

The Oz Vincent Review

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



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Welcome

Welcome to this latest edition of The Oz Vincent Review. This month's cover depicts Harry Collier (Matchless) as he speeds over the loose and dusty surface at Ballig Bridge in an early TT. Read more about the history of the TT in this edition.

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Letters To The Editor

As most of you know for the last few weeks I have been scouring the Iberian Peninsula (Portugal n Spain) as well as Morocco for any signs of Vincents. Well none were to be found – in fact not one British bike, regardless of vintage, was sighted! Bit like the editors mailbox – also nothing to be found. Well my holiday is over so you folks can start writing to your editor again.

'TON' LAP – A Diamond Jubilee

An original contribution from David Wright, IOM

Celebration of the sixtieth anniversary of the first 100 mph lap of the TT Mountain Course is to be a big feature of this year's Isle of Man TT and Classic TT meetings. Here's how it was achieved.

When the first Tourist Trophy race for motorcycles ran over the St John's Course on the Isle of Man in 1907, the fastest lap of 42.91 mph was set by Rem Fowler on a fixed-gear, belt-driven Norton. That may not sound particularly fast, but it was an exciting speed for the time because the narrow 15½ mile course in the west of the Island comprised roads of loose-surfaced macadam, without any tar binding.

Determined to push the development of 'the ideal touring motorcycle', particularly the adoption of variable gears, the organising ACU moved the TT races to the more demanding 37¾ mile Mountain Course in 1911. Its action seemed vindicated when the 1911 win went to Oliver Godfrey on his two-speed Indian, with the fastest lap achieved by Frank Phillip on his two-speed Scott. Frank's best lap speed was **50.11** mph and his performance set a benchmark for future races. Indeed, it led one forward-looking publication to speculate: 'is a 60 mph or even a 70 mph TT possible in the future?'



While the eventual answer to that speed question turned out to be yes, the poor condition of the Manx roads held back machine performance over the next few years and it was not until riders gained the benefit of an early 1920s road-surfacing programme, that lap speeds really began to increase.

Progress

It was the talented Jimmy Simpson who achieved the first **60 mph** lap in 1924 on an A.J.S., the first **70 mph** lap in 1926 on another A.J.S. and the first **80 mph** lap in 1931 on a Norton. But while Jimmy could be guaranteed to go fast, he frequently failed to finish, for racing machines of the era were relatively fragile and needed to be nursed a bit if they were to complete the 7 laps and 264 miles of a TT race.

After the major boost to lap speeds from better road surfaces in the 1920's, it was primarily machine development yielding greater power and increased durability across engines, gearboxes, frames and brakes, which made the biggest contribution to subsequent growth in speeds. Long gone was the notion that a TT race was run to aid the development of 'the ideal touring motorcycle', for manufacturers seeking a win needed to produce purpose-built racing motorcycles. However, it was no coincidence that firms turning out TT-winning machines, like Rudge, Sunbeam and Norton, also produced quality touring and sports machines. Norton went on to dominate TT racing through most of the 1930s and it was Freddie Frith who set the first **90 mph** lap in 1937, riding a 500cc single-cylinder model from the Bracebridge Street concern. The intervention of the Second World War meant no TT from 1940 to 1946 and when it returned in 1947, the only fuel available was 'Pool' petrol of 72 octane. This required lowering of compression ratios, which reduced power outputs, so speeds in the immediate post-war years were below pre-war ones. With slightly better quality fuel available from 1950, the pace picked-up again, much assisted by Norton's introduction of the 'Featherbed' frame and by the appearance of Geoff Duke to ride it.

A 100 mph Lap?

It was Duke who became associated with early-1950s speculation about a 100 mph lap of the TT Mountain Course. Interviewed by Graham Walker back in 1952, he was asked about the possibility and time-scale of someone circulating at an average speed of 100 mph. Still riding for Norton, he felt that the first 'ton' lap would go to someone on a four-cylinder bike with good handling and capable of 150 mph. He went on to say that he believed it could happen in 1954, a prophecy he repeated during a public discussion in early 1954.

By then Geoff had left Norton for Gilera, who claimed improved handling, reduced weight and an output of 64 bhp @ 10,500 rpm for its four-cylinder 500cc racer. It really sounded as though the Italian company had given Geoff the tool for the job in 1954 and the press played up the likelihood of the 100 mph lap. Unfortunately, after all the speculation, rain spoilt play in the Senior race, the win went to Ray Amm (Norton) and TT fans had to wait another year for riders to have a tilt at what had developed into the Holy Grail of TT racing, a 100 mph lap of the Mountain Course.

Come the Senior TT race of 1955 and the 'ton' lap was very much on peoples' minds. Encouragingly for spectators, Geoff Duke and his Gilera broke the existing lap record of 97.41 mph from a standing start and thereafter pulled away from team-mate Reg Armstrong, further upping the lap record as he went. Upon completion of his third circuit it was announced that he had achieved the elusive 100 mph lap and there was cheering in the Grandstand. Shortly after, it was announced that he had actually just missed the 100 mph lap, recording 99.97 mph and the crowds booed in disappointment. Geoff had been less than a second short of the 'ton', but he rode on unaware and intent only on taking victory. In this he was successful and after his seven laps he finished two minutes ahead of Reg Armstrong, setting new race average and lap records.



With both wheels off the ground while cranked over, Geoff Duke rides his Gilera to victory in the 1955 Senior TT.

The lap record remained intact in 1956 and come the Golden Jubilee meeting of 1957, race followers hoped that the elusive 'ton' lap would crown a week of celebrations. As usual, the last race of the week was the big one, the 'Blue Riband' Senior event, which ran under ideal conditions. While an injured Geoff Duke was missing from the fray, an on-form Bob McIntyre took over his ride on the factory Gilera. Bob was challenged in the early stages, but then rode away from the MV Agusta, BMW and Moto Guzzi opposition, breaking the long-standing 100 mph lap barrier four times en-route to the chequered flag, to leave it at **101.12 mph**. It was a convincing win, for second place John Surtees (MV Agusta) was some 2 minutes behind, with Aussie Bob Brown (Gilera) third and Dickie Dale on the Moto Guzzi V-8 fourth. The overall time to cover the specially extended eight-lap Senior Jubilee TT race, was just over three hours for the winner and after those 300 racing miles it was reported that 'tyres of the first three finishers appeared relatively unworn'. They still ran with a slim 3.50 inch treaded rear tyre.



Bob McIntyre (Gilera) shows the effort required to lap at 100 mph, as he copes with the dip at the bottom of Bray Hill in the 1957 Senior TT.

Fans were elated by Bob McIntyre's performance, although his record-breaking achievement seemed not to mean overmuch to the rider, for after the race he said 'I was a happy man that night. Not so much because of the 100 mph laps that were so publicised but because I was the only other Scot apart from Jimmy Guthrie to bring off the Junior (350cc) and Senior (500cc) double'.

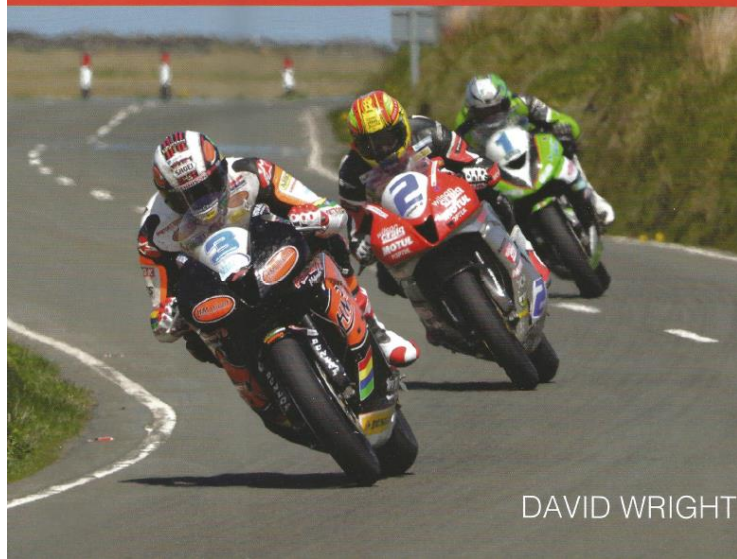
Common

In the sixty years that have elapsed since McIntyre set the first 100 mph lap, factors like

developments in race machinery, increases in permitted engine capacity and changes to the course, have seen many riders follow in his wheel-tracks and it wasn't long before 350cc, 250cc and even 125cc machines were lapping at over the ton. Even so, when 'Bob Mac' burst through the 100 mph barrier in 1957, no one imagined that almost sixty years later, lap speeds would have increased by another one-third, with Michael Dunlop lifting the outright lap record to 133.96 mph in 2016.

SPEED AT THE TT RACES

FASTER AND FASTER



It is fitting that at this year's nostalgia-orientated Classic TT, Michael Dunlop will put aside his modern 220 bhp TT machine, don a pair of plain black leathers and ride a 500cc four-cylinder Gilera replica to commemorate the great Bob McIntyre's first 100 mph lap from 60 years before.

How So Fast?

It would take a book to fully explain how and why TT speeds have increased so enormously over the past 110 years and, conveniently, one has just been published by this author: 'Speed at the TT Races – Faster and Faster' by Crowood Press, ISBN 978-1-78500-298-4.

This is the cover of David Wright's latest book on the TT Races.

Special Thanks to Alan and Mike Kelly of Mannin Collections for the provision of photographs used in this item.

Quick Tool Tip

from Roy Cross

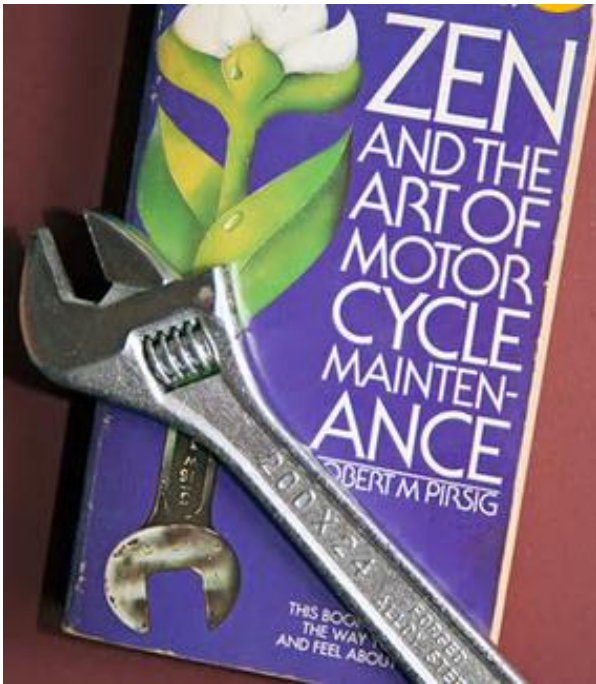
Here is the picture of two home-made Vincent tools. The larger one fits the G34 Camplate Spindle and the smaller one the ET30/3 Cam Follower Spindle.

The pictures are fairly self-explanatory, the shank diameter matches the screw head and the blade width is to suit the slot. The material only needs to be something a bit tougher than mild steel.

I use Silver Steel which has a fairly high carbon content which means it can be hardened and tempered to violet if desired but for infrequent use can probably be left untreated.



Robert Pirsig: Zen and the Art of Motorcycle Maintenance author dies, aged 88



Book telling the father-son story of a motorcycle trip across the western United States was published in 1974 and quickly became a best-seller

Robert Pirsig, author of the influential 1970s philosophical novel [Zen and the Art of Motorcycle Maintenance](#), has died at the age of 88.

Peter Hubbard, executive editor of his publisher William Morrow & Co, said in a statement that Pirsig's wife Wendy had confirmed his death at his home in Maine "after a period of failing health".

Published in 1974 after being rejected by more than 100 other publishers, Zen and the Art of Motorcycle Maintenance, was the father-son story of a motorcycle trip across the western United States. Loosely autobiographical, it also contained flashbacks to a period in which the author was diagnosed as schizophrenic.

The book quickly became a best-seller. Pirsig said its protagonist "set out to resolve the conflict between classic values that create machinery, such as a motorcycle, and romantic values, such as experiencing the beauty of a country road".

Born in Minneapolis, Pirsig had a high IQ and graduated high school at the age of 15. He earned a degree in philosophy and also worked as a technical writer and instructor of English before being hospitalised for mental illness in the early 1960s.

His philosophical thinking and personal experiences during these years, including a 1968 motorcycle trip across the US West with his eldest son, Christopher, formed the core of the narrative of his classic novel.



Pirsig worked on the sequel, Lila: An Inquiry into Morals for 17 years before its publication in 1991. The story traced a sailboat journey taken by two fictitious characters along America's eastern coast. He always insisted Zen and the Art of Motorcycle Maintenance was his story, and its cult status worried him. "I was the outsider, and now the outsider is the number one insider ... It's a very unsettling experience."

Pirsig lived the last 30 years in South Berwick, Maine and is survived by his wife Wendy, two children and three grandchildren. His son Chris died in 1979.

Robert Maynard Pirsig, writer, born 6 September 1928; died 24 April 2017

WORKSHOP WISDOM

Setting up Vincent Valve Timing

Frequently you cannot rely on the pinion marking when setting up the valve timing on a Vincent. The only accurate way is to actually measure what is going on. And this can be a bit of a chore if done in the conventional manner – that is by taking the measurement off the top of the valve stems.

The issues encountered are the need to get to the top of the valve stems to mount your indicator gauges; on both singles and twins this requires the removal of the Upper Frame Member/Oil tank. Having done so then as you rotate the crankshaft you are then fighting against the valve spring pressures that seem to always be pushing the crank just past the point where you actually want it. In all it can be a time consuming and frustrating experience.

Of course this work requires removal of the timing case cover as the valve timing is set by the relative position of the cam pinion (2 of them for a twin) and the adjustable half time pinion. Another issue is that the cam pinions themselves prevent access to the cam lobes, so you cannot easily see what is going on. Here is one solution – I'm sure it been done before though I have not seen it documented anywhere. All you need do is remove the fuel tank, the spark plug, the pushrods and the timing side cover.

Required is a pair of 1/4" diameter Pushrod Replacement Rods, each around 10 inches long – these are simple to make. One end is gently rounded so that it can sit securely in the pushrod cup on the end of the camshaft followers ET29, the other end is fitted with a brass sleeve so that the shaft of the dial indicator is located securely.



Left is the raw material for a pair of homemade Pushrod Replacement Rods, purchased on eBay for less than A\$10.



Right is a finished pair of the Rods.

I made my own from 1/4" OD stainless steel rod with a short length of 1/4" ID brass tube fitted over one end, forming a cup to locate the probe of a dial gauge. As it is an interference fit, I heated the brass tube (to get it to expand) then carefully pressed it onto the rod. Once cooled it was firmly secure.

Left, close up of the (almost) rounded ends to engage in the cam follower cups

Right, the opposite end of the rod with a brass 'cup' to locate the end of the dial gauge



In use, you remove the tappet adjusters ET27 and the pushrods ET43 then insert the Pushrod Replacement Rod through the tappet adjuster hole in each of the rocker ET25, making sure that the rounded end is located in the pushrod cup on the end of the camshaft followers. Use magnetic dial gauge holders, locked onto the face of the UFM, to mount a pair of dial gauges with their business ends sitting in the brass cups of your rods.

For a twin you will need 4 pushrod replacement rods and 4 dial gauges, but only a pair of each for a single.

As you rotate the crankshaft the indicator gauges will show the lift of each camshaft follower

The actual amount of valve or more correctly in this instance, cam follower lift is not important. What is important is the *comparative* lift of the inlet and exhaust.

For almost every road going Vincent camshaft I have encountered the sweet spot for camshaft timing is to have equal lift of the inlet and exhaust at a point 4 degrees BTDC on the exhaust stroke.

So with the half time pinion key E81 removed, set the crankshaft to 4 degrees BTDC and secure it in that position. Now rotate the large idler ET50/1 while watching your TWO indicator gauges. The first thing to do is have the camshaft in the position where BOTH valves would be fully closed and at that point set both of your indicator gauges to zero. Now rotate the large idler to the point where BOTH of your indicator gauges are showing equal lift. Keeping all steady, rotate the half time pinion on the drive shaft (ET17/1) till you find the position where the keyways in the pinion and the drive shaft are in alignment then fit E81¹ the half time pinion key. Job done!



If you are using mechanical dial gauges like the one shown left it can be a tad tricky as each gauge will move in an opposite direction – that is one goes clockwise and the other anti-clock wise,

BUT if you use digital readout style gauges like the one on the right it's a doddle.



Now you've accurately timed the cams without the use of timing marks. If you've followed the above procedures, your timing will be far more precise than 90% of the Vincent motors still in existence.



¹ The fit of the E81 key way is quite important, as all too often the fit is a bit loose allowing the pinion to move, chattering back and forth on the mainshaft, it sounds not unlike a big end gone. Get a new E81 and lap it on your oilstone ensuring it is a tight fit.

CUSTOM V-TWINS - 1948 VINCENT HRD RAPIDE + 1951/56 NORVIN



Ken Phelps has a bike for every occasion - by Geoff Seddon, inclusion in OVR authorised by Ken

“I built the Norvin on my parents farm at Wolseley in South Australia” says Ken, the owner of this classic bike. “Every weekend it was a 180 mile drive from my Royal Australian Air Force job in Adelaide, work feverishly on the bike for both days then drive back to Adelaide. I’m sure my parents thought I was nuts. Little did they know that almost 40 years later I would still be riding the bike cross-country to Wolseley and Bordertown.”



It takes commitment to own any Vincent, at one time the world’s fastest production motorcycle. They’ve always been rare and expensive, and of those that made it to Australia, many ended up powering road-racing and speedway sidecar outfits, classes the lusty OHV V-twin engine dominated for decades. Which is where Ken, then a young aircraft fitter-machinist and welder, got his start.

It was in pieces he says. “It didn’t exist. I started with a rough speedway engine, and realised it was too big a job to

build an original Vincent from the parts I had. I initially thought of putting it in a Triumph frame, then I read a couple of magazine articles on Norvins, in particular one on Eric Debenham and another in *Cycle World*. “I figured it would be the easier option over building an original. Ha! Little did I know it was probably more difficult and would maybe take longer.”

The Norvin gets the other half of its name from its Norton 'featherbed' frame, introduced in 1950 for the works Norton GP bikes and later extended to production models. For many years, it was regarded as the world's best-handling chassis, spawning a raft of specials including the Triumph 650-powered Triton. But fitting a 1000cc V-twin where once lived a 500cc single wasn't easy.



"When you build a special like this, there are lots of issues," Ken says. "Squeezing a big engine into a frame not made for it is [pauses] challenging. It isn't simple or easy and it takes years, but they are a great bike when it's all finished." Critical skills are patience and the ability to manufacture a lot of the parts yourself, much like building a hot rod. Ken acknowledges the help he got from his air force colleagues, answering his questions and showing him ways to do things. The initial build took two-and-a-half years and cost around Australian \$3500, or about double the then cost of a new Honda Four. He got it on the road in 1978 but it would be another 25 years before he was happy with it.



"Others thought it was great but it took me many incarnations to get it to my liking; three front wheels, three rear wheels, three tanks and five seats before I was happy. I have not done anything major for eight or nine years now."

As befitting a café racer, equal attention has been given to the engine, handling and looks. The 1951 Vincent Rapide engine has been upgraded to Black Lightning specifications to make around 65hp, or 20 more than stock.



The original Lucas magneto ignition has been retained, although the carbies were upgraded to twin 36mm Dell'Orto pumpers on Ken's own manifolds and the clutch more recently replaced with a multi-plate unit from a GS Suzuki. Stock-shaped headers in a larger 1 5/8-inch diameter dump into an owner-built megaphone.

The 1956 Norton wideline featherbed chassis is stock. "People say you have to cut the frame to get a Vincent engine in, but no, you don't," Ken says.



Norton Roadholder forks run Commando springs. A number of different front brakes were tried — including a four-leading-shoe drum off an early TZ Yamaha — before Ken sourced a prized magnesium 250mm 4LS Fontana drum that he laced to an 18-inch WM2 Borrani rim. Down back, Koni shocks are mounted on the stock Norton swingarm, with a 200mm twin-leading-shoe Laverda drum laced to an 18in alloy rim.



“The big Fontana drum is all that is said about it,” Ken says. “It has powerful progressive braking that can be squeezed down to a howl on dry bitumen.”

After first trialling Dominator and Dresda tanks, Ken finally settled on a five-gallon Manx Norton tank sourced from England. The oil tank and tail section are his own manufacture. “I had never worked aluminium like this before but the blokes in the sheet-metal workers’ hangar at the RAAF base gave me some tips.”

Although built as a road bike, the Norvin has seen its share of track time. “In 1980 I was posted to RAAF Richmond in NSW and went out to the classic races at Amaroo Park where I met Eric Debenham. He convinced me to have a go and I ended up running in Division 1 on the same bike I rode to work during the week. So I built another Norvin which I still have, a copy of Debo’s, just for racing. The road bike is used very regularly for commuting, touring, pleasure riding, rallies and picking up pizzas and groceries. I see a lot more riding to come yet.”



The other bike in the photos is Ken’s custom 1948 Vincent HRD Rapide. “I’d had the idea of building a Black Lightning replica for the road since I built the Norvin,” he says. “Now there is a name for this style — a bobber. I remember seeing bobbers in early Easyriders magazines in the 70s.



This bike came up in early 2011. I’d been asked to assist in the repair of a crashed Vincent. Then I was asked to do the job but the owner decided to sell the bike instead. It was one of those ‘can’t afford it but I have to afford it’ moments. It was available, which for a Vincent is usually the deciding factor [in buying one].

“The exhaust system had been completely torn off so exhaust stubs and a pair of two-inch straight-through pipes were fabricated and fitted. The seat was ripped open so I made a low-profile short seat to replace it. The headlight was squashed and I replaced it with a very small one from a swap meet; going from the matte-olive drab paint on the inside it was probably ex-military. The front guard was all scrunched up and removed entirely, and the 20-inch front rim was buckled, so I laced up a 21-inch rim in its place as tyres are more readily available. The original rear guard was badly cracked and replaced with a spare half-guard I had, and the 19-inch rear wheel was taken out and an 18-inch rim I’d originally built for the Norvin put in its place. It allows a fatter profile and a wider choice of tyres.”

The bike had been fitted with Girdraulic forks from a Series C model, and Ken couldn't resist the urge to retrofit a new set of the original Series B Brampton girder forks when they were offered to him. "It was another 'can't afford it, but' moment," he says.

"The old patina'd fuel tank is another part I bought years ago at a swap meet and had sitting on the shelf. I put it on to get me around while the original tank was being painted but I've had so many favourable comments about how good it looks that it may just stay on."



The engine and transmission are stock apart from higher compression, 30mm Amal Mk1.5 Concentric carburettors and a modern alternator and battery replacing the cumbersome originals, although it still runs Lucas magneto ignition. It makes around 50hp. The original

stripped Black Lightning race bike weighed in at just 170kg and Ken's bobber wouldn't be far from that, so performance is brisk.



As for the frame, well, like all Vincents there isn't any, apart from the oil tank (hidden by the fuel tank) which doubles as an upper frame member, to which the steering head and rear monoshock are attached. The swingarm itself is a triangulated cantilever which pivots off the engine cases, and the whole set-up is not a million miles from a modern Ducati – even though the Vincent patents covering the 'frame' design date back to the 1920's. The advantage is the same: a small bike relative to its engine capacity.

Ken built the bike in six months and in the first three years of use has covered some 24,000 miles, no mean feat given the Norvin is also in regular use, along with a 1951 500cc Vincent Comet, 1949 Ariel Square Four and 1972 Bonneville. Then there is Kens' prized classic Ferarri sports car, just to round of the garage collection.

"The bobber is a totally different style and ride compared to the Norvin," he says.

He's already collecting parts to put another Rapide engine in another frame, his broad aim being something in between the two bikes featured here.





Fibreglass enclosure, twin headlights and faired-in indicators make the Velocette Vogue one of the most adventurous British designs of the sixties

You reach up to the dash panel to switch on, pulling out the petrol tap knob on the right and the rod connected to the carburettor choke that protrudes from the panelling on the left. Fold out the kickstart lever and gently prod it towards the passenger's portion of the stepped footboard. Invariably the little side-valve flat twin whirrs unobtrusively into life.

By the time the Vogue appeared, this compact water-cooled unit was a much modified version of the original 1948 design. It had grown from 150cc to almost 200cc, gaining 2bhp and a four-speed, foot-change gearbox. Plain bearings had replaced ball and roller items within the engine and the oiling system had been slightly improved. The sump capacity remained a somewhat inadequate 1¾ pints.

Eyeing those twin headlights, you might assume that the electrical system must be 12 volt. But that's not the case, for although a Lucas 12 volt set-up was introduced on the LE MkIII during 1966, when this Vogue was first registered, it featured a 6 volt Miller generator.

To prevent a constant drain on the battery at night, all the coils in this nominally 80 watt unit have been wired in parallel via a switch in the left-hand glove compartment. Flick it over and the ammeter registers a healthy charge even with lights and indicators operating. A

COMPARISONS may be odious, but the Velocette Vogue invites so many. Not just with its LE parent or Valiant sibling, but with the contemporary Ariel Leader and earlier models such as the all-weather Francis Barnett Cruiser of the 1930s. The mere sight of all that glassfibre bodywork brings a whole host of similar designs to mind.

Yes, you say to yourself, as you whirr past hedgerows at a stately 40mph, there is undoubtedly a MkIII LE engine and transmission at work down there somewhere. Or you fall to comparing the tall screen and built-in legshields with those of the Leader and conclude that both designs are equally effective.

But these mental meanderings obscure the real issue. For the Vogue is not some tasteless stew of readily available design ingredients. It has a clearly defined and engaging personality of its own.

I have always thought of the Vogue as representing what the LE should have been all along. And a day in its company strengthened that opinion. Yet 32,000 LE models were sold over a period of 23 years while between 1963 and 1968 Veloce Ltd produced a mere 381 Vogues. So any accountant would laugh such a contention to scorn.

Of course it's easy to see why the Vogue didn't sell. Instead of replacing the LE, it sold alongside the 192cc MkIII introduced in 1957. And the new model was expensive. In 1965 it cost £246 to the £235.20 of the LE — although the screen,

Fashioned for comfort

panniers, indicators and stop light were all extra — which made it over £20 more expensive than the 250cc Ariel Leader. You could buy a 200cc Tiger Cub from Triumph for less than £171.

Like the LE, with which it shares its engine, shaft drive transmission, suspension, wheels and brakes, the Vogue is middle-aged. It offers you comfort, weather protection, near silence and remarkable smoothness from a power plant capable of sustaining speeds just in excess of 50mph.

The Vogue is terribly sensible: a conveyance for those to whom comfort is all and performance a minor consideration. It could offend no-one. Unfortunately it appeared in the middle of a slump in motorcycle sales. By and large the middle-aged buy, and bought, cars. Most motorcycles are sold to younger folk on the basis of being fast, noisy, dangerous, exciting and thoroughly anti-social. Possessing none of these vicious traits, the Vogue loses out all round.

Nippon Denso coil has also replaced the troublesome Miller component on the test machine.

Despite its extra bulk, the Vogue only weighs about 20lb more than the LE. Their chassis differ markedly, with the LE's box-section sheet steel frame replaced by tubes under the high-quality GRP mouldings produced by Avon fairing manufacturers Mitchenall. Including the deeply-valanced front mudguard and bolt-on panniers, there are 10 mouldings.

The main body moulding contains a 2½ gallon fuel tank that, even at 90mpg, is a great improvement on the LE's 1⅝ gallon container. Despite the heavy shrouding of the engine unit and the radiator, access is more than adequate and can be achieved rapidly.

The fawn-coloured side panels are secured by three Dzus fasteners apiece, and everything fits well. Nothing rattles, chafes or squeaks even after 33,000 miles. Another Dzus fastener releases the seat at the rear. Underneath it you'll find the

Classic Bike

CLASSIC TEST

192cc Velocette Vogue

by Peter Watson

battery and moulded depressions for the toolroll and an inflater. Right under the nose of the saddle is a plastic plug. Remove this and you can top up the 2½ pint coolant system. Just keep pouring until water issues from the overflow pipe below.

The riding position is bolt-upright behind the screen and you sit with the heel of your boot or shoe on the raised portion of the footboard while the small ramp leading down accommodates most of the sole. It looks odd, but is remarkably comfortable despite a very firm two-tone saddle.

In standard form the screen is unbraced and the unsupported blade has a tendency to be pushed back towards the rider. The Vogue's owner, LE Owners Club president Dr Tom Greenwood, had experienced little trouble with this behaviour until recently when an articulated lorry's passage in the opposite direction broke off the screen blade where it had work-hardened around the six mounting bolts.

As he saw what was happening he braked, the screen shot forward and he then ran over it. In executing this manoeuvre while braking he and the Velocette parted company. The replacement screen, which bellies out to protect the hands quite effectively, was therefore fitted with twin bracing struts produced by another LE club member.

The Vogue is easy to manoeuvre. A lifting handle for the excellent centre stand would be appreciated, however. I felt at home at once, for the Vogue's weight is as well distributed as the LE's. It's a well balanced machine, easy to whip round in the road feet up and well suited to trickling along in heavy traffic.

The one-up-three-down gearchange is delightfully slick if you pause almost imperceptibly before pressing the lever home and the dry clutch is light and positive. There's a slight protest from the rear of the transmission as it takes up the drive in first gear and a whining on the overrun matched by a high-pitched throbbing hum from the crown wheel and pinion at 40mph.

All this is audible because the water-cooled engine is so sibilant. There's that suppressed whirr and a click of valvegear which is slightly more noticeable once you've covered 10 miles and the proper operating temperature has been reached.

Because Dr Greenwood has twice run big-ends — the wet sump lubrication system is somewhat primitive — he has recently fitted an oil pressure gauge, but there is nothing to record water temperature. A gauge was available as an extra originally.

The smoothness of the little side-valve is immediately apparent. It revs easily, with an almost turbine-like quality, but clearly produces little poke. Fourth gear is for the flat, with even slight gradients demanding a change to third. Anything remotely steep will soon see you into second and often crawling upwards in first gear.

Going downhill rapidly shows up some surprising shortcomings. The first concerns the rear suspension, which can bounce you around quite alarmingly. The front fork, with its offset axle, is smooth and well-damped. It appears to be far more softly sprung than the twin units which control the alloy pivoted fork at the rear.

At first I mistook this jarring for worn damper units, but examination revealed no leaks. On the LE — as with Hall



A smooth engine and precision steering are offset by poor brakes and bouncy rear suspension

CLASSIC TEST

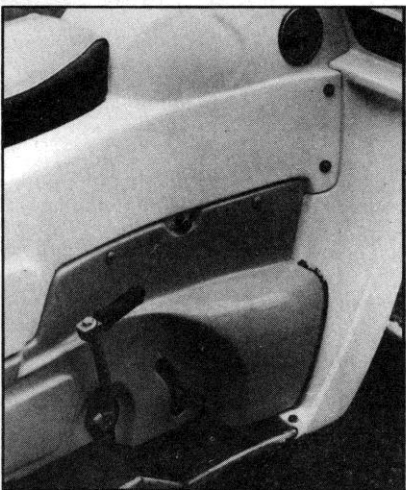
Green's singles — you can alter the top location of the shock absorber units to vary rear springing characteristics but the Vogue's dampers are fixed. Testing a 'prototype' machine in July '63, David Dixon of *Motor Cycle* remarked: 'Before these models are in the shops, it is also intended to strike a better compromise between front and rear spring rates to obviate pitching on rough surfaces.' The road to hell is paved with good intentions. On bumpy going the behaviour of the Vogue's rear end is strangely at odds with its normally placid demeanour.

When the magic 50mph is reached on the tiny Smiths magnetic speedometer as the machine whistles downhill — the only way in which I reached this speed — you begin to experiment with the 5in brakes. Eyes bulge slightly as you realise that the effect of the front brake is negligible. Both together must always be used hard in conjunction with the gearbox. Given the general lack of performance, the poor brakes make a somewhat shocking discovery.

A distinct psychological adjustment must be made when riding either an LE or a Vogue. You have to settle down to making the best of what power is available. On long inclines you just slip into third gear early, discovering that 35mph can often be maintained in this manner if the grade isn't too severe. On the level, what you must do is to ride smoothly and intelligently, keeping the revs up and the pace unvarying as you swing through bends.

'It's an absolute pet,' says Dr Greenwood of the model on which he has covered more than 30,000 miles. 'I can do a 200 mile run in a day without trouble and I aim at covering 35 miles in the hour.' For its owner, a trip to London means filling up only once, too.

Like the LE, the Vogue is a motorcycle for people who want the advantages of a car but on two wheels. You can happily ride in ordinary clothes plus a helmet and



Smooth mouldings conceal the engine and keep the rider's clothes clean. The petrol tap protrudes through a hole in the enclosure

gloves. The screen sets up no buffeting and protection from the elements is considerable. The legshields are well designed, wrapping right round the front of the comfortable footboards. Shaft drive and an enclosed and near-silent engine mean that you can forget messy mechanicals.

I had spent the morning in the Lincolnshire Wolds, near Dr Greenwood's home but growing tired of hills I headed for the flat, grain-growing prairie in the afternoon. Under the immensity of the heavens we purred gently towards a sugar-beet factory's billowing clouds of steam on the horizon, with time enough to watch flocks of birds and wonder at gigantic tractors ripping up the stubble fields.

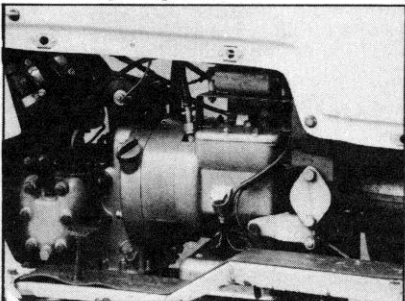
Remembering that the road from Bardney to Horncastle consists almost exclusively of one S-bend after another, I set off in search of the B1190. Adjusting my speed to 35mph, we managed to keep pretty near this on all but the sharpest curves, only touching the centre stand down once to the left. The Vogue steers with precision and you never experience that top-heavy feeling so common to modern fairing-equipped machines.

An oddity is the indicator stalk, which protrudes proudly from the dash panel. This was its original position; by 1965 the right hand end of the handlebar has been modified to carry it underneath. The first owner of this cream and fawn — or 'stone' as Veloce termed it — model obviously preferred reaching forward to knock it left or right.

By the time I'd covered 50 miles on the Vogue it had completely charmed me with its ways. Slow it might be, but it is also refined and strangely satisfying. As I tootled gently through Thimbleby and swung it over past the village church, fateful thoughts passed through my mind. 'I'm really enjoying this. Bike seems to be going rather ...'

A sharp burning sensation on the fleshy part of my right thigh cut short such happy musing. Hell's teeth! I was on fire! The Vogue was on fire! More calmly, I looked down to discover that a quantity of hot rusty water had been sprayed into my lap. The Vogue had, it transpired, blown a head gasket.

This is not an uncommon occurrence on either Vogue or LE. The first LEs had five water passages in their iron barrels,



The side-valve flat-twin LE engine tends to blow gaskets and overheat, with uncomfortable results for the rider

Specification

ENGINE

Typeside-valve flat twin
Bore x stroke50 x 49mm
Capacity192cc
Compression ratio7:1
CarburationAmal Type 363 Monobloc
Output8bhp @ 5,000rpm
Electrical80W alternator, 6v battery

TRANSMISSION

Primary drivehelical gear
Clutchmulti-plate, dry
Gearboxfour-speed

CYCLE PARTS

Frametubular
Suspension
(front)telescopic fork
(rear)swinging-arm
Wheels
(front)3.25 x 18in
(rear)3.25 x 18in
Brakes
(front)5in drum
(rear)5in drum
Wheelbase51.25in
Seat height29.5in
Ground clearance4.5in
Kerb weight320lb
Fuel capacity2.5 galls

PERFORMANCE

Top speed52mph
Fuel consumption90mpg
OWNERDr Tom Greenwood, Lincolnshire

later reduced to three, but still the amount of metal around the lower passage is insufficient to provide a really good seal with the head gasket. Dr Greenwood and his LE compatriot Raymond Robertshaw — the man responsible for those electrical mods — soon got to the heart of the problem.

Inside one of those lockable, top-loading panniers was a spare gasket carefully stored between two pieces of ply bolted together. Nuts were rapidly removed from the six 1/4in BSF studs that locate each alloy head and I had a demonstration of how easy it is to work on this side-valve engine.

When the head gasket blows, it usually results in that plastic plug I mentioned earlier being fired out of its coolant filler tube hotly pursued by a jet of scalding water. The proximity of certain organs vital to human happiness in such an event has not gone unremarked within the LE club.

In a short time I was off again, steam issuing from the boxy little silencer ahead of the rear wheel. My trousers had dried out, I'd met two helpful inhabitants of Thimbleby and learned a little more about the ways of the Little Engine. The shock of the unprovoked assault had worn off. It had been so unexpected — like being attacked by a Teasmade.

Despite its faults, the Vogue completely won my heart. I love its looks, the rear end so like a space rocket on some fair-ground ride. Its quality is undeniable and — if its lack of performance isn't allowed to irritate — the Velocette is a completely practical enjoyable tourer.

It's a Question of Numbers !

A cautionary tale for ALL classic vehicle owners

Recently there has been a lot of chatter with some of it very heated around the identification of classic vehicles, especially Vincent motorcycles. At a recent bike auction in the USA the provenance of some bikes was called into question specifically in regard to engine numbers that were claimed by some to be other than original. The immediate result of this was that some bikes that were presented did not sell and others sold way below the pre-auction price estimates.



Just imagine the negative market value impact if the engine/frame numbers on this lot were called into question

What led to this situation? Bureaucratic rigidity and red tape in the enforcement of very clear laws in Australia and New Zealand relating to the requirements to clearly identify an vehicle being presented to the authorities in order to have it registered so it can then be legally driven/ridden on public roads. Within Australia each of the 8 states and territories have their own set of 'almost' uniform regulations; New Zealand has common requirements across its country.

Surrogate Numbers: Here is the guts of the problem: If you present ANY vehicle made before the introduction of the international standard VIN (vehicle Identification Number) system for registration the laws in Australia and New Zealand demand that the engine and frame/chassis numbers MUST be clear and readable. If either or both are not then the government authorities will, as required by law, issue a new identification number (often referred to by them as a 'surrogate' number) and that new number MUST be permanently stamped onto the engine and in some cases, the frame as well. The original numbers, now said by the authorities to be illegible, may be required to be removed or obliterated. Just think what this could do to the market value of your prized 'matching' numbers bike!

The Sting in the Tail: Under Australian and also New Zealand law it is a criminal offence to tamper in any way with the engine or chassis/frame numbers –its considered re-birthing and in Australia comes with a maximum penalty of 14 (yep you read correctly – fourteen) years imprisonment and a lifelong criminal record! [Click for more info on rebirthing](#).

So do you allow your pristine and in all other respects restored matching numbered bike to be defaced and devalued by the authorities or do you risk a possible criminal conviction by 'restoring' hard to read engine and or frame numbers?

What's the 'Official' Situation?

OVR put the following question to each of the relevant authority in Australia and New Zealand.

“There is a basis of concern, especially in relation to significant classic vehicles, that ANY disfigurement of any existing engine or chassis numbers, no matter the state of those original numbers or the addition of any new numbers – sometimes I believe referred to as ‘surrogate’ numbers - would have a significant and negative impact on the value the market would place on the so affected vehicle. As a consequence I have decided to put together an article that I hope will dispel any myths and present my readers with the real facts around what they can expect from your department if and when they present a vehicle for registration inspection and the engine and or frame numbers are considered by your inspection staff to be illegible or ambiguous.

Can you please provide me with a description of how such a vehicle would be treated by your officers and what actions your officers may take – especially actions that relate to making physical alterations or additions to the vehicle? “

Replies from the Authorities:

A **New South Wales** Roads and Maritime spokesperson provided the following information:

“Compliance plates were introduced on different vehicles at different times. Compliance plates and Australian Design Rules are managed by the Department of Infrastructure and Regional Development. All Passenger vehicles and heavy vehicles must have a compliance plate fitted if built on or after 1 August 1972, while motorcycles must have a compliance plate fitted if built on or after 1 October 1976. Vehicles built before these dates do not require compliance plates.

If the chassis or engine number cannot be found when a vehicle is presented for registration, the vehicle is referred to the Roads and Maritime Services' Vehicle Identification Unit or the NSW Police so its identity can be confirmed. Surrogate numbers are only issued by Roads and Maritime when original identifiers cannot be found or have been damaged and only when the vehicle's original identity and vehicle identifiers have been confirmed.

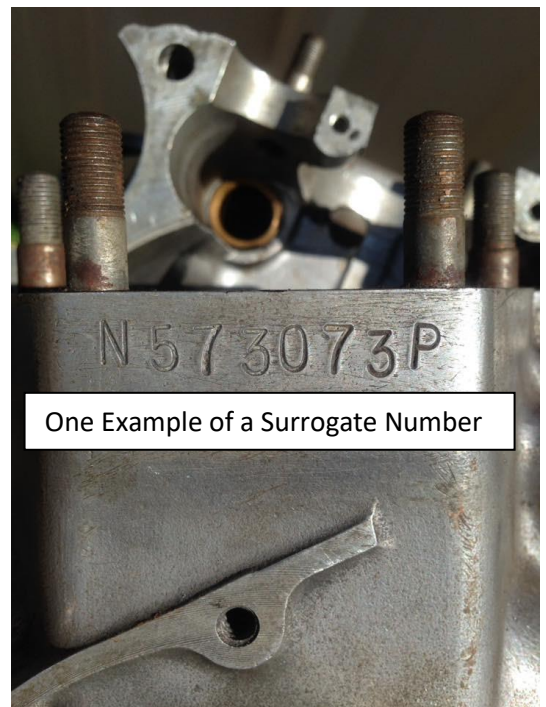
Restamping of original identifiers is illegal and is classified as vehicle rebirthing. Serious criminal charges apply.

The owner of the vehicle is under no obligation to stamp or use a surrogate engine number, but registration cannot proceed without proper identifiers, either original or issued by Roads and Maritime.”

The spokesperson for the Department of State Growth in **Tasmania** provided a more detailed reply, as follows:

“For a vehicle to be eligible for registration in Tasmania it is required to be roadworthy and comply will the relevant vehicle standards. The Tasmanian vehicle standards regulations set the minimum in service safety and environmental standards that vehicles are required to meet and are based on model legislation from the National Transport Commission to assist with national consistency.

For light vehicles manufactured prior to the implementation of the 3rd edition Australian Design Rules for Road Vehicles 61/00 the engine must have an individual engine identification number



One Example of a Surrogate Number

that is clearly stamped, embossed or permanently marked on it, and in the case of a vehicle manufactured after 1930 the number must be on the block or main component of the engine. The vehicle must also have an individual vehicle identification number that is clearly stamped, embossed or permanently marked on a substantial part of the frame or chassis. Both the individual engine and vehicle identification number must be located where they can easily be read without the use of tools.

If a vehicle doesn't comply with the minimum marking requirements set out above it will not be eligible for registration in Tasmania.

For a vehicle without the required identification number(s) the Tasmanian Registrar of Motor Vehicles may, after satisfying himself of the origins of the vehicle, provide an applicant for registration with a specific identification number to be stamped, embossed or permanently marked on the vehicle. NB. the term 'surrogate identification number' is generally used when the original number has been removed due to the vehicle having been repaired or as part of an attempt to hide the ID of the vehicle (eg rebirthing).

If the applicant meets these requirements and the vehicle meets all of the other applicable roadworthy, standards and eligibility requirements the vehicle will be able to be registered.

While there are provisions to grant conditional exemptions from the standards, these provisions are exclusively used under exceptional circumstances to address ONLY safety related matters and are not used to address cosmetics concerns of registered operators.

The information provided above relates to the requirements of the Tasmanian Vehicle and Traffic Act 1999 including the Vehicle and Traffic (Vehicle Standards) Regulations 2014, the Vehicle and Traffic (Driver Licensing and Vehicle Registration) Regulations 2010 and the Vehicle and Traffic (Review of Decisions) Regulations 2010 made under the Act."

The **Victorian** situation is much the same. This is what the Director Registration and Licensing Practice with VicRoads said:

"VicRoads has a responsibility under Regulation 1 of the requirements of the Road Safety (Vehicles) Regulations 2009 to maintain a register of vehicles, ensure that motor vehicles and trailers are appropriately registered in line with the standards for registration, and to record the identification details of registered vehicles and trailers with the names and addresses of the persons responsible for them.

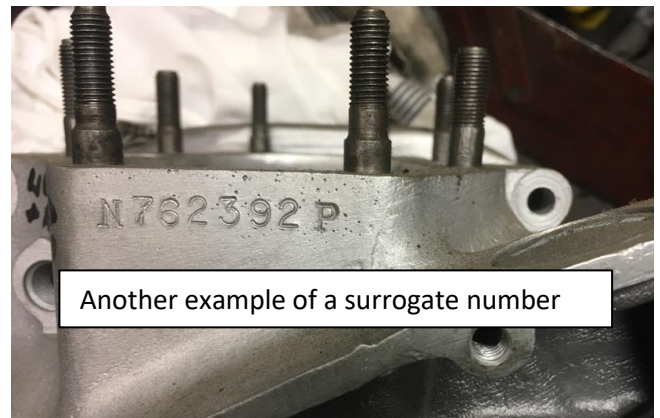
Under Regulation 18, VicRoads also requires vehicles that are presented for registration, whether new or second hand and regardless of a vehicle's age, to be stamped with appropriate engine and chassis numbers so the identity of the vehicle can be confirmed. If a vehicle or engine number on a vehicle appears to have been altered, defaced, removed, substituted or tampered with, VicRoads may require the person seeking registration of the vehicle to provide supplementary documentation or evidence or in some cases, require that the vehicle be submitted for forensic testing.

If VicRoads is not satisfied that the true identity of the vehicle has been established, registration of the vehicle may be rejected and if fraudulent activity is suspected, the matter may be referred to Victoria Police for further investigation. If the identity is established the person applying for registration may be required to, under Regulation 16, stamp a new identification number (surrogate) specified by VicRoads onto the vehicle chassis or engine.

It should also be noted that Regulation 18 also makes it an offence for a person to alter, deface, remove, substitute or tamper with a vehicle identification number, including engine numbers."

The **West Australia** position is broadly in line with all other Australian states. The West Australian Office of Director General; Department of Transport provided the following information to OVR:

“The Department of Transport (DoT) advises that all vehicles must comply with the West Australian Road Traffic (Vehicles) Regulations 2014, specifically Part 10 Division 6 Regulation 274 (4) which requires a vehicle identification number (VIN) to be licensed. Prior to being licensed the vehicle must be examined by a DoT Authorised Vehicle Examiner (AVE). In the first instance vehicle examiners will look for a number on the vehicle’s frame stamped by the vehicle’s manufacturer. On early, historic or special vehicles where there is no manufacturer’s numbers stamped on the frame, a surrogate VIN must be issued to the vehicle.



Illegible Engine numbers or frame numbers also require a surrogate VIN to be issued to a vehicle. To comply with the regulations, a surrogate identification number must be an individual number and be clearly stamped, embossed or otherwise permanently marked on a substantial part of the vehicles frame or chassis. A surrogate identification number may also be stamped on a plate; the plate must be permanently attached to the vehicle. To comply with the regulations in WA the vehicle must have an identification number or the vehicle cannot be licensed.

The exact legislative reference is provided for owners and members of historic/vintage club vehicles below;

Road Traffic (Vehicles) Regulations 2014: Part 10 Division 6 — Vehicle marking R 274

- (1) In this regulation —number includes letter.*
- (2) A motor vehicle must have an individual engine identification number clearly stamped, embossed or otherwise permanently marked on it.*
- (3) A motor vehicle built after 1930 must have the engine identification number on its engine block or the main component of its engine.*
- (4) A vehicle must have an individual vehicle identification number clearly stamped, embossed or otherwise permanently marked on a substantial part of its frame or chassis.*
- (5) A VIN or engine identification number must be located where a person can read it easily without having to use tools to remove a part of the vehicle that would otherwise obstruct the person’s view.”*

In **Queensland** the rules are the same as the other Australian states. When OVR asked the Queensland authorities about the use of supporting documentation to help identify difficult numbers – this was the reply from a Transport and Main Roads spokesperson. *“Unfortunately, vehicles with damaged, erased, altered or missing identifiers must be stamped with a surrogate identifier, regardless of any evidence presented. While we acknowledge that this can be an inconvenience to vehicle owners, there is no way of confirming that supporting documentation correlate with the vehicle being presented. There is a high degree of trust in the existing vehicle identification system and any weakening of these processes increases the risk of vehicle-related crime, for example rebirthing of stolen vehicles.”*

In **New Zealand** the rules are somewhat tougher than those in Australia. The media manager of the New Zealand Transport Agency provided the following detailed reply, which at first seems more reasonable than the Australian position but has a sting in the closing paragraph:

“The NZ Transport Agency understands there is some confusion at times around evidence of history and ownership, as well as ID numbers. The paperwork needs to match the vehicle and although there is no one size fits all solution, our advice is for owners to tell us as much as they know about the vehicle and provide documentation. Especially when dealing with high-value vehicles, it’s critical that we are able to fill the gaps and get it right. To register a vehicle the inspector checks its identity by the chassis or frame number and then matches that to the history, previous registration and ownership documentation. Where there is insufficient evidence the case is referred to the Transport Agency.

We need to make evidence-based decisions and owners can help by telling us everything they know about the vehicle. Wherever possible this includes but is not limited to:

- *What the chassis, frame and engine numbers looked like, meant and where they were affixed, usually from manuals or other publications – where vehicles did not have identifiers affixed by the manufacturer, provide evidence of this rather than try and affix something, because any tampered IDs will also need to be explained*
- *Receipts for insurance, repairs, periodic in-service inspections (Warrants of Fitness [WoFs]) etc*
- *Manufacturers’, importers’ or dealers’ records that show the vehicle was originally imported or manufactured*
- *If imported, the country the vehicle was imported from.*

When providing information, the emphasis should always be on documentation. Owners could contact a relevant vintage/classic car/motorcycle club to see if support is available for accessing records or information (for example the Vintage Car Club in New Zealand, www.vcc.org.nz). For valuable vehicles like Vincent motorcycles, we would expect detailed provenance to be available.

Any bike or car going through the registration process, or registered vehicles with no or an unreadable frame/chassis number, is required to have a 17 digit ISO VIN attached. This is a legal requirement and as such a ISO VIN will need to be attached. Guidance on placement is provided in the legislation but consultation with the owner may be necessary to determine the most suitable location in some instances.”

So – What to do?

It is illegal within Australia and NZ (and I suspect almost world-wide) to alter any existing numbers in ANY way, such as over-stamping and it's equally illegal to completely remove the existing number and then restamp the original numbers so that they are easy to read or for any other less noble reason.

Got a set of metal numbering stamps like these in your toolkit? Get smart and throw them away before they get you into more trouble than the Great Train Robbers!

If the numbers on your bike are difficult to read you may do anything you wish to make them clearer through restoration work such as the careful removal of excess paint, dirt etc. but put one mark on the numbers themselves, even the tiniest scratch and it could be considered an illegal re-number or re-stamping with serious consequences. It's a very personal choice and no matter which way you choose you need to be very very careful.



So before you present your treasured classic bike to the authorities for road registration, do all the restoration work you legally can to make those numbers clear and of course, take along all of the evidence you have that supports what the numbers should be – such as bills of sale, fitness certificates, copies of factory records and such like.

BUT! All of this only applies if you want to get your bike registered so you can legally ride it on public roads. So those garage queens and museum bikes are not affected – at least till they are offered up for sale!



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>.

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

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

François Grosset, France: Electric starter for Vincent twin, electronic ignitions for single and twin, complete unit to replace magneto; or any ignition system, includes the drive gear. For more info email pontricoul@gmail.com

VMS, Holland: 2x2 leading shoe brake kits for Vincents; a high quality 30mm wide four leading shoe system. For more info email to vspeet@vsmmetaal.nl

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 :

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

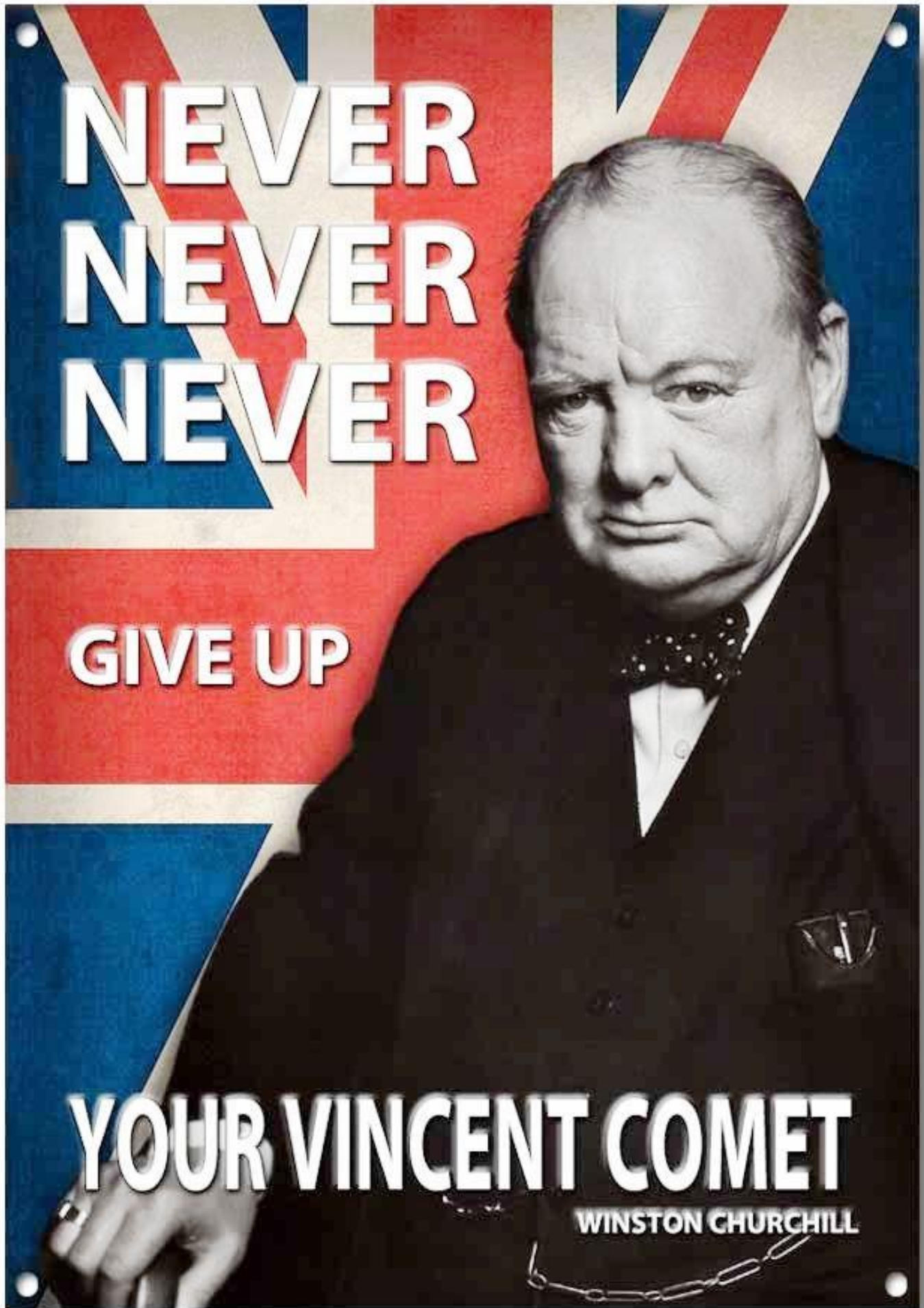
Ringwood Speedometer Service, Australia: Experts in the repair and restoration of all motorcycle, automotive and marine instruments. Smiths cronometric specialists. Telephone (03) 9874 2260

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



Even if the market price is now heading past A\$45,000!