The Oz Vincent Review

Edition #37, April 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

Welcome

Welcome to this latest edition of The Oz Vincent Review. Front Cover shows one time Vincent racing specialist Bill Thomas leaving the line at the Vincent Owners Club "Twisty Sprint" at Curborough on July 31, 1977. He is riding a much modified 499cc Comet. Up till that time he used a 998cc Vincent twin; and said that he missed the power.

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Letters To The Editor

Hi Martyn

Just reading your OZ Vincent review #36 and the Bonham's auction results. Sorry, but you got the first one wrong. It was not an HRD *head* lamp, but an HRD *bar* lamp done in stained glass. I made two of them a few years ago and hung one in my bar and the other got sold. It was that other one that went in the auction.

Robert Watson, USA

VALUE JUDGEMENT ?

By Phillip White, Australia

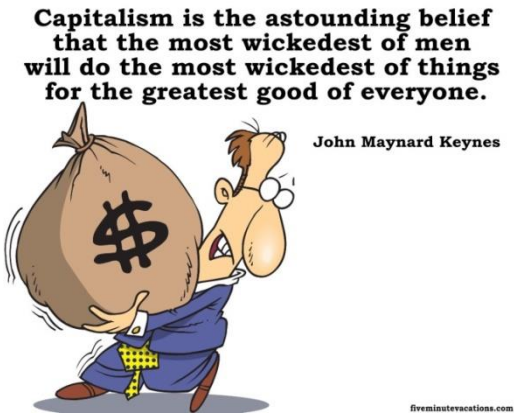
Howdy Classic Fans. The title is actually a bit of Psycobabble from the Eighties, nonetheless it handily leads into a subject that has been on my mind for a while. The Article, which has triggered this bout of introspection can be found on page 130 of issue 001 of Classic Bikes by the Motorcycle Trader crew. I always buy Motorcycle Trader mags because I enjoy the broad range and quality of the writing. There is an editorial piece in this issue concerning the ebb and flow of values in the Classic scene and it's a good read. The main contention of the essay is that when men, (and let's face it, this applies pretty much only to the Male of the species) hits the 45 to 55 age bracket they have the desire and wherewithal to finally buy the machines they could never afford as young blokes. Now this moveable wave of newly minted Grey Beards drives up prices for relevant road machinery, however when the wave passes then the value of said machines can recede like the outgoing tide. The example given was the Australian Built Ford Falcon GTHO which I understand hit the A$800,000 mark before retreating to today's value of around A$200,000 and my Automotive sources tell me that One Hundred and Fifty big ones


Ford Falcon GTHO

should get you a Ford GTHO with little effort. My intent is not to critique this article but rather to focus on other forces that may be at work on the older classic scene in general.

It is extremely difficult to analyse precisely the forces that shape any one transaction but it seems to me that the Classic scene is fragmenting along wealth and age lines. At the top end we have the emergence of what I term, "*The Glass Case Motorcycle*". Things like Brough Superiors and Vincent's have appreciated hugely. These machines and others of their ilk are no longer merely Motorcycles as we would understand the term but have taken on the aspect of both Objet D'art and investment vehicles. Recently a Vincent "White Shadow" sold for well north of a quarter of a million dollars. I doubt if we will see that one chucking doughnuts at the All Brit Rally!

What is driving this? Well for a start there is more paper wealth in the world. Also we need to visit the dismal science, as Economics has been called. When the last huge bubble burst and heralded in the Global Financial Crisis, all governments reacted exactly as the Great Depression Era economist John Maynard Keynes said they should, i.e. print more money to prevent solvent and profitable enterprises being destroyed along with the over leveraged speculators who needed to go. It has never been proved that Mr. Kean's theories worked. When tried in the Great Depression they seemed to improve things for a few years then in 1937 world economies tanked again, it was only the arrival of World War 2 that finally brought the dirty thirties to an end.



When too much of a product is produced the price goes down, in this case the oversupplied product is all that money that various electronic printing presses have flooded the world with. Money has lost so much value that German banks actually charge Negative interest on deposits, i.e. they will take your million bucks, but will charge you a storage fee. At the moment we in Australia have very low interest rates and they may fall further. This is not necessarily a good thing, it shows a weak economy.

Japan has been in an economic coma for more than two decades because it did not let insolvent companies and banks perish. Returns on real investments are low and investors seem to be buying things like Art, Real Estate and Classic Vehicles based on what is termed, "The Greater Fool Theory". This occurs when the investment vehicle has been disassociated from economic realities and is simply blue skying up, driven by cheap money and low returns elsewhere, the theory being that the next buyer will pay more than You did because the asset is rising in price. Is this a bubble? Will it burst? Well, of course it will, bubbles always do.

Remember when the Japanese were buying everything in sight? That was made possible by hugely inflated real estate prices in Japan. Well get ready, the Chinese Real Estate bubble is far, far bigger than the Japanese one ever was, watch this space. Markets like this are also very vulnerable to manipulation, for example, certain unscrupulous Art Dealers have been known to tout a particular artist, (usually recently and safely dead) and steadily raise the price by "Selling" to each other. Eventually the promoters take their profits and the art work declines back

towards a more realistic value. This scam happens with Stocks as well, by the time you get to hear about a hot stock tip, if you can't figure out who the sucker is, it's you. By the way, there is no evidence that this occurs with classic bikes but a well-connected car buddy of mine seems think it happens with High End Classic Cars as well, GTHO Falcons are a possible recent example.

At the other end of the spectrum, where I live, the humble but excellent BSA A10 hovers around the 10 to 14 Grand mark for a nice one and prices seem to be heading South. Remember that scene from "The Castle", where this young fellow says regarding his Fathers poorly located House, "It's worth nearly what he paid for it". I got $16,000.00 for one of these fine bikes 6 years ago, so that represents a steady decline in value relative to the broader economy. Why? They are, in my opinion, about the best product that the British motorcycle industry produced, a real riders machine. And that's the problem, we have less and less real riders for this vintage of bike. Not surprising, there is an increasing number of ageing boomers who either think they still ride, but are in fact, past it or alternatively ride something with the three "E's" Electric, Easy and Expensive, not! They still own their Classics of course, therefore they don't need to buy any more old bikes.


BSA A10

The centre of gravity of the Classic scene will continue to shift towards younger enthusiasts to whom a Fifties Brit Bike has little relevance. It is noticeable that when perusing the stock lists of Classic Dealers there is a noticeable swing towards 70's and 80's oriental machines. The upshot is that Bikes like the rather excellent Suzuki Titan are on a roll but I doubt that run of the mill Pommy stuff will outstrip such inflation as we have any time soon. There is one more recent event that is impacting the local market for classic bikes. A few years back when our Dollar (that is the Australian $) reached and then exceeded parity with the U.S. Dollar then everybody and his mate, and his mate's mate started importing Classic everything. This oversupply has impacted significantly on prices and has yet to be worked out in the Market Place.

Now, regarding ride-ability, some old bikes are better than others. Indians are a special case, because the Springfield bikes are so old that the original owners are long gone so no one is revisiting their youth buying an old Chief. I got into them because they are wonderfully rideable machines and eternally cool. Most classic bikes are not that nice to ride. I went from Perth to Melbourne on my Black Hawk in more or less the same time as I could legally do it on a modern and probably in greater comfort. I have ridden a Brough Superior and it was awful, I reckon Lawrence of Arabia had balls the size of mangoes to punt one of those along at any speed. Ditto the Vincent, nice to ride, but not far. (OVR's Black Sheep excepted of course!) Although there are wildly expensive and collectable Indian exotica such as 8 Valve Board Trackers etc. Bringing the Big Bucks values for the Run of the Mill bikes seem to be falling.

I was discussing current Indian values with Australian Vincent and Indian specialist Phil Pilgrim and here are his estimates of values for the years 2009 to now:

- Gilroy Chief Road Masters 21 to 22k then, $18k to $20k now. (A tad more for the vintage)
- S&S 15 to 18k then and 10k max for a Roadster and 12k for a vintage now.
- There was a time when Black Hawks were a bit rare, and I might have achieved the $60,000 mark for my Chief but now I would be lucky to see $50,000 if that.
-

The stock in trade 1946 to 1948 bikes are sub 30k$ for a rough one and something with a four in front of it will buy a nicely restored one. I think people are losing interest a little in twinkly restorations, it used to take a lot of work and many contacts to restore an old bike, now all it takes is a big wallet and internet access. The hot items now are bobbers, mild customs and unrestored machines with a nice patina.

With the new Polaris Indians it is too early to speculate on their resale value, the only observation I would make is that the big Chieftain Tourers will probably have a resale pattern similar to The Harley Ultra Classic, i.e. hard to sell and the seller will do ten grand cold, if he is lucky.

There has also been the recent emergence of "Hipster" culture. These folk are not into old bikes for the same reasons we are, so this interesting phenomenon is somewhat outside the scope of this article.

So is there a moral to this story? I think so. Many old bike nuts see their collection as an asset. Well it might be, but let's have a cold look at how economic theory defines things:

1. **Asset:** Something that puts money in your pocket. e.g., Shares that you own.
2. **Security:** Something that produces no income but which can be borrowed against. e.g., Your house is a liability if you have a Mortgage (literally translates as an agreement unto death). But if you own it, or own enough of it, it's a security because you can borrow against it. If you move out and rent it it becomes an asset. By the way, if you have a mortgage your house is an asset, but unfortunately it is the banks asset, not yours.
3. **Liability:** Something that takes money out of your pocket. (e.g. old Bikes)

So how does a collection of obsolete motorcycles stack up using correct terminology? Not too well I would suggest. The exception to this of course would be if you were astute enough to buy what are now very collectable bikes such as, four cylinder American Bikes many decades ago. You would have had to pay relatively big prices 30 or 40 years ago but by now time would have worked its magic and you could now cash them in. But even in this example things are not as straight forward as they appear. 400 odd years ago the Dutch traded 24 boxes of trade goods with the local Indians for the Island of Manhattan. If the Indians had invested the value of those goods and let the returns compound, the portfolio would be worth more than all of New York City today.

This fascinating hobby of ours is a labour of love and I don't regard my motley collection of Classic Bikes as a financial asset, after all I can't guarantee what they will be worth when I put the metaphorical side stand down for the last time. But by the same token one should not fall into the trap of knowing the price of everything and the value of nothing, rideable old bikes are a grand passion but a poor investment.

Does any of this financial stuff matter? Well, not to me. Whatever my bikes have cost me you can't put a price on the sheer fun of owning, fixing and riding them. It suits me if the prices of the bikes I like steadily decline in real terms. To me modern bikes are soulless appliances and

of little interest, as a good biking buddy of mine in Europe says, "*If you want a vanilla experience, ride a Vanilla Motorcycle.*"

Postscript: This article was written about 14 months ago and first appeared in the Iron Indian Riders club mag hence the emphasis on Indians, however in the last 12 months I have racked up 8,000km around Europe on a trusty 1955 BSA A10 Golden Flash with no problems, so I will stand by my claim that these are excellent bikes, just not worth much. It is worth noting that during the time that has elapsed Australia's financial position has declined a little more, interest rates have indeed dropped further and Japan has again slipped back into recession. Anecdotally I am hearing that other old bike sellers are having problems finding old bike buyers. Re the future of old bike rallying, I suspect we will begin follow the American model, which is as follows:

Most old bikes don't do freeways so well and in the U.S. as here in Australia, distances are vast, but of course population density is much higher. Now in the U.S.A. most old bike enthusiasts don't go to rallies, they go to "Meets", where bikes are displayed in all their pristine glory and perhaps gently "Paraded" around the paddock. This means that strict originality is favoured over practical improvements since the bikes are not actually used on the road. Of course some riders do indeed take off for a run, either singly or with friends, but that is not the focal point of the "Meet" and as there is no expectation of having to ride on the road, older folk are able to participate, thus keeping them active and interested in our pastime.

Start Saving Now!

The 2015 VOC International rally was outstanding and it looks like the next International, scheduled for 2019, may be even better – so start saving now!

The 2019 Vincent Owners Club International Rally is a planned to be a two stage affair: first stage in Belgium from June 3 to June 9. The second stage will be held in Wagrain (Salzburg - Austria) from June 11 to June 17 (or possibly June 19).

Keep an eye out for more details as they become available.

Another Side of P.E.I. ?

Most folk associate Phil Irving with Vincent Motorcycles and the World Champion winning REPCO-Braham Race engine. But did you realise he spent as much time working for Velocette as he did for Vincent? The following article, penned by P.E.I. himself, is about a Irving creation that, but for Hitler, could have been.

Velocette Model O

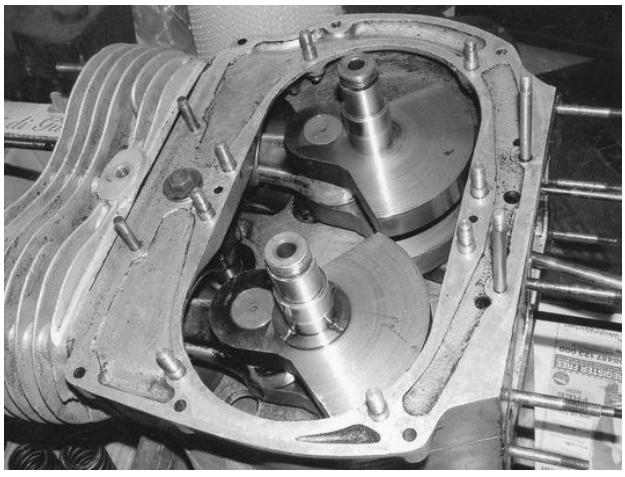
by P.E. Irving October 1981

First published in Classic Bike, October 1981

WHEN IT BECAME all too clear in 1937 that the naturally-aspirated single-cylinder engine would not be able to withstand the onslaught of supercharged twin- or four-cylinder power units in racing, the directors of Veloce Ltd decided that they would have to break with tradition and design something quite new if they were to retain their standing in the competition world. Although the shadow of war lay over Europe, there was no certainty in many minds that it would break out, and nobody suspected that even if it did, supercharging would be outlawed when racing was resumed. So there was no objection to going ahead with a supercharged model, but previous experience in 1931 and '32 with `Whiffling Clara' had shown that supercharging a single was not worth the trouble, while a four-cylinder dohc engine was thought to be too complicated for a crowded Continental season.

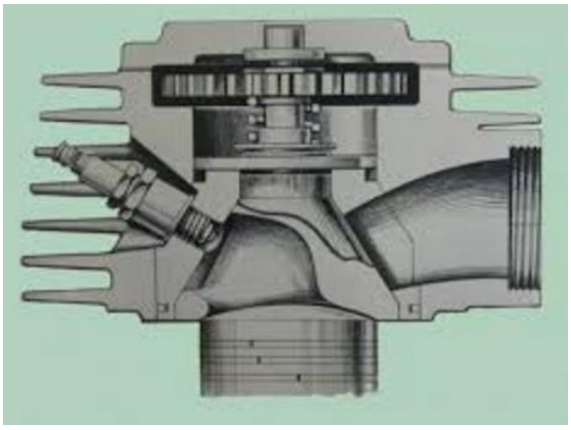
Besides, it was Velo policy for their racers to bear at least a family resemblance to their production models. At that period engines with more than two cylinders were not in great demand, but there were several successful twins, notably the BMW which, even in supercharged form, was lighter than conventional singles and quite a lot faster. It was, however, unacceptably wide, and the fore-and-aft crankshaft location could give rise to undesirable inertia torque reactions during changes of engine speed, and equally undesirable gyroscopic precessions when the frame pitched over bumps, both causing adverse effects on the steering.

Parallel twins, as exemplified by the Triumph, suffered from destructive vibration and broken crankshafts, so the eventual decision was to use only two parallel cylinders, but to connect them to a pair of contra-rotating crankshafts geared together in a manner reminiscent of half an Ariel Square Four, except that the Velo crankshafts were in line with the frame. While this arrangement is open to criticism, it has certain advantages, chiefly that excellent primary balance can be obtained by counterweighting each shaft to a balance factor of 100 per cent, the unwanted centrifugal forces existing at mid-stroke neatly cancelling each other out. Similarly, inertia torque reactions and gyroscopic precessions act in opposite directions, and are self-cancelling, although the power torque reactions existing in the final shaft drive still exist and need to be coped with in the design.



The crankshaft disposition allowed the power to be taken from either shaft through an engine-speed clutch to a unitary gearbox, and thence to the rear wheel by shaft, thus eliminating primary and secondary chains and the dangerous accumulation of oil on the tyre. The other crankshaft could then be utilised for some other purpose, such as driving a supercharger or forming part of the starting mechanism.

The basic layout was therefore quite suitable for development into the racer which eventually came to be dubbed the Roarer, and a touring machine for which the type symbol '0' was selected. The former was apportioned to Harold Willis, the 'gaffer' of the racing department, with Charles Udall doing the paper-and-pencil work. But as this story is about the Model 0, which became my pigeon under the eye of Percy Goodman, any further reference to the Roarer will be omitted, except to say that in many respects it differed markedly from the 0.



Now, let us go back a bit. For some time, an engineer by the name of Frank Aspin had been creating both interest and scepticism with some high-flown claims he was making for a 250cc engine fitted with a conical rotary valve of his own invention[1]. According to a publicity graph, this engine turned out 24bhp at 12,000rpm with a consumption of 4 pint/hp/hour of low-grade petrol, the test seemingly being conducted privately with a fan brake and a tachometer driven from the engine: As no contemporary engine could run at anything like those revs without blowing up, the claims sounded dubious. But some knowledgeable men, including the ultra-conservative Harold Willis, fell for the story almost without reservations. Aspin was invited to come to Hall Green, and after confidently forecasting an output of at least 35bhp from a modified KTT at a speed much higher than any KTT had ever done, an agreement was reached. Veloce would build an engine with a head of Aspin's design and use it in the 1937 Junior TT, with the proviso that both sides would keep the project a deathly secret; if the engine was successful Veloce would have the exclusive right to use the Aspin valve for one year. Aspin promptly rushed off to BSA and, using the secret Veloce deal as a lever, got a similar sort of agreement out of Small Heath!

The O's head design was held up for some weeks until the rotary-valved engine was built, tested, and lamentably failed to deliver the promised power. It also suffered from a smoky exhaust and seizure of the valve at full power, but after several expensive modifications suggested by the inventor, it eventually churned out 22bhp, which was slightly less than a normal KTT could provide. As the TT was looming uncomfortably close, the disillusioned Willis threw the thing back to Aspin to play with, and turned his attention to the square-finned sohc engine, from which 26bhp was obtained.

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[1] An Aspin valve consists of a cone-shaped metal part fitted to the cylinder head in internal combustion. Aspin valves were first patented by Frank Metcalf Aspin in 1937, although the idea was devised before this time.

The valve rotates to provide the opening and closing necessary for intake and exhaust. It is attached to the engine, vertical to the cylinder block, via a shaft at its top; this allows the valve to rotate horizontally above the cylinder and when it turns. The valve is hollow, and has a large cut-out opening in one side. This alternately allows gases into the combustion chamber, and out to the exhaust system by lining up holes in the valve shaft with the cylinder-head ports which allows the gases to pass.

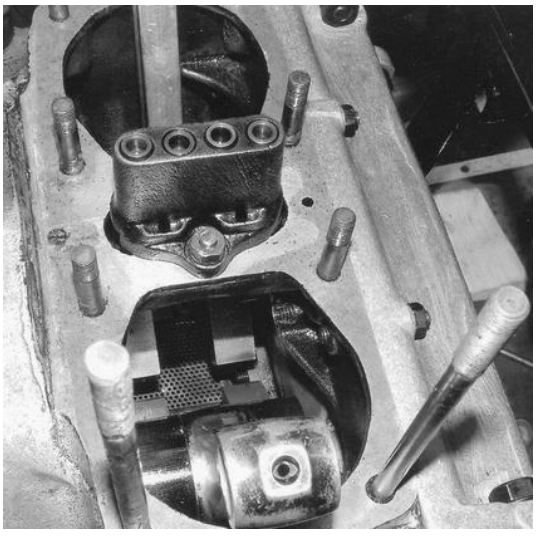
This time-wasting and expensive episode scotched the idea of using rotary valves, and the choice for the tourer lay between overhead camshaft or pushrod operation. The latter got the verdict without much hesitation, being lighter, less expensive, and far simpler for the private owner to work on — a matter which in those days was considered important. Also, we did not want a gutless high-revving engine, but one which would develop about 30 horsepower at the crankshaft (not merely in the brochure) at under 6,000rpm, with good low-speed torque and exceptional flexibility, these being the attributes which the average motorcyclist most desired. He also wanted easy starting, so the ignition current was to be supplied by a car-type coil and distributor with built-in automatic advance.

ENGINE

Originally, the cylinder dimensions were to be the same as in the MOV, namely 68 x 68 ¼ mm, giving a total capacity of 496cc. But to test the design thoroughly the experimental (and only) engine had a special cylinder block bored to 74mm, to take KSS pistons, rings and gudgeons. The stroke was not changed, but through some obscure reasoning it has been mis-quoted at 67mm and the capacity given as 580cc, whereas it was actually 588cc.

The iron barrels were cast en bloc and were widely spaced to provide an air passage between them, and to give room for a central tappet-block attached to the upper face of the crankcase, through whim the cylinder skirts extended downwards for about 2in. There was no visible base-flange, the head and barrels being retained by eight long bolts. The cylinder spacing was also wide because the crankshafts were 5.1in apart to avoid the crankwebs fouling each other.

Percy Goodman, the managing director, was very keen on the use of press fits to eliminate nuts on the crankshafts, and Eugene Goodman, the factory superintendent, was an exponent of accurate fine boring on Heald Borematics, of which we had several, some with fixtures arranged for 68 ¼ mm hole centres. Consequently, we took a chance with the crank assemblies, the webs being cut from steel plate, surface-ground parallel, and fine-bored for the mainshafts and crankpins. The hardened mainshafts were ground 3-4 thou tight. The crankpins consisted of hardened sleeves of 1.437in diameter x 1.125in long, lightly pressed onto lin diameter parallel steel pins which were a heavy press fit in the crankwebs. The latter, though of what is sometimes called the 'pork-chop' shape, had ample metal around the holes to ensure rigidity. Assembly was assisted by accurate holes bored opposite to the pin through which lining-up bars could be passed, and dismantling consisted simply of pushing the crankpin right through from one side. No special tools or pullers were required.



The conrods, made from RR56 aluminium alloy, could not have been much simpler, as they were bored at both ends to run direct on the crankpin sleeves and gudgeon pins. The length between centres was 5.5in, and both ends were 1.125in wide; the cross-sectional area of the shank was 0.45sq in and the weight a mere 6 oz, of which the small end accounted for 2.5oz. These rods would have been dead simple to make in quantity, and there was enough metal around both ends to permit them to be bored out and bushed if undue wear ever occurred.

The aluminium crankcase was roughly of barrel shape, machined at both ends and on the upper and lower surfaces, with a continuous wall towards the aft end to carry the rear main bearings. The camshaft was located high up between the cylinder barrels. There was also a front wall with a large elongated opening through which the crank assemblies could be inserted. The mainshafts were also supported in identical bearings housed in a strong cast-aluminium cover attached by 12 studs to the inner front wall. The bearings consisted of aluminium bushes, lined with white metal sprayed on to the internal surfaces and end flanges by the newly-developed and at the time unproven, Shaw process. [2] There were no ball or roller bearings in the entire engine, not counting the gearbox.

The shafts were coupled by gearwheels keyed to the mainshafts close up to the front mains, and retained by nuts because press fits would have made assembly difficult. The wheels had 41 teeth of 8 diametial pitch, and were straight-cut instead of being helical to obviate the need for accurate axial location. There was a fair amount of discussion about how to get these gears to run quietly at high speed and yet be free from knocking or clonking at very low speeds. My own preference was for high-strength, heat-treated alloy cast-iron, with the teeth profile ground after hardening, this material being less liable to be noisy than steel because of its high damping capacity. Percy Goodman never liked this choice, but reluctantly gave way when it was pointed out that in the Ariel Square Four, fibre discs had to be rivetted to the hardened steel gears to damp out high-pitched noise.

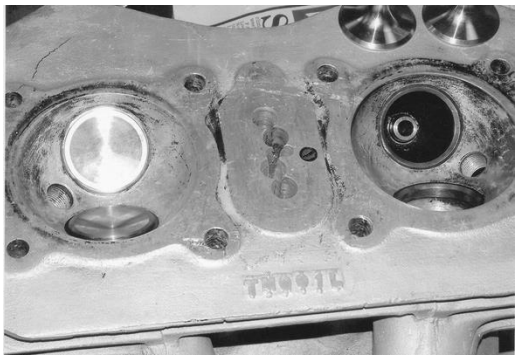
As the crankwebs were too small to provide enough flywheel inertia, a 7in cast-iron wheel with a rim shin thick was fixed to the port crankshaft and another, of similar diameter but thicker, was attached to the starboard engine at the rear. The gears and front flywheel were enclosed in a cover to which a pair of engine brackets were bolted. The contra-rotating shafts only balanced the primary forces, but left unbalanced the secondary harmonies of one-quarter the magnitude, and twice the frequency, which might give rise to 'pins and needles' vibration. To forestall this effect rubber discs were bonded by the then new-fangled Metalastic process to the engine brackets to provide a small amount of flexibility. This was probably the first time rubber mountings had been used in a motorcycle.

[2] Great Britain December 13, 1938 8 claims. (01. 3684s) This invention relates to bearings and bearing surfaces by which terms are meant any surfaces which are subjected to' sliding contact with some other object and in particular the invention is concerned with bearings which are used for support tp porting rotating shafts, pistons, piston rings, engine cylinder walls, valve guides and the like.

The camshaft was driven by an 8mm-pitch duplex chain, tensioned by an adjustable curved slipper. At the rear, a slot was provided to drive the horizontally-placed distributor, the slot being offset in the usual manner to avoid accidental mistiming by 180 degrees.

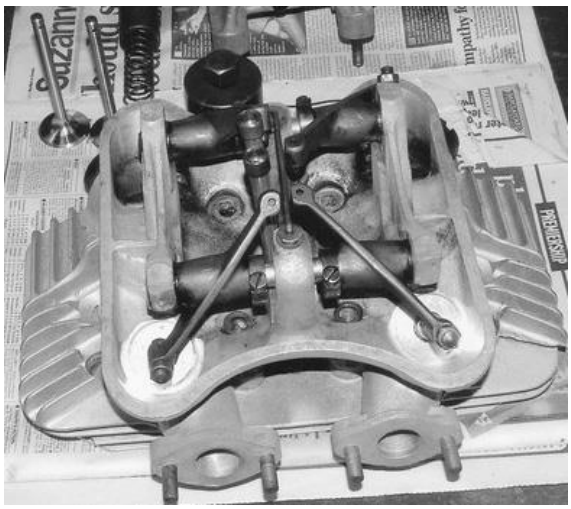
The four cams were placed very close together and were of the 'constant acceleration' type, sometimes referred to as 'gravity' cams, which Willis insisted was the best form. The timing was, I think, the same as the MSS, namely 60, 30; 30, 60, taken at 25 thou lift.

CYLINDER HEAD



Both heads were formed in one Y-alloy casting, fairly heavily finned, and with the rocker-boxes cast integrally, but with ample space for the flow of air below them. Several vertical fins between the valves were placed at 45 degrees in the pious hope that air coming in centrally at the front would flow across and out to the rear. The valve springs and guides were KSS components, as were the shrunk-in valve seat inserts.

The Z-shaped rockers oscillated on spindles carried in posts cast on the heads, the inner ends lying in a square formation in the centre, with screw adjusters at the outer ends. The very short aluminium pushrods with steel ends ran through clearance holes drilled at slight angles through an extension of the rocker box which followed through to the head joint. Contrary to usual Velo practice, this joint was sealed by a copper and asbestos gasket. A single casting held down by only two bolts enclosed the entire valve gear.



Although one carburettor might have been satisfactory, two were employed, drawing petrol from a single central float chamber which was probably a bad idea. Problems would certainly have occurred when cornering with a sidecar, but as the bike was never attached to a chair this point was never proved. There was no air cleaner, although later photographs show that some rather amateurish gauze filters had been added.

LUBRICATION

Owing to the multiplicity of plain bearings, the lubrication system was important. Oil was contained in a finned sump bolted to the crankcase, and was delivered under pressure from a gear-pump via several drilled holes to the four main bearings, and to a jet from which a stream of oil impinged on the coupling-gear teeth at their point of separation — not, as might be expected, at the point of engagement. The reason for this was that if tooth spaces are full of oil on engagement, the trapped oil has to force its way out at high velocity, which creates overheating and may destroy the surfaces.

The big-ends were supplied via angular holes drilled through the webs and leading to annular recesses formed on the big-end sleeves, which in turn were slotted and drilled to convey oil to the bearing surfaces. The cams lay right in the path of oil flung out from the big-ends, so needed no special attention. Leakage from the rear mains served to lubricate the camshaft chain, and eventually all the oil in circulation dropped down to the sump.

GEARBOX

The obvious arrangement for the gearbox was to use what were basically the MOV gearwheels, layshaft and footchange mechanism, turned through 90 degrees to bring the operating shaft for the gear pedal out on the right-hand side, and fortunately in a suitable position. As the gears would be running at engine speed instead of half-speed as in the MOV and MAC they were considered strong enough; for although they would have to transmit double the power the torque peaks would remain about the same.

The sleeve gear and mainshaft had to be redesigned to carry the clutch at the front and a universal joint at the rear, but there was no provision in the box for a kickstarter, which would operate on the port engine. The only other addition was a gear-position indicator clearly visible on the side of the box. MOV ratios were selected, except for a slightly higher third gear.

CLUTCH

The clutch and its lifting mechanism were a trifle awkward. The clutch itself could be carried on the starboard flywheel, and at first it was thought that as it was rotating at engine speed instead of about half speed, yet only had to handle the torque of one 250cc cylinder at any given moment, the MOV's single drive plate with cork inserts would suffice.

However, it was also felt that Ferodo inserts would be better than cork when subjected to abuse, and fully enclosed in the clutch housing. The coefficient of friction of cork is about 0.3, whereas it is only 0.1 for Ferodo, so the change of material entailed the use of two driven plates. Assuming a mean torque of 30ft/lb, the spring loading required would be 360lb; to bring this down to an acceptable finger pressure on the lever, a small rack-and-pinion was installed in the upper gearbox wall. The rack pushed the upper end of a pressed-steel rocking thrust-plate forward, thereby lifting the clutch through a self-aligning ball thrust race. The clamping pressure was supplied by 18 small springs similar to those used in the MSS clutch.

To allow the kickstarter to move in the conventional direction instead of transversely, the pedal was mounted on a cross-shaft supported in a bearing on the adjacent frame lug and in a bevel-box attached to the other side frame lug. The lever and its integral foot-piece could swivel bodily in a lug splined to the cross-shaft, so that they could be swung inwards out of harm's way in the

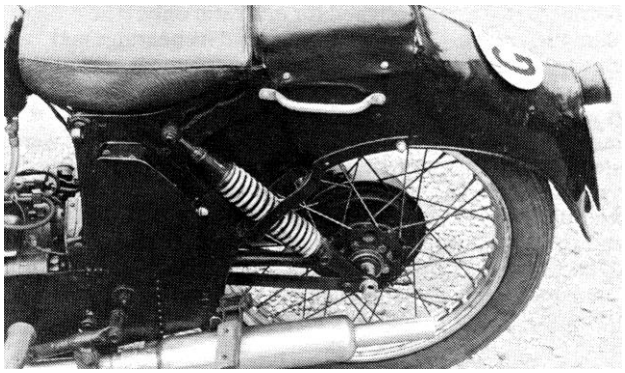
event of a fall. The output shaft from the bevel box was connected to the starting rachet mechanism by a coupling that allowed for misalignment, and could be quickly detached when removing the power unit.

The gearbox shell was quite a large casting extending right across the crankcase to enclose the clutch mechanism and camshaft drive as well as containing the gears. The distributor and the 6-volt Miller generator with voltage control box were mounted on the rear face of the shell, but were hidden from view behind a sheet-steel enclosure, or bonnet, made in four parts. The lower sections on both sides were fixed, and the two upper ones were hinged in the centre-line, the whole assembly being very easy to clean.

As it was impossible to work on the internals without taking the unit out of the frame, the job was made as simple as possible. The two rubber-bonded front engine brackets were held to the front downtubes by a single long bolt and a tubular distance piece, and a single flexible clamp beneath the gearbox was attached to the rear frame cross-member. It will be seen that with its three-point rubber mounting, the unit contributed almost nothing to frame rigidity but neither was it subjected to frame stresses.

FRAME

The duplex cradle frame, which was the first of its type to be built by Veloce, consisted of a single toptube and a pair of downtubes that left the malleable-iron head lug at an included angle of about 20 degrees. The downtubes turned vertically inwards at a point just above the front engine lugs, then curved backwards to run alongside the oil sump to the lower rear corner lugs. Two vertical downtubes ran between the saddle lug and the corner lugs, from which short tubes extended rearward to carry the folding pillion footrests. A cam action roll-on centre stand was attached to the corner lugs, which also contained two grease-lubricated bronze bushes for the rear fork pivot-bearings.



The untriangulated rear fork consisted of tubes brazed to a strong, hollow malleable casting formed with two dependent bosses to carry the hardened steel pivot-pins which were retained by concealed nuts. The drive-side tube carried a lug which was bolted at two places to the bevel-box, and was also drilled for the frame spring attachment. To resist longitudinal torque reactions a stay was included between the bevel-box and the pivot lug. The left-hand side was simpler, the tube merely ending in a lug with holes for the pull-out axle and the frame spring.

The rear portion of the main frame was a cleaned-up version of the stressed-skin tubeless construction which I had invented and added to a standard MSS some months before. It also incorporated the adjustable suspension system which was another of my patented inventions to reappear years afterwards on the LE and the post-war singles. In this system, the upper ends of the frame springs were located in slots so that when in the rearmost position their effective strength was much greater than when they were angled forward. This allowed for great variations in load weight.

Instead of the Dowty oleo-pneumatic spring used on the KTT, which were by no means trouble-free, these springs had internal spring-expanded Ferobestos bushes to provide friction damping, a scheme which had also been used on the experimental MSS and by Franz Binder in the 1938 TT. The springs were partly hidden by polished covers and could be adjusted by means of serrated knobs, but the knobs and covers seem to have been lost and do not appear in later pictures, to the detriment of the appearance.

The stressed-skin tail had two compartments for tools or oddments, and another for the battery which was purposely not fully enclosed. The extreme rear end was attached by a broad hinge and a couple of bolts so that it could be lifted up in a jiffy for wheel detachment.

FINAL DRIVE

Power was taken from the gearbox through a three-point Layrub rubber-bushed universal joint and an exposed small-diameter propeller shaft to another bonded rubber universal which was only required to cope with small misalignment. We needed at least two ratios to cover solo and sidecar use and eventually settled on tooth numbers of 9:43 and 8:45, giving ratios of 4.77 and 5.55. Knowing very little about spiral bevel drives we sought the help of David Brown and Co, who supplied one set of teeth for each ratio. The actual box was designed wide enough to take the largest pinion and big enough for the largest crown wheel that might be needed, and was rather more bulky than if it had been designed for one ratio only. The crown wheel carrier ran in its bearings and protruded through the inner wall of the box to take the drive to the rear wheel by a splined coupling.

The cable-operated brake shoes were carried on the bevel-box and remained in place when the wheel was withdrawn. This operation merely entailed extracting the pull-out axle and a distance piece to enable the drum to move clear of the shoes. The hub and drum were made specially for the job mainly from steel pressings.

THE PROTOTYPE

The best way for a designer to discover any clangers dropped in the drawings is to do the final assembly himself. In that period there were no shop stewards lurking around to stop a draughtsman doing a bit of mechanical work, so I put all the bits together myself, with some help from the toolroom. It would have been nice to get the engine brake-tested, but it would have been difficult to mount, and anyway the brakes were fully occupied with other engines. Besides, we were not really interested in sheer power, but more in the way the unit behaved on the road.

All went well, for a time at least. Starting was so easy that it could actually be done with one hand. The coupling gears did not whine, but when the engine was hot they did emit a knocking at very low speed each time the port cylinder fired. The gear change was precise but, as with most engine-speed boxes, was inclined to be clunky if hurried.

Otherwise, the transmission and final drive were silent, and as the engine was very flexible, top gear could be retained to below 20mph. There was virtually no vibration at any speed up to about 6,000rpm (there was no rev counter) and no sign of inertia torque reaction when blipping the throttle in neutral.

However, a quick down-change would sometimes produce a slight rear-end twitch, probably due to the wheel trying to twist round with the propeller shaft.

The top gear speed was 90-95mph, indicating an output of around 30bhp. At this gait the engine did not get hot and bothered except when Eugene Goodman pelted it at full bore down a long hill, causing it to tighten up, fortunately without damage. Increasing the oil pressure was no help, as next time the white metal in the rear mains melted out, although there was no sign of seizure in the front mains or big-ends. It seemed likely that by acting as a centrifugal pump at high speeds the big-ends were taking too much oil away from the rear mains which supplied them.

Accordingly, the oil pump gears were widened to give 30 per cent greater delivery, but as this ploy was also of no avail, it occurred to me that most of the contents of the rather small sump were being held in suspension in the crankcase by the contra-rotating crankshafts. Making a longer and deeper new sump with the floor sloping downwards towards the pump inlet at the rear cured the trouble completely. These tests also showed that the clutch was only just adequate and did not like being slipped under power, so a third driven plate was added, which fixed the clutch but did nothing to make the gearchange any quieter.

A rare and heavily retouched photo of the author on a test run with the prototype O.

Another modification was to increase the port flywheel diameter to 7.3in and the rim width to 6in. This increased its inertia by 50 per cent, and reduced the idling knock to an acceptable level.

Although the hardened coupling gears worked well, Percy Goodman insisted on trying others made from Tufnol (a resin-bonded linen material) and another set in cast-iron. The Tufnol gears were dead silent at all speeds but suffered rapid tooth wear and broke in about 100 miles, and the soft iron gears were no quieter than the hardened ones. Moreover, when the Australian TT rider Frank Musset was speeding through Kent one night some gear teeth fell out, and the resulting instant lock-up not only stranded him far from home, but pulled the starboard crankshaft out of line and cracked the rear crankcase wall. When welding up the crack it was found that the wall had been cast only about half as thick as the drawing called for. There was no time to get a new casting made and machined, so the original gears were put back in the welded case and are probably still there.

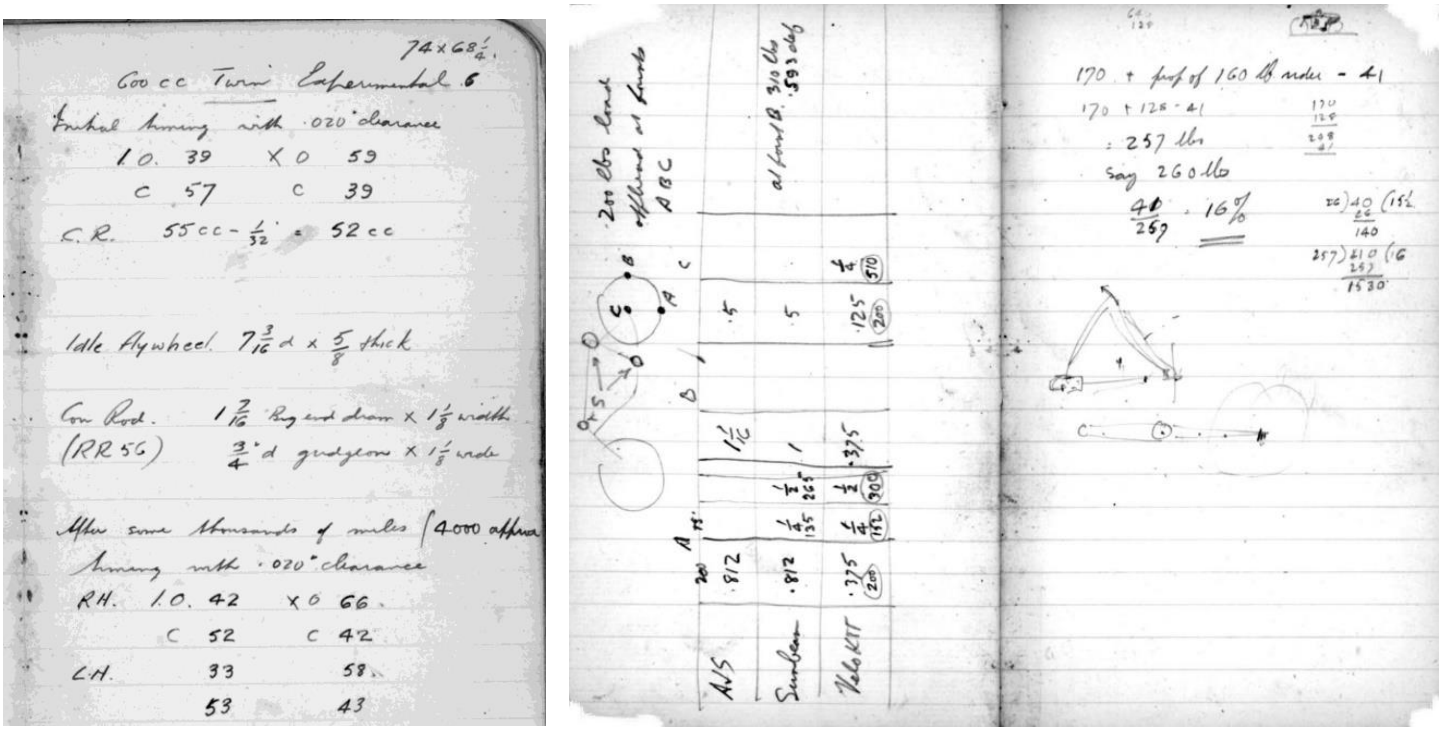
For a start, everything from the steering head forward, including the rake angle of 67 degrees, was standard MSS, but probably due to the extra weight up front the high speed steering was not too happy. There has been a story published about Eugene shortening and welding the top tube, but this certainly

never happened when I was there, and the present owner, Titch Allen, states that there is no sign of welding on the top tube.

My recollection is that the navigation was very good after we fitted a stiffer fork-spring, altered the Webb fork-link length and lengthened the girder itself. After that the machine became a delight to ride and could cover long distances effortlessly with no strain on man or machine. One memorable run took me from Birmingham in the morning to have breakfast with Dennis May in Ripley, Kent, then across to Bristol to lunch with Stuart Waycott, and back home via Shrewsbury in time for dinner, a total distance of over 500 miles in the day with two long meal stops. The Model 0 was ridden hard and fast by many others, but only in solo form. The sidecar gears were installed for a while, but were not as quiet as the solo set and were removed; no sidecar was ever attached.

The imminence of war prevented any further development, but the machine was in continual use, especially by Bertram Goodman, who was then an apprentice at Alfred Herberts in Coventry. I lost touch with the machine after leaving Hall Green in 1942.

Would it have been successful after the war? Not immediately, as it would have been considered too complex. But if the design had been gone over carefully to minimise production costs, the front end modernised and the power increased by raising the compression ratio to suit 95-octane fuel, it might have been a very acceptable alternative to the conventional singles that Veloce Ltd retained for far too long.

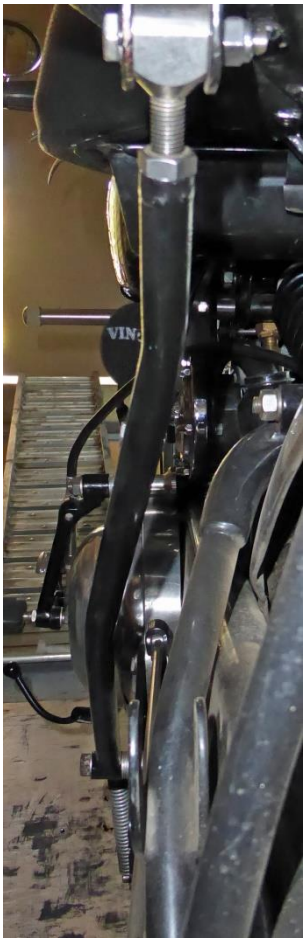


Ed: Reproduced are a couple of pages from P.E.I.'s personal notebook regarding the Model "O".

In the next OVR it is planned to bring a riders experience of the intriguing Velo model "O'.

WORKSHOP WISDOM

A Fully Suspended Vincent Seat.



With the Vincent Series "A" thru to the series "C" the riders seat was only partially suspended – that is it benefited from the spring and damping of the front suspension but, being connect to the RFM, no benefit was received by the riders backside from the rear suspension. The design actually used the riders (and passengers) body weight to increase the unsprung weight on the rear suspension in part I suspect to give an illusion of better dampening.

Many folk have endeavoured to improve their riding comfort by uncoupling the seat from the RFM – turning it into a fully suspended seat. And I am one of that mob and I can tell you that it does make for a much more comfortable ride – though in doing so the work of the rear suspension is increased as it now needs to compensate for the weight of rider and passenger. For the purist some revision of spring rates may be in order; In my case it was rather simple as I already had a coil over Thornton rear shock absorber, so all I needed to do was increase the pre-load.

The quick and dirty method of suspending the seat on a series B or C is to remove the rear struts FT94AS and replace them with a home-made strut connecting the underside of the seat mount for FT111 directly to the Pillion Foot Rest Support Plates FT106 and FT108.

If the new struts are straight then it is possible that as the RFM moves (ie the back wheel moves up n down) when riding that your new straight strut and the brackets welded onto the RFM for the original FT94AS strut may clash. At best you may lose some paint work – worst case is something will get badly bent. The solution is to use curved struts making sure that through the full range of rear suspension movement nothing is going to hit.

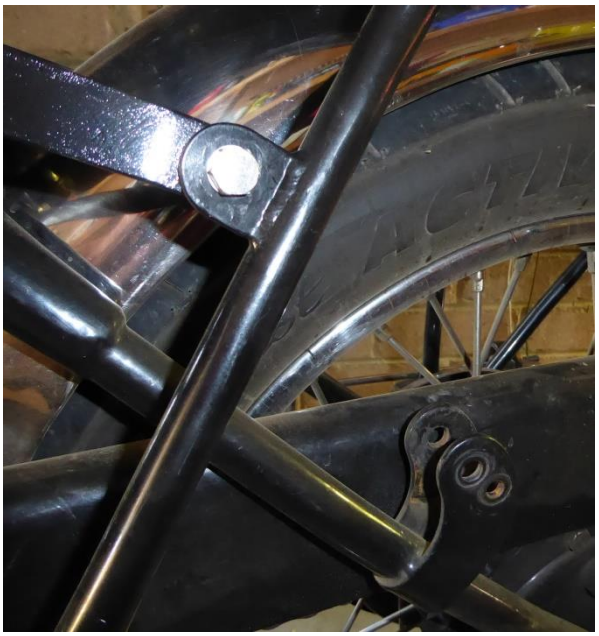
You may need to move the lower fixings out slightly to get the needed clearances as shown in the photo – *WARNING* – do not use stainless steel bolts in these load bearing applications as they will (not might) fail in service.

The next thing you need to consider is the actual metal frame of the seat. At the front there is a 'leg' on each side that the front seat mounting bolt passes through. With the original arrangement of the seat the rear struts FT94As are almost vertical so the weight of the rider is in the downwards direction BUT with the new modified rear seat struts being attached to the pillion foot rest support plates the weight of the rider is no longer downwards, instead it's around 45 degrees to the horizontal – and the further forward the lower attachment point the worse it is. This then puts a turning moment (or force) on those two 'legs' at the front of the seat. From on-road experience I can assure you that if you hit a big enough bump or enough smaller bumps those legs simply will not last. The front legs will be (partially if you are lucky) torn away from the seat frame as you can see in the picture.

The solution to prevent the seat frame form failing is to fit a linking support strut (support is rather misleading as it is actually in tension) that connects your new rear seat strut to the seat front mounting bolt. Now what happens when you have a downward force on the seat is that force is absorbed by the linking strut, not the 'leg' at the front of the seat frame.

I designed my own struts curved to avoid contact with the RFM and with the top of each threaded to accept FT111, thus making them height adjustable; the sleeve at the other end of the strut is sized for a 3/8 BSF bolt. A local metalworking shop made the main struts up to my design using Cr-moly steel tube. I made the linking supports from steel strapping purchased at my local hardware store. Painting of all was by rattle can.

In this photo you can easily see the original bracket on the RFM (next to the chain guard) that may hit a straight strut. You can also see the tab welded to my new seat strut to hold the end of the linking support strut that goes to the front seat mount.



An overview of the completed installation. The seat is now isolated from the RFM and the legs at the front of the seat frame are isolated from the turning moment by the linking strut.
A purist may run the linking strut direct to the rear upper seat mount, but then access to the tool tray would be blocked.

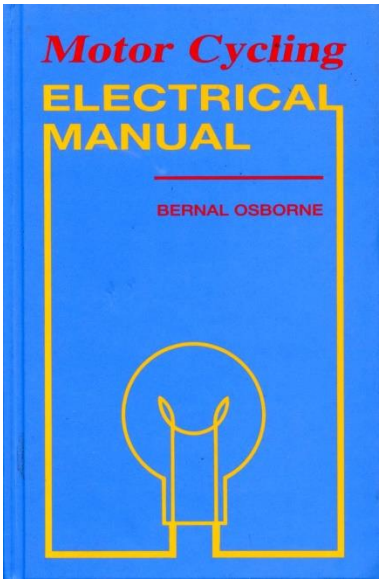
Event Calendar

2017	
July 2	Classic Motorcycle Event at the Tramway Museum in Derbyshire, UK . More details on their website www.tramway.co.uk
Sept 21-23	2017 North Americian Vincent Rally – see back cover for more info.
2018	
August	Australian National VOC Rally, to be held in Queensland; start your planning now.
2019	
June 11 - 17	VOC International Rally; stage 1 in Belgium, Stage 2 in Austria. More information when available.

Motor Cycling ELECTRICAL MANUAL

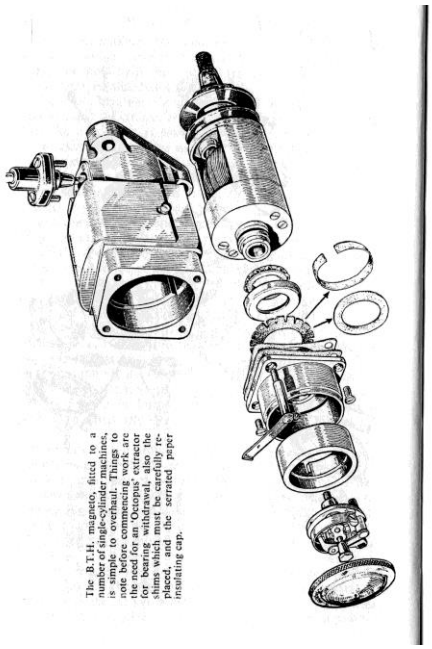
by Bernal Osborne

A OVR Book Review from Ernie Lowinger, UK

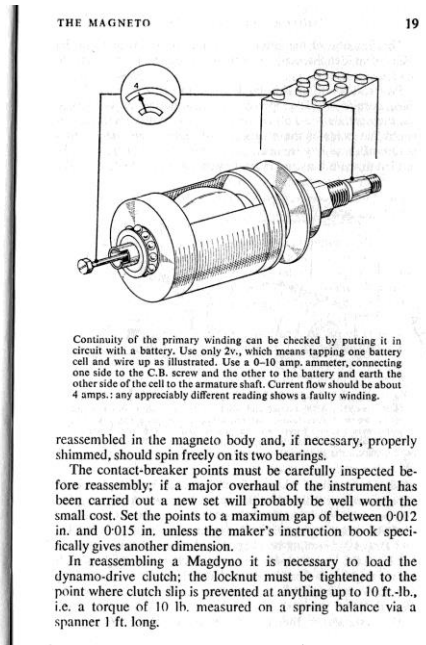


Having finished reading February MPH from cover to cover and OVR of course, I decided to dig into the December 2106 VMCC journal. I happened on the editorial and found the phrase ”electrics do seem to be a blind spot for many owners and riders of historic vehicles”. Quite apposite since Martyn asked me to review an electrical book - Motor Cycling ELECTRICAL MANUAL by Bernal Osborne. Well, instead of dipping into it as I usually do I decided to read it entirely. I am glad I did because it is fascinating. Maybe that is going too far but even for me who has done a bit of physics (bragging again - sorry) it proved a good read.

A neat little book with 150 pages and lots of line drawings, it packs a punch. There are 13 chapters and after the obligatory first chapter on the basic principles - starting with Michael Faraday - we move on to magnetos, AC generators, rectifiers, energy transfer ignition, zener diodes, DC generators, voltage control, coil ignition, lighting, wiring and switchgear, batteries and auxiliaries. Each chapter covers the fundamentals; trouble-shooting; dismantling and repair; and maintenance of the respective devices with great clarity. This covers not only Lucas but also Miller, BTH, Villiers, Wipac, Bosch and Siba items.



The B.T.H. magneto, fitted to a number of single-cylinder machines, is simple to overhaul. Things to note before commencing work are the need for an Oktopus extractor to withdraw the skew gear, and for bearing withdrawal only. The shims which must be carefully replaced, and the serrated paper insulating cap.



THE MAGNETO 19

Continuity of the primary winding can be checked by putting it in circuit with a battery. Use only 2v., which means tapping one battery cell and wire up as illustrated. Use a 0–10 amp. ammeter, connecting one side to the C.B. screw and the other to the battery and earth the other side of the cell to the armature shaft. Current flow should be about 4 amps.: any appreciably different reading shows a faulty winding.

reassembled in the magneto body and, if necessary, properly shimmed, should spin freely on its two bearings.

The contact-breaker points must be carefully inspected before reassembly; if a major overhaul of the instrument has been carried out a new set will probably be well worth the small cost. Set the points to a maximum gap of between 0·012 in. and 0·015 in. unless the maker's instruction book specifically gives another dimension.

In reassembling a Magdyno it is necessary to load the dynamo-drive clutch; the locknut must be tightened to the point where clutch slip is prevented at anything up to 10 ft.-lb., i.e. a torque of 10 lb. measured on a spring balance via a spanner 1 ft. long.

I particularly liked the thoroughness of the Magdyno, dynamo, RM type alternators and switchgear items. Auxiliaries covers horns, suppressors and spark plugs ending in a short but comprehensive plug comparison chart. Finally you get 38 pages of wiring diagrams covering AJS, Ariel, BSA, Douglas, Norton, Panther, Royal Enfield, Sunbeam, Triumph, Velocette, Villiers and finally the Honda, Suzuki and Yamaha bikes current at the time of writing,

No Vincent wiring diagram alas, but do you really need one if you have

the parts book? In every other regard this book is well placed to be of use to the Vincent owner.

First printed in 1953 this book went to 3 editions, the final one in 1965 so it is useful for post-war classics but is no longer completely up-to date in regard to such details as electronic regulators and LED lighting for example. However these are rapidly evolving topics so we are all on our own.

I am buying a LED headlight and a DVR regulator and I hope Martyn will let me give you some feedback in due course.

I got my copy, published by the VOC Publishing Co., from the VOC Spares Co. but they have sold out. However I found several on the internet at prices ranging £16-£22.

Is your Comet Oozing Power (err... Oil!)?

An original contribution from Ken Phelps, Australia

I purchased my Comet in 1975 and it always had a problem with oil filling the primary chain case then spilling out the back, over the rear wheel. On a long trip it was a case of draining the primary about every second stop. Even in latter years after a rebore and new piston the flow continued. Some form of sealing was needed behind the clutch. It's a difficult area as the hole in the primary case is slotted to allow for chain adjustment.

I decided a sliding face arrangement may make a rudimentary seal and be worth a go. In behind the Burman clutch is a machined face on the back wall of the promary case T4/2. To this flat face I glued a large home made flat felt washer about 3" OD x 1 ½" ID and ¼" thick.

Next I cut from thin aluminium sheet (I used a beer can; I did say it was rudimentary!) a large disk of 4" OD with a 1 3/16" ID. I then 'curled' the outer edge over in the fashion of the dynamo drive oil sling on a twin. The hole in the centre fits snugly over the smaller diameter of the boss on the gearbox main shaft. The disk is then trapped by the large washer of the clutch assembly against the shoulder of the clutch mounting boss.

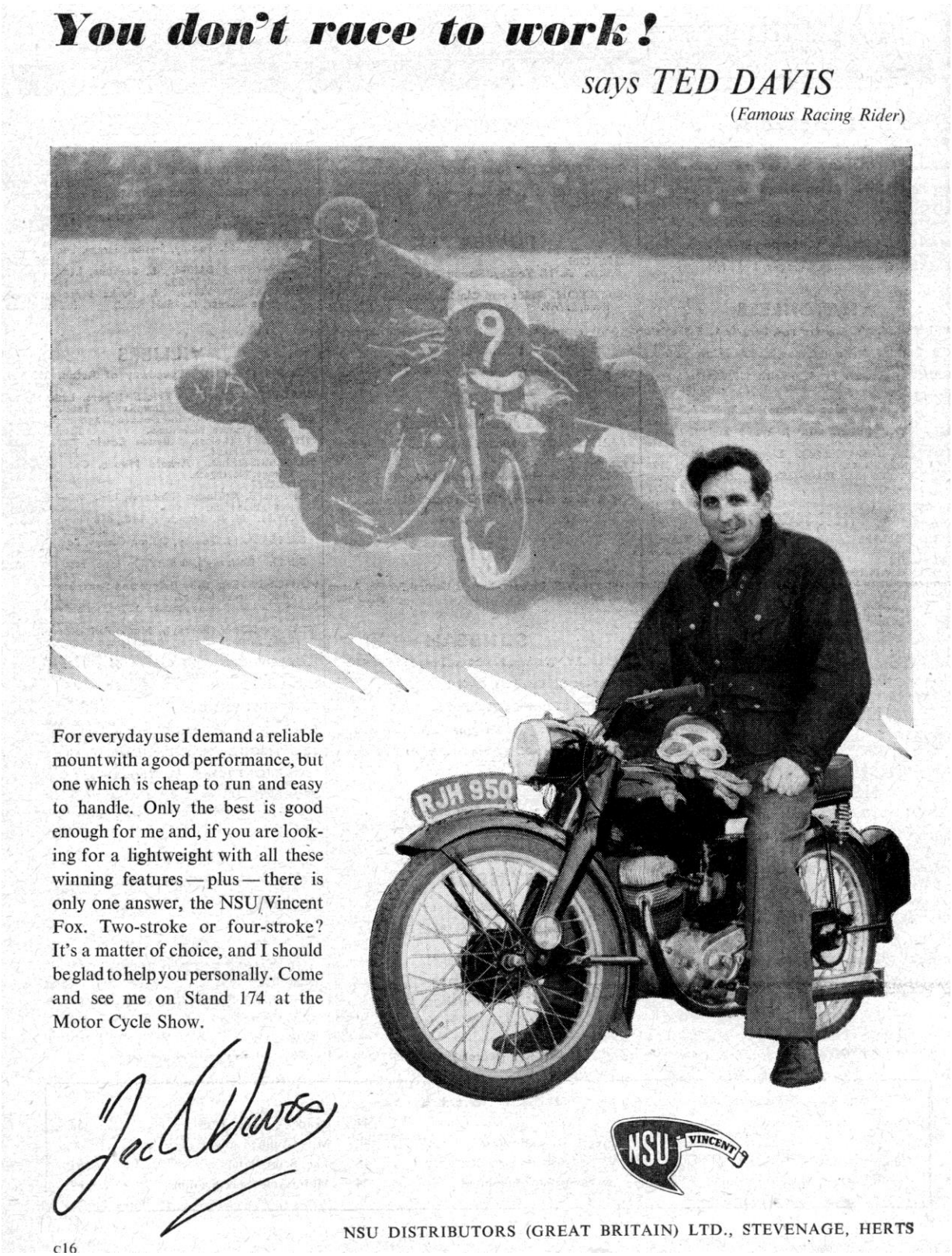
This works very well at keeping the oil from leaking out the back, even when the level in the primary chain case get nearly to the main shaft level.

Editors Note: OVR Edition 16 includes a guide on installing a primary drive oil seal in a Comet/Metor to prevent the ingress of oil into the primary chain case

Buy, Swap n' Sell

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

The cupboard is still bare!



Service Providers

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

Spares:

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

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

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

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

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

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

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

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 creater who does incrediable workmanship; located in Harcourt, Victoria. Ph +61 3 5474 2864, email steviemoto@hotmail.com

Ken Phelps, Australia – Qualified aircraft engineer and builder and daily rider of Norvins for over 30 years, who has the skill and experience to carry out overhauls, rebuilds, general repairs and maintenance to Vincent HRD motorcycles. 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@aceclassiscs.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 comphrensive range of associated spares. Provides hi-output coil rewinds with a 5 year warranty. For more info contact Peter on (02) 9624 1262 or email qualmag@optusnet.com.au

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

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 are total professionals when it comes to painting. Expert service, quick turnaround and fair prices. http://www.melbournemotorcyclefairings.com.au/
Ph 03 9939 3344

Woody's Hydroblast, Australia: Long known and loved Woody is back in business in his new Highett workshop; Phone (03) 9597 0387 or http://www.woodyshydroblast.com/

2017 North American Vincent Rally

September 21-23, 2017

Red Wing, Minnesota

10,000 Lakes Rally

Come join us for the 2017 North American Vincent Rally

Thursday, September 21, will begin with check-in from 9:00 a.m. – 4:00 p.m. at Treasure Island Resort & Casino's lobby. That evening we have arranged a Meet & Greet in the Barbados room. Friday will feature guided rides along the Mississippi River and Wisconsin's spectacular alphabet roads. A delicious buffet dinner will be served Friday evening at the resort. Saturday will feature guided area rides, our concourse judging and a farewell banquet with awards that evening.

Treasure Island Resort features eight restaurants on site, a 24-lane bowling alley, a spa for the ladies, a golf course, river boat cruises and an indoor water park with a swim-up bar. Bring your riding gear and your swim trunks!

Register early as hotel rooms and campground spaces are limited. Your registration must be received by June 1, 2017. Registrations after that date will be subject to a $25 additional fee. No refunds will be made for cancellations after June 2, 2017.

Hotel/Camping Information: It is your responsibility to make reservations. Our rally headquarters is Treasure Island Resort & Casino, 12 miles north of Red Wing, MN. Their phone number is: 800-222-7077 or www.ticasino.com Please mention, "Vincent Owners," as a block of rooms are reserved at a reduced rate. Rooms will be opened to the public after August 20, 2017. RV camping is also available at the resort. Call 651-267-3060 to make a RV reservation. ***Book your room or RV site early!***

Registration Form

Rider _____ VOC#_____

Guest _____

Address _____ City_____ State/Prov_____ Postal code_____

Phone_____ E-mail_____ Section _____

Year/Model of bike _____ ❑ Distance Ridden _____

$145.00 Per Rider Includes:

Thursday evening Meet & Greet, one Friday night dinner, one Saturday banquet, one T-shirt and one rally pin..... $ _____

Rider's shirt size: S _____ M _____ L _____ XL_____ XXL _____ XXXL_____

$95.00 Per Guest Includes:

Thursday evening Meet & Greet, one Friday night dinner, one Saturday banquet, one T-shirt and one rally pin..... $ _____

Guest shirt sizes: S _____ M _____ L _____ XL_____ XXL _____ XXXL_____

Additional rally pins, $10.00 each..... $ _____

Additional T-shirts, $17.00 each..... $ _____

Additional shirt sizes: S _____ M_____ L _____ XL _____ XXL_____ XXXL_____

Total amount enclosed ..... $ _____

We also accept PayPal payments. Our address is: minnesotavoc@gmail.com
Of course this form must still be signed and returned. Thanks!

Make check payable to:..... Minnesota Section, VOC
Return this form and payment to:..... Neal Punchard
P.O. Box 386328
Bloomington, Minnesota 55438

Questions? Please contact Rick Schunk at: rapiderider@gmail.com There will be a confirmation & information sheet returned upon receipt of your registration.

All participants must read, sign and return: By signing I release the Minnesota Section Vincent-HRD Owners Club, its officers, representatives, rally organizers, its members and rally promoters from any and all liabilities for bodily injury, property damage, theft, or any loss resulting from participation in any portion of this event.

Signature: _____ Date:_____

Remember: Questions? Just contact Rick Schunk at Rapidrider@gmail.com