. At times we struck some bad patches, but we only fell off once; and our only mechanical mishap was a broken chain which was quickly repaired. The crossing of this Nullarbor plain took us a week, during which we met a number of cars, but only one or two motorcycles. It is a very



lonely route, with no towns and only very occasional homesteads a hundred or more miles apart. There was one stretch of three hundred miles of huge corrugations, and later we ran into soft sand drifts. By the time we reached the first small town, Penong, we were grimed with six days' dust and sweat, the temperatures for the past few days having been well up in the hundreds, with no shade at all to rest in.

From Port Augusta onwards, there was a good sealed road, but the weather was hot—very hot—much hotter even than we had struck across the desert section.

As, we were doing a gentle 30 m.p.h. into Adelaide, a speed cop stopped us and told us very officiously that we were exceeding the speed limit—which, with a pillion rider, is 25 m.p.h.! We stayed in Adelaide for three days with Stow's parents, who were very kind to us. While we were there, we visited Warren and Ronnie, who were now Mr. and Mrs.; they had been married in Calcutta. We didn't see Stow himself till we got to what was, for us, the most friendly Aussie town we came across, Bordertown. Stow and all its inhabitants were most kind. But the heat; at around., 110°F it was hot hot hot.

The day-before we reached Melbourne, it rained. Apart from a short, sharp shower in Greece, this was the first rain, we'd had. It cleared up for us to ride into the city, and within a few hours we had found digs and also looked up an ex-member of the A.I.F. with whom I'd been friendly in the Middle East. Next day, Val found herself a job on a newspaper again, and I got one in a lead-smelting place. I didn't care for it a lot, but I only had to put up with it for a month.

As you may readily gather, Val and I were no longer the strangers to each other we had been when we left England. Indeed, our association had become a very close one, It was a case of a perfect friendship; had it not been, I'm sure we would have parted company on landing in Australia. Val had told her people before she left that she'd be home by Christmas, 1955. I had told my mother vaguely that I'd be away about two years. Neither, of us had any intention of not returning to England; as we got along together so well, why should we not stick together all the way? An excellent idea! So it was decided we would, not, part in Sydney, but carry on as before—over to New Zealand, across the U.S., Mexico and Canada, and home to England by Christmas. From Melbourne onwards, those were our plans.

We studied the map from Melbourne to Sydney and chose a nice, thick, red line which went via Canberra. Imagine our dismay when we hit a stretch of unsealed road that lasted over 200 miles! It wouldn't have been quite so bad had it not rained, but it simply poured and poured. The road became a mass of slippery clay and we waltzed and skidded this way and that, but only once did we actually wallow in it. And what a dishevelled, muddy pair we looked as we picked ourselves out of the slime. We must have been the scruffiest, wettest and most disappointed sightseers ever to arrive in Canberra. "Sunny Australia!" we thought. It was impossible to contemplate a night in the open, without a tent, so we found a hotel. The rain was still coming down next morning; in fact, it was still pouring when we rode into Sydney. But Sydney had been our goal all the way, and it took more than three days' soaking to dampen our spirits. We'd made it!

Although the makers of Old Faithful had not helped us in any way, their agents and dealers en route gave us valuable assistance. In Calcutta, there, had been Nundy Bros.; in Colombo, it was Brown's; in Perth, it was Bay's, and in Melbourne, Disney; but here in Sydney it was Hazel and Moore. Now the old girl was in poor shape, and, although these other good people had patched her up here and there in return for the advertising, she needed a good overhaul. And, without hesitation, "J.C.," as the sales manager of Hazel and Moore was called, said "when you get settled in some-where, bring her in." Sydney proved a most difficult city to find anywhere to live, but, as usual, we eventually did.

We found ourselves jobs much more easily, and after a day or two of workaday routine I rode down to Hazel and Moore's. And ' there in J.C.'s office sat my hero in person! So very many times I'd watched him in England and the Island, and now more recently in Perth and Melbourne. Each time I had seen him, he had left me more amazed and full of admiration for his skill and style, whether he was riding a Norton or a Gilera. And there he was minus bike, leathers, goggles and crash helmet, just an ordinary fellow in a suit. "J.C." introduced me to Geoff Duke! And I didn't stutter. I had no reason to, because his nice friendly manner and his rather quiet unassuming voice put me right at ease. I felt very proud to be talking to the maestro himself. When I think back, to my stay in Sydney, with its beautiful harbour, its wonderful bridge and the lovely sunshine, I shall also think of shaking hands with the greatest man on two wheels. Geoff Duke.

We stayed in Sydney a month, working and saving and seeing the place. We felt quite proud to see Old Faithful, covered, in dirt and fully loaded, standing in Hazel and Moore's showroom window with photos and newspaper clippings of her history. After she was taken out, "J.C." kept his word and did an excellent £A40 overhaul, then scrubbed the bill. I hope most sincerely he didn't pay too dearly for the advertisement. Old Faithful was re-sleeved, new exhaust valves fitted; with new chains, new handlebars and general tuning up she was almost as good as new again.



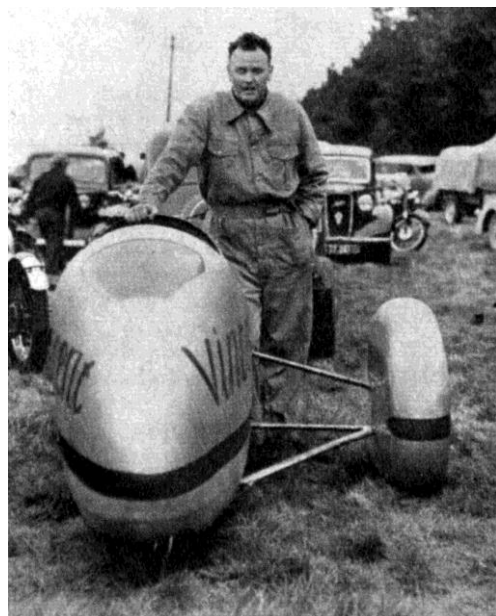
Two pictures of Robert Burns, of Christchurch, New Zealand, with the streamlined 998 c.c. Vincent "Rapide" outfit on which he set up a new British Empire sidecar record last month. Note (left) the hatch which completes the windcheating "egg."

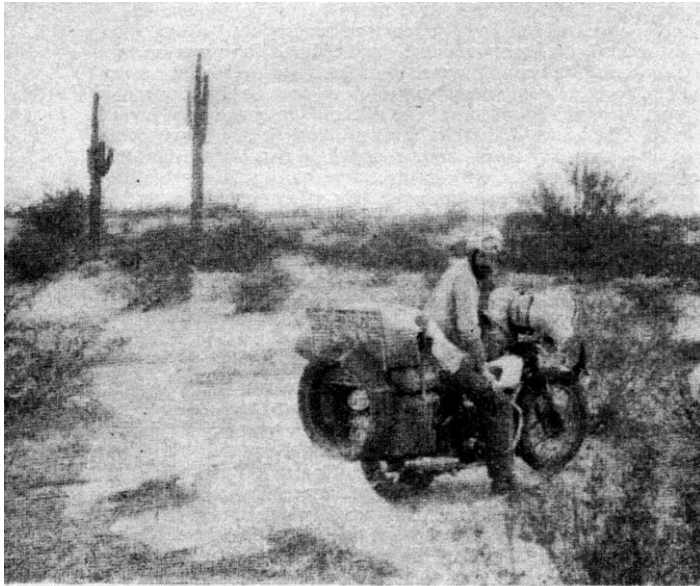
With just £A50 between us, we sailed for New Zealand. We decided to do a complete tour of the two islands before it got too cold for camping— and until our money ran out. On landing in Auckland, two unexpected snags cropped up. We had to re-register the bike and have N.Z. number-plates, and I had to take a driving test! N.Z. as yet, is outside the countries whose touring facilities

are international, so we had to spend a fiver we hadn't expected.

New Zealand is a beautiful country, and we loved it—Rotorua with its hot springs and geysers, the unique caves at Waitomo and its Glow Worm Grotto, Mount Cook, the beautiful lakes and mountains, the fiords and glaciers, the very lovely natural harbours all-round the coast, and the many picturesque towns, like Dunedin and Queenstown. Over on the West Coast of the South Island, we struck some bad roads which reminded us of Persia and Afghanistan again, but on the whole the roads were good—so good, in fact, that Robert Burns and Russell Wright broke the world speed record with their Vincent on a stretch of them.

Every motorcyclist we met on the road in N.Z. waved, and not only to us, because every motor-cyclist there holds up his hand in acknowledgment to anyone else on two wheels. A very nice gesture, I think. During our whole ride round





Curious growths in the Arizona desert—in the foreground, Ding ; in the background, cacti.

New Zealand the machine gave no trouble, the scenery was beautiful, the people all very friendly and we enjoyed it immensely. We cut it rather fine, though, for finance and arrived back in Auckland with 2s. 6d.! We tried to pawn the bike, but couldn't, and I was rather glad. The same day we both found jobs, Val as a secretary and I on the wharf, and the first ship I worked on was a banana boat, so we didn't starve! From then on, our savings mounted quickly, because both Australia and New Zealand have very good working conditions and it is possible to save quite a big percentage of one's earnings.

Our sea journey from Auckland, New Zealand, to San Francisco, U.S., took us via Fiji, where we spent a whole day touring in a local bus and enjoyed it immensely. On to Hawaii, where we did a sound broadcast from a swank hotel on Waikiki Beach, Honolulu, and

saw Pearl Harbour and grass-skirted dancing girls. Another two days in Vancouver, which we spent sightseeing; we thought it a lovely place, with its mountains and pines, its gorges and streams, and, of course, Stanley Park. And so on to San Francisco with its Golden Gate Bridge—and Alcatraz!

We had been "screened" three times on the ship, so it was just a matter of walking ashore and waiting while Old Faithful was fished out of the hold. We filled her up with petrol (now called gas!), blew the tyres to the correct pressure, and we were away. A tour round 'Frisco and a call at the Post Office for mail, and we cleared the city by evening. Next day, on our way south to Los Angeles, the traffic frightened us by its volume and speed. The huge trucks whizzed by causing such a displacement of air that we shuddered and wobbled; our speed was 45 to 50 m.p.h. and they must have been doing 70-80. We got used to it though, and in general they kindly gave us a wide berth.

Campers in the U.S are not catered for unless you have a massive caravan behind your car, in which case you can pull into a caravan park. If, like Val and I, you 'just have a tent and wish to set it up on spare ground away from the road, it is almost impossible. All the roads are fenced off, and most gateways are either locked or carry the notice "Trespassers Will be Prosecuted." So

we had quite a problem each night. Good luck was with us in Los Angeles, when we met a wonderful, couple who invited us to stay with them, and for three days they showed us the sights of Hollywood and district. Val wrote an article there for *The Motorcyclist*, a Californian publication, but we couldn't live on that or impose on our generous hosts, so we moved on. In San Diego we made a short film for a TV newsreel, but it didn't even earn us a cup of coffee!



Where shade is at a premium: Val takes scanty cover from the sun on a rainless day in Mexico.

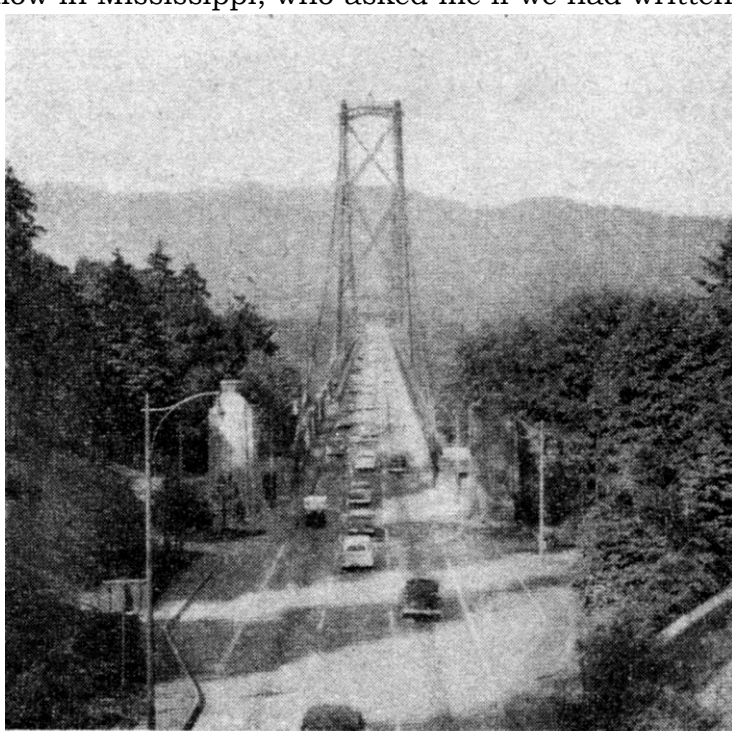
The weather was really hot; in Yuma it was 115°F in the shade—and there wasn't any shade! So we went down into Mexico- to escape the heat. What a contrast—instead of roasting we got washed away! Terrific rains and storms had ruined our chosen road, so our wish to see Mexico City was thwarted. Our meagre capital was dwindling quickly, too, so we came back into Texas. It was still hot and the countryside

barren. The road was good—too good—and I longed for a bend or a hill. Cars and trucks sped by us, and the only motorcyclists we saw were speed cops, who rode along-side us chatting. We liked New Orleans. Then we struck dead north via St. Louis, Chicago and Detroit into Canada. Originally we'd planned to do 10,000 miles of North America, but our pockets were getting empty too quickly so we cut it to 6,000. But we managed to see Toronto, Ottawa and Montreal and the countryside in between, and travelled south via Albany to New York.

Many more gifted writers than I have recorded their impressions of the U.S.A.; but for Val and I, who are not writers anyway but just ordinary people, the U.S., and especially New York, was the most unfriendly place we'd been in. For making that statement I'll probably be accused of anti-Americanism. This is not so at all. I'm pro-humanity, and if I'm to be labelled with an "ism" then let it be humanism, because race, colour or creed makes no difference to my attitude towards another country. People in the U.S. were just not so friendly to us as in the eastern countries and Australia and New Zealand. No one waved to us along the roads, no one chatted to us much when we stopped for petrol or eats and drinks, and if they did their conversation was so limited that we were left wondering if they realized there were other parts of the world beside America — like the gas-station attendant in Texas who thought we only had bicycles and feet as a means of transport in England; like the lady in the grocery store in Arkansas who told Val she spoke good English for a foreigner; and the fellow in Mississippi, who asked me if we had written proof that we'd been through all the cities and countries on our sign-board, as he just didn't believe that we had. And, to crown it all, when Val and I went to the New York Wheelers motorcycle club, and talked to a group of about six members, we discovered that not one had ever heard of Geoff Duke!

It takes all kinds to make a world, though, and we met several friendly and understanding people. Quite by chance, in the street in New York, we met Caio Ferreria, the Brazilian motorcyclist, and his charming wife Carmen. They had known Ray Amm well, and had been hosts to him and his wife when Ray and Jill visited Brazil.

We stayed in New York three months, working to save our fare across the Atlantic. I had a job in a coffee-roasting plant, and discovered the working conditions and wages for unskilled or semi-skilled workers to be nowhere near so good as in Australia and New Zealand. Val fared better in her capacity as a shorthand typist, and had a good and well-paid job. We made a third TV appearance (the others were in San. Diego and Chicago) and won £60, which was very helpful. Val. Got down to writing-her book "Around the World on a Motorcycle," and signed a contract with Duttons, the publishers, the president of which we met on the road in New Zealand. At that time he had been so impressed that he offered us NZ\$100 to help us on our way—and he was even more impressed when we refused because we wanted to 'make our own way! He asked us to call and see him when we reached New York, which we did. Signing the contract netted us a bit more cash as an option, with, more to follow.



Three-lane traffic over Lion's Gate Bridge, Vancouver, is so controlled that the direction of flow in the centre lane can be "switched" according to the prevailing demand.

Disaster in New York: Our pockets began to look quite respectable at one time, but we discovered they didn't stay that way in New York. It was here that we had our most unpleasant setback. We had garaged Old Faithful to the tune of 15 dollars a month, as we had nowhere to park him. Imagine my dismay when I went round to the garage one day to kick her over, only to find her more or less in pieces! Both wheels were buckled, the front forks bent and twisted, there was no foot-rest, no clutch lever, and, worst of all, only six teeth remaining on the rear

sprocket. But worse was to come, because the very callous garage owner denied all knowledge of the damage and even implied that the bike was probably like it when I took it in! I was speech-less, and when I became coherent, told him that the machine had come almost round the world in one piece, and that to have all this happen when it was standing peacefully in a garage was terrible. He was unmoved, so we went to the Legal Aid Society. The courts in New York, are chok-a-block, and the garage owner, knowing that we were leaving, wouldn't settle out of court, so we footed the repair bill ourselves-120 dollars! We were determined to take the bike back with us, because, apart from sentimental reasons we did so want to ride from Southampton to home.

And now it's all over, and we're back. Our feelings are very mixed. We are happy to be back home but sorry that it is all over. It is said that the world's a small place, but that's not quite true! There is an awful lot of it that Val and I did not see. Our total mileage was 42,000, with 26,000 of them by motorcycle, and we had been travelling 16 months. It is often said that travel leads to a better understanding between peoples. I agree. But I would add that tourism has been commercialized, especially in the Western world, where travel is a lost art, and people wander around a foreign country with the same group as when they left their homes. To me, this is false travel. To meet the people, one should not travel by coach, train or air and stay at hotels, but either by motorcycle or on foot, and camp where one feels like it. I am sure that Val and I would have missed an awful lot had we not been on a motor-cycle, because not' only was it our means of transport, but it was our passport among all the wonderful people we met en-route.

The End

WANTED: Pre-1929 British 500 cc Single

I am looking to purchase a pre-1929 British 500 cc sidevalve single to use in the 2018 Cannonball cross-country ride in the U.S. The bikes have to be at least 90, I'll turn 70, and it will be the 20th Anniversary of the Guggenheim's 'The Art of the Motorcycle' for which I was co-curator.

Based on previous Cannonballs most entries will be Harleys and Indians which is why I am looking for something different, although still capable of reliably covering 4000 miles at up to 50 mph for short stretches as well as the power to make it over an 11,000-ft. pass. Since concours restorations often are only skin deep I'll have to completely rebuild any machine I get to ensure its reliability so the ideal would be a rolling basket case. Only the major components (engine, frame, carburetor and ignition) have to be pre-1929 so somewhat of a mongrel would be a possibility.



While finding a bike that's in the U.S. might seem essential, the differential cost of flying one in from Australia or the UK isn't all that much more than the shipping cost of a bike within the U.S. If you know of a suitable bike in private hands please contact me at charlesfalco@gmail.com.

U.S.A. Auction Results – Jan 2017

Bonhams

Lot 5 VINCENT HRD HEAD LAMP
US\$ 3,500 AU\$ 4,553

Lot 120 1954 VINCENT 499CC SERIES C TOURING COMET (Matching)
US\$ 28,175 AU\$ 36,652

Lot 167 1949 VINCENT 998CC BLACK SHADOW SERIES C (non-Matching)
US\$ 63,250 AU\$ 82,281

Lot 168 1955 VINCENT 998CC BLACK PRINCE (Matching)
US\$ 103,500 AU\$ 134,641

Lot 205 1949 VINCENT 998CC SERIES B BLACK SHADOW (Matching)
US\$ 112,125 AU\$ 145,862

Lot 237 1955 VINCENT 998CC SERIES D BLACK KNIGHT (Matching)
US\$ 150,000 AU\$ 195,133

Lot 266 1952 VINCENT 998CC SERIES C BLACK SHADOW (Matching)
US\$ 135,000 AU\$ 175,620

MECUM Las Vegas

Lot F180 1949 Vincent Black Shadow
US\$ 110,000 AU\$

Lot S131 1955 VINCENT Series D Black Prince
US\$ 70,000 AU\$

Lot S132 1948 VINCENT RAPIDE
US\$ 34,000

Lot F125 1950 VINCENT RAPIDE
US\$ 45,000

There were many more Vincent's up for Auction but those above are the only ones that were actually sold on the day.



Event Calendar - bit lean folks - tell me what you lot have planned!

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. LATEST: While now fully sold out there is a waiting list so it may not be too late if you act really fast.
April 22-23	All British Rally @ Newstead, Victoria (Australia). More details here ABR 2017 Online Booking ,
July 2	Classic Motorcycle Event at the Tramway Museum in Derbyshire, UK . More details on their website www.tramway.co.uk
2018	
August	Australian National VOC Rally, to be held in Queensland; start your planning now.

WORKSHOP WISDOM



Bending/Repairing Pipes: *a cool idea from David Dunfey*

I used to use Cerro bend [CLICK FOR INFORMATION](#) , but I found water was easier, cheaper and much better, at least for me. Plug one end of the tube, fill with water and place in the freezer. With one end open, the pipe is unlikely to swell. Some soap in the water can aid the bending by changing the crystalline structure of the ice. It is still best to bend around a form of some sort. This technique is used to bend brass horns (musical instruments).

I have taken dents out of Lightning pipes by freezing them as described above. It will remove about 75% of the dent, which is usually enough to make them useful. These were serious long dents that resulted from falling on a granite curb. Smaller dents may disappear entirely.

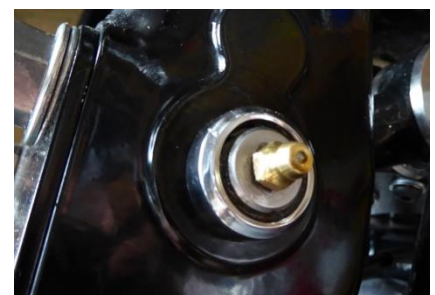
Girdraulic Spindles: *a tip from the Black Sheep*



If you notice that there is not much movement in your Girdraulic suspension it may be that the bearings are partially seized on the spindles and as there is no provision to easily lubricate the bushes or spindles it's not a surprising situation. To fix this what is called for is a strip down then rebuild of the front suspension. Generally you will need to replace the 6 FF6 small bushes and the 4 FF5 large bushes. Inspect the FF7's eccentrics for wear and replace as needed.

You reuse the old spindles you are back on the path to rapid wear as there is no provision to lubricate the bushes. But all is not lost!

That intrepid Vincent enthusiast Neil Videan, who runs V3 Products and ships world-wide, can supply at most reasonable prices replacement *hollow* induction hardened steel spindles. These are designed to be fitted with a grease nipple and have holes from the spindle interior directly leading to each bush bearing surfaces. After they are installed it's a simple matter of an occasional quick squirt with a grease gun to keep all moving freely. Email enquiries to nvidean@optusnet.com.au



Resisting Temptation

An OVR contribution from David Wright, Isle of Man

Way back in 1948, the well-heeled could actually purchase a new Vincent, but continuing post-war shortages meant that petrol was rationed for private use, with big bike owners receiving an allocation of a meagre 2½ gallons a month. 'Motor Cycling' road-tested a Vincent Black Shadow in the summer of 1948 and achieved an average fuel consumption of 51 mpg, which meant that the purchaser of Vincent's finest would be restricted to some 125 riding miles a month. That was seriously bad news for anyone who had bought the world's fastest motorcycle precisely because it was the fastest and was itching to enjoy its performance far and wide. However, the factory-issued 'Vincent Riders Handbook' sought to impose yet another restraint on the throttle-happy. In the section on running-in it said "high speeds should not be attempted until the main working parts have properly bedded-down during 2,000 miles". So, dividing 2,000 by 125 miles worth of petrol per month, gives

the owner a frustrating waiting period of 16 months before he could give his Vincent full throttle! One wonders how many, or how few, complied with that dictum.

Running-In a New Machine

For the first few hundred miles of its life a new machine should be treated with great care, and in particular high speeds should not be attempted until the main working parts have properly bedded-down. At the same time, there is no point in not allowing the speed to rise above 30 m.p.h. for 500 miles, and then straightway commencing to drive at or near maximum revolutions, for this course of action would be very likely to cause complete or partial piston seizure. The correct system is to allow the engine to turn over easily, neither revving hard or "slogging" in too high a gear, and gradually to work the speed up in bursts of increasingly higher speed and longer duration. On the

Advise in the Vincent Riders Handbook, 1950

Ten years later and petrol-rationing was a thing of the past and so was the ability to buy a new Vincent. The Triumph Tiger 110 was arguably King of the Road by then, but in its Instruction

Manual, the Triumph Engineering Company also counselled caution with the right hand "until the full throttle opening has been worked up to at about 1,200 miles". Triumph also identified and warned of another couple of sources of temptation, saying "It is, naturally, annoying when one owns a high performance machine to be passed on the open road by a lightweight, but the rider of a new model must control his impulses" and on similar lines: "Never be tempted to 'see what



1958 Triumph Tiger 110

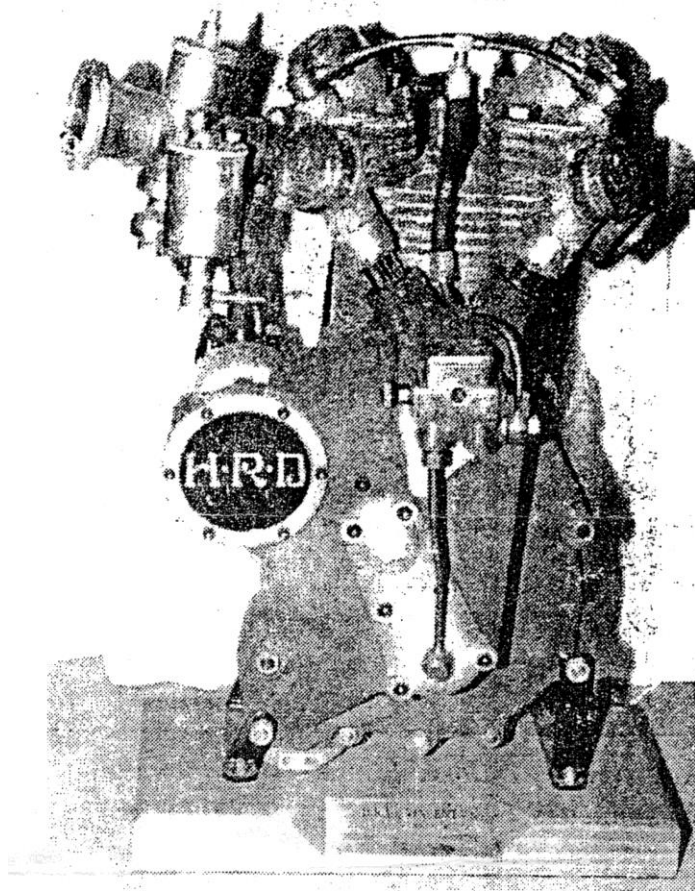
she will do' in the early stages, and do not be persuaded by your friends to test the speed of the machine against theirs until you are quite satisfied that your engine is thoroughly run-in".

Do you imagine that Triumph owners were any more disciplined than Vincent ones? No way!!

Vincent HRD racer engines:

OVR is very fortunate to have the following two contributions from ex Vincent H.R.D. employee David Bowen. First a 2 page article on the HRD Vincent 500 Dirt Track Racer engine and second, the full factory specification sheets for these engines.

HRD Vincent 500 Dirt Track racer engine



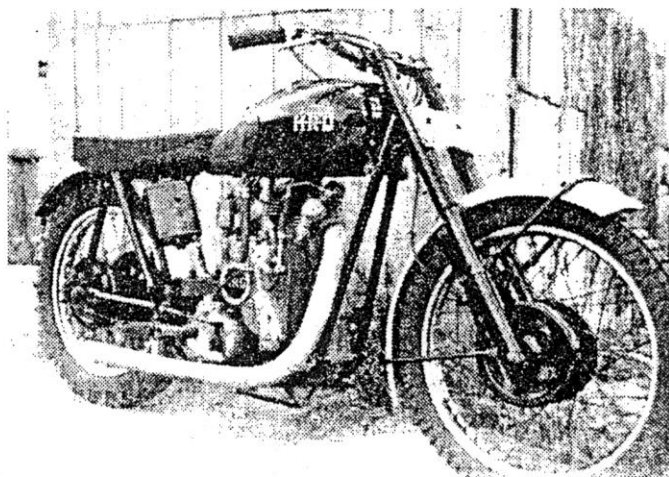
The English motorcycle firm of HRD which later became HRD Vincent is better known for its 1000cc Vincent V twins. These twins were used internationally to set new World speed records and Kiwi's Bob Burns & Russell Wright were prominent among those record breakers. Not so well known were the 500cc single cylinder racers like the Grey Flash used to good effect in England by John Surtees who went on to a large number of World road racing titles. HRD Vincent also made a 500cc engine for use in speedway and grass track events. Not many of these engines were ever made and their total production was believed to be 12 or 13 depending on which account you read. From that handful of engines two were shipped to New Zealand in 1949, one into the hands of Les Lamb in the South Island and the other to Mr Ally Baker. The engine of Mr Bakers is reputed to have been sold and eventually ending up in the hands of Paul Moore from Dunedin. Unfortunately this engine exploded in a big way while racing suffering what is believed to be a broken conrod. The engine that Mr Lamb owned was used for a few years in various rolling chassis before it was bought by Noel Mc Cutcheon around 1955 and used in an Ariel frame. Noel was the captain of one of the New Zealand Isle of Man teams in the 1950's and a

well known racer at that time.

The motor was sold to Bill Veitch of Mc Iver & Veitch Motorcycles in Dunedin. At this point it was in pieces and did not get put together till 1995 when it was put on display at the Vincent Owners Club's World Convention at Taupo.

These engines differ from the normal road going HRD Vincent 500's in that the crankcases are cast in Magnesium and the cylinder stands vertically. The road going 500's have their cylinders sloping down slightly much the same as the front cylinder of the bigger V twins. The racing engines have a Pilgrim pump on the right side of the engine force feeding oil from the separate oil tank into the crankshaft, big ends and overhead valve gear. The engine as initially produced use a total loss oil system with the exit out the bottom via flapper disc valves. These engines were built to compete against the then all conquering English J.A.P. Speedway engines. This particular engine is now so rare that it is no longer practical to race it and as such it has ended up mounted on a small block of wood. The magnesium crankcases in particular are now irreplaceable and no spare ones are believed to be available anywhere in the World. As an engine to compete with the J.A.P. engines they were not as fast but proved to be a much more robust engine. Where the J.A.P. engine only had two bearings on the crank the H.R.D. had four main bearings, a ball race and a roller bearing race on each side. Les Lamb commented that in the five or so years that he raced with this engine it didn't require any repairs.

This particular engine as it sits has a few non original parts fitted like the waterproof KLG sparkplug which was installed because it looks the part. The carb that is on it is an Amal Alcohol Dirt Track Carb with twin float bowls. When he bought the engine new in 1949 Les Lamb initially fitted it with a TT10 Amal then later fitted the Dirt Track Carb.



Thanks to Steve Green and "MotorCyclre Market Place."

HRD Vincent 500 Dirt Track racer engine

At this time Les had the engine running on a mixture of around 80% Methanol, 10% Benzine and 10% Petrol, this was with a 12.75 to one compression ratio.

Initially the oiling system was total loss but Les changed it to dry sump with a separate oil tank, more suitable for longer races & hill climbs. The engine should have a BTH Racing magneto fitted, however the Lucas Magneto was put on when Bill put the engine together for the Convention as it was on hand at the time and looked appropriate. Bill now has the original magneto fixed up and it will soon be fitted to the engine.

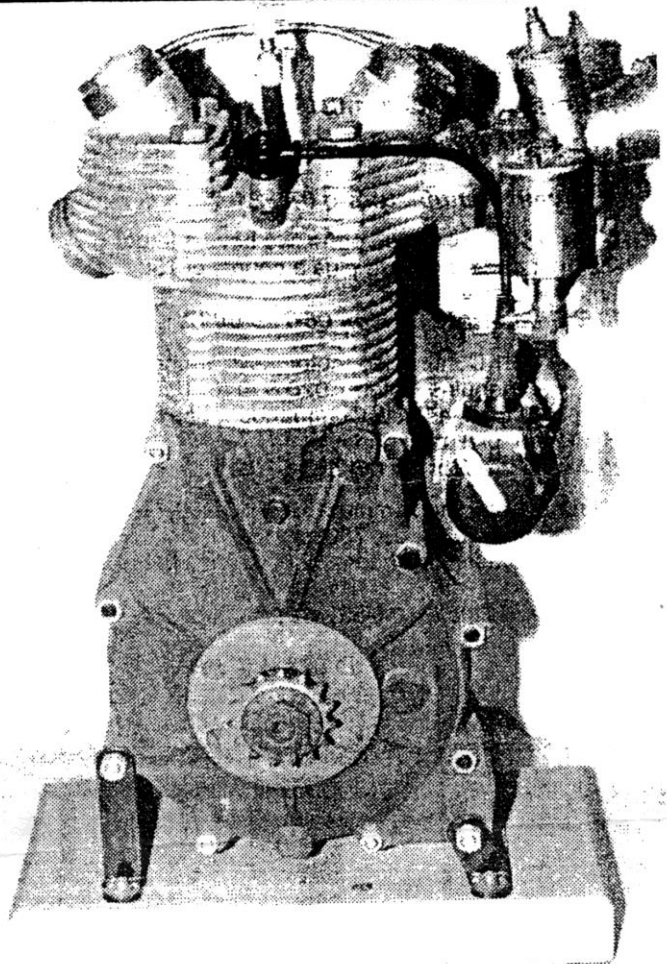
Current owner Bill Veitch has a long history of motorcycling starting in the mid 1950's while still at secondary school when he took up trials on a BSA Bantam. Later Bill raced a Pre-war 250cc BSA at local off road events and then went on to build up a special powered by a J.A.P. speedway engine, which he still has.

Moving into the 1960's Bill's bikes were powered by cast iron BSA engines, both 350cc & 500cc in homemade frames then later in a BSA Goldstar Scrambles frame. For the 1970's Bill had a Hagon grasstracker powered by a J.A.P. engine, then repowered with a Jawa and finally a Weslake engine. Bill still has the Hagon but it is now obsolete even for gravel hillclimbs and the like.

Over the years Bill has raced all over the South Island in Scrambles, hill climbs, miniature TT's, quarter mile grass track, beach racing and rode in about eight North versus South scrambles teams. Along the way around 20 New Zealand titles and 30 South Island titles were collected as well as numerous club titles & trophies. Bill never did a lot of road racing over the years till the later years when there was a resurgence of "Classic Racing". For the road racing a 500cc BSA Gold Star Special and a 1936 Norton International were used.

Les Lamb the original owner of the HRD 500 engine is getting on a little in years now and retired from serious racing back in November 1954 when he broke his leg while competing in the Bethunes Gully Hill Climb. Before that Les was best known for setting a new Open Speed record for New Zealand back in 1951 on his 1947 Vincent Rapide with an average speed of 139.54 MPH.

At the time it was the third fastest speed in the World on a Vincent, the other two faster speeds were done by riders on Vincent Black Lightning's. Later Les went on to break the 500cc record with a run of 118 MPH on a Featherbed Norton. Les was timed at 128 MPH while using his homemade, streamlined, record breaking, fairing off the Vincent Rapide, but on the return run the slipstream was lifting the cotton of the



timing device over his head unbroken and not stopping the time clock. After a number of untimed runs the wind came up so Les removed the fairing shell and got the official two way timed run average of 118 MPH.

Over the years Les also won numerous grass track, hill climbs, beach races as well as the odd road race. His first bike was a Francis Barnett two stroke bought in 1946, followed by a 1939 350cc BSA, then a new 1946 350cc Ariel Red Hunter, the first bike available with Tele forks at that time.

Over the years Les raced the Red Hunter, the HRD speedway motored specials, the Vincent Rapide and a featherbed Manx Norton. His most memorable races were the 50 mile New Zealand beach championship at Christchurch, followed by the Invercargill beach races, the Timaru & Oamaru hill climbs and the Oamaru road races.



By Steve Green

Vincent H.R.D. 500 c.c. Single Cylinder Racing Engines.

Types F5AB/1 and 1A.
" F5AM/1 and 1A.

These four engines are all variants of the same basic design, each being suitable for its own special purpose. The Mark I types are intended for short distance events such as speedway racing, sprint or standing start contests and short hillclimbs either in a motorcycle or racing car, using alcohol as fuel. F5AM/1 has a Y-alloy heat treated crankcase. F5AB/1 has a magnesium alloy crankcase, thus saving approximately 5 lbs in weight, but the Y-alloy case is more robust and has better sea-water corrosion resistance.

The Mark 1A types with deeper finning are intended for medium-distance racing, such as Cadwell Park, and aerodrome racing of short duration, and can be adapted for use with either alcohol or petrol. In all other respects the engines are identical and, except where detailed differences are noted, the following notes apply to all.

General Description:-

The engine is of the high camshaft type, the camshaft being located level with the cylinder base, thus permitting the use of very short pushrods. The cylinder is deeply spigotted into the crankcase to avoid heavy bending stresses at the flange, and the crankcase is well ribbed on the driving side and on the timing side is formed with an integral timing-gear chest, the whole forming a very rigid structure. The 40-ton steel flywheels, machined all over, are carried on 1" diameter mainshafts; the drive-side shaft is supported by a heavy-duty caged roller bearing and the timing-side shaft is supported by an identical roller bearing adjacent to the flywheel, and a 3/4" bore ball race just behind the timing gear. This ball race is located laterally in the crankcase and provides lateral location for the flywheel assembly. The drive side race fits into a bronze housing screwed to the crankcase and is protected from grit by a synthetic rubber oil seal. The big-end bearing consists of three rows of

Cont'd.

3 m.m. X 5 m.m. uncaged rollers running on a crankpin 1.562" diameter. The crankpin is shouldered to 1" diameter at each end and fits into parallel holes in the flywheel; hard steel side-plates locate the rod laterally. The connecting rod is polished and has a bronze small end bush.

The timing gear consists of an 18-tooth pinion, driving a steel idler gear, which drives both the camshaft and spigot-mounted magneto mounted behind the cylinder. Flat-faced cam-followers are carried on pins in the cambox which is attached to the upper face of the crankcase; short push rods resting in cups on the followers operate the overhead rockers. The spigot-mounted magneto (B.T.H. or Lucas racing pattern) is driven by a fibre gear engaging with the idler; the magneto-gear boss fits on a taper and has a self-withdrawing nut for easy removal. Although not a standard fitting, a revolution counter drive driven off the magneto pinion can be supplied at extra charge.

The cylinder is composed of an aluminium jacket inside which is fitted a renewable cast-iron liner. The piston normally fitted is Part No. E.7/11 giving a maximum compression ratio of 14 to 1. Two 1/16" wide high-radial-pressure lapped-side pressure rings of DTD 485 cast-iron are fitted with two low-pressure rings both in one groove for oil control. The 7/8" diameter taper-bored gudgeon pin is retained by wire circlips.

The cylinder head, valves and rocker gear is almost identical to the rear cylinder of the Rapide Series B, and the head joint is also similar being formed by grinding the head to the barrel, no gasket being necessary. The head itself is of heat-treated R R 5 3 B aluminium alloy with parallel inserted valve-seat rings; the inlet valve is of silchrome steel and the exhaust is D.T.D. 49 B. Each valve runs in two guides, one below and one above the rocker, which is forked and bears upon a hardened steel collar resting against a shoulder on the valve stem. Triple helical valve springs are fully enclosed in pockets above the upper valve guides and well clear of hot areas; high strength aluminium-alloy spring caps are retained on the valve stems by split collets and wire circlips, these

Cont'd.

details being identical to "Rapide" components.

The rockers and rocker bearings which are not identical to "Rapide" parts are located in tunnels closed at the outer ends by inspection caps which can be removed for access to the tappet adjusters which are screwed into the outer ends of the rockers. Tappet adjustment is thus made extremely simple to carry out. The push-rods are enclosed in tubes which are attached to the heads by spherical-seated nuts and are sealed at their lower ends by synthetic rubber U-rings.

The cylinder head is held down by four sleeve nuts directly accessible at any time for tightening. These nuts screw on to studs which in turn are screwed into large brass inserts screwed into the crankcase. The studs are slightly shorter than the barrel, in order to leave the head joint clear of obstructions and therefore very easy to clean when assembling.

Lubrication is on the total-loss system by a duplex adjustable sight-feed Pilgrim pump driven at half engine speed off the cam shaft. One outlet from this pump feeds the big-end directly, via a quill extending into the timing side shaft; the other outlet supplies the two over-head rockers from whence the oil drains down the push-rod tubes to lubricate the timing gear. The rear wall of the cylinder liner is drilled to assist piston lubrication by splash from the flywheels. All used oil eventually passes into a small sump at the rear of the crankcase, from whence it is blown out to atmosphere through two non-return disc valves which also act as crankcase breathers. Oil consumption is approximately 1 gallon per hour at 6000 r.p.m.

The primary drive sprocket is carried on a hardened sleeve splined both inside and out. This sleeve is pulled up tight on the mainshaft by a nut with locking-plate and the sprocket is allowed about $\frac{1}{8}$ " side-float on the sleeve to allow for chain-misalignment. Six sprockets from 16 to 21 teeth to fit $\frac{1}{8}$ " X .305" chain are supplied with the engine and can be changed very rapidly. Throughout the whole engine, great care has been taken to render the entrance of grit almost impossible, a very important point where speedway racing is concerned. Also minor adjustments and top overhaul can be performed with great rapidity and require only the simplest tools.

Cont'd.

Carburettor and Mounting. The inlet port in the head is normally 1.1/8" diameter, two 5/16" studs at 2" centres being provided for the attachment of an induction stub, 1.3/8" O.D. to take an 1.1/8" choke non needle track type Amal carburettor which is very suitable for speedway use, where a combination of good pulling power all through the speed range simplicity and robust construction are essential. The head will, however, accept any of the wide range of carburettor adaptors used on the Rapide or, if desired, the stub can be removed and a horizontal-type "Amal" bolted straight to the head. The choice of carburettor and adaptor is determined by the type of usage and the installation of the engine in frame or chassis.

Exhaust System. For speedway use the correct pipe size is 2" O.D. X 56" long. The exhaust port has a steel insert and a steel female nut, to stand up to rough conditions and frequent removals.

Balance. The standard balance factor is 62%, this being found suitable for many light speedway frames. It may not, however, be absolutely correct for some designs, in which event the balance factor will need to be altered. Two plugs screwed into each flywheel enable such alteration to be performed without drilling.

Detailed Items of Specification.

Mark I engines.

Cylinder Head:- Reduced finning, austenitic nickel cast-iron valve seat inserts for both valves. Nickel bronze shortened lower exhaust valve guide. Steel ferrule in exhaust port, with hexagonal union nut to fit 2" O.D. exhaust pipe.

Cylinder Barrel:- Reduced finning.

The small fins on these engines are used to avoid overcooling when using alcohol, but are inadequate for use with petrol.

Mark IA engines.

Cylinder Head:- Identical to the Rapide, except for extra machining to clear the push rod tube nuts. Full-depth fins, aluminium bronze exhaust valve seat insert and lower guide for high heat conductivity.

Cont'd.

Exhaust port screwed internally and fitted with finned union nuts.

Cylinder Barrel:- Full depth finning for greater cooling. This barrel is .040" longer than the small finned jacket of the Mark I engines.

Piston:- A range of pistons is available and can be supplied to order giving ratios suitable for various fuels as follows:-

<u>Piston.</u>	<u>Ratio.</u>	<u>Fuel.</u>
E7/6	6.8	Petrol below 65 Octane.
E7/7	7.3	" " 72 Octane.
E7/8	8	Petrol above 72 Octane or 50/50 petrol benzole.
E7/9	9.2	50/50 petrol benzole or 87 Oct. petrol.
E7/10	10.5	Alcohol petrol blends.
E7/11	12.5	Alcohol or alcohol benzole blends.

The piston ring height is identical on all these pistons so that lands at the top of worn barrels may be ignored when changing compression ratio.

8/2/49.

How Many Degrees?

An interesting question posed by Holger Lubotzki, Australia

While I was in the process of converting my Vincent to the TPV 1200cc top end I was determined to get the timing as perfect as I could make it. As part of that process, and after some very meticulous measurements, I determined with a high degree of certainty that my engine had 48.5 degrees between TDC on the two pistons while I had always known that the Vincent engine was nominally a 50 degree V Twin.

My first assumption was that the decks for the cylinders had not been machined properly, or had at some point in my Vincent's unknown history been interfered with. Again, after some very careful measuring involving some hefty aluminium blocks, a machinists scribe, and some high school trigonometry, I determined that the angle between the two decks was something 49.98 degrees, with the error involved in the width of the scribe line being about 0.05 degrees. In other words, it was exactly 50 degrees for all intents and purposes.



So how come I had 48.5 degrees between TDC instead of 50 degrees as designed?

The answer lies in the prevailing limits of machining tolerances in the 1940s. By working backwards I was able to calculate that if the crankshaft center line was 20 thou lower in the crank cases than intended then the angle between TDC shifts from 50 degrees to 48.5 degrees.

That the angle between TDC of each cylinder decreases as the crankshaft is shifted lower is actually intuitive enough once you get there. So what does all this mean?

It is likely that most Vincent twins will not be exactly 50 degrees between TDC.

The angle between the cylinder decks is not the main determining factor in the angle between TDC.

When playing around with camshaft timing the TDC of **each** piston should be determined individually from scratch and simply advancing or retarding the timing disc by 50 degrees might not result in perfect cam timing.

And in case you missed the obvious, the angle between TDC in each cylinder increases as the crankshaft is shifted higher than intended

Service Providers

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

Spares:

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

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

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

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

Terry Prince Classic Motorbikes, Australia: 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

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 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

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

Keables, Australia: The original nut n bolt specialists who are able to supply just about anything with threads and bits to match such as taps n dies. Recently have relocated to 11 Braid St, West Footscray, Vic. Ph 03 9321 6400. Web site www.keables.com.au

Restoration Services:

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

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

Outer Cycles, Australia: Jim Browhly is a master craftsman who manufactures bespoke motorcycle exhaust systems for classic bikes, no job is beyond his capability, so if you do need a new system that will be made to your precise requirements, give Jim a call, telephone 03 9761 9217.

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

Ace Classics Australia is a Torquay Vic. based Restoration business specialising only in British Classic and Vintage Motorcycles. Complementing this service, they provide in-house Vapour Blasting, Electrical Repairs and Upgrades, Magneto and Dynamo Restoration plus Servicing and Repairs to all pre-1975 British Motorcycles. They are also the Australian Distributor and Stockist for Alton Generators and Electric Starters. Phone on 0418350350; or email alan@aceclassics.com.au . Their Web page is www.aceclassics.com.au

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

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

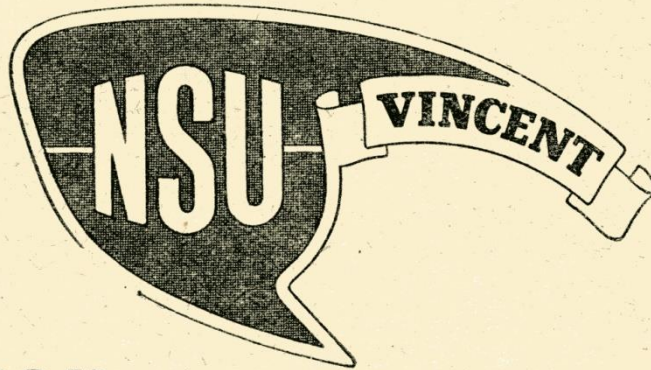
Rays Custom Spray Painting, Australia: Ray Drever is skilled in painting bike tanks and frames. Also a craftsman in flame work and airbrushing. Located near Geelong; contact Ray on 03 5251 2458 or 0402 988 284.

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

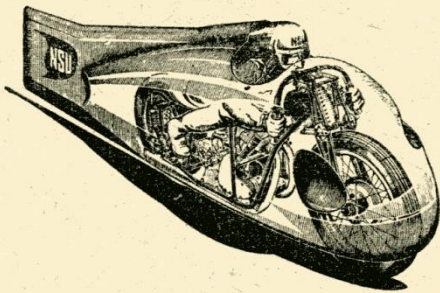
MotorCycle Fairings, Australia: This crew are total professionals when it comes to painting. Expert service, quick turnaround and fair prices. <http://www.melbournemotorcyclefairings.com.au/>
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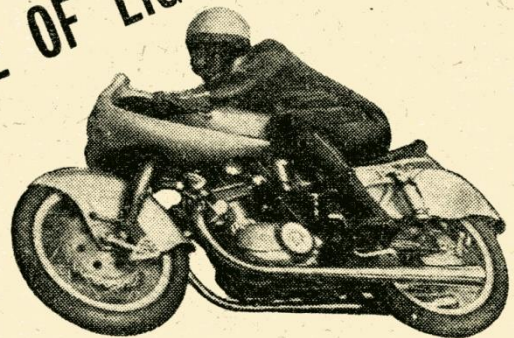


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