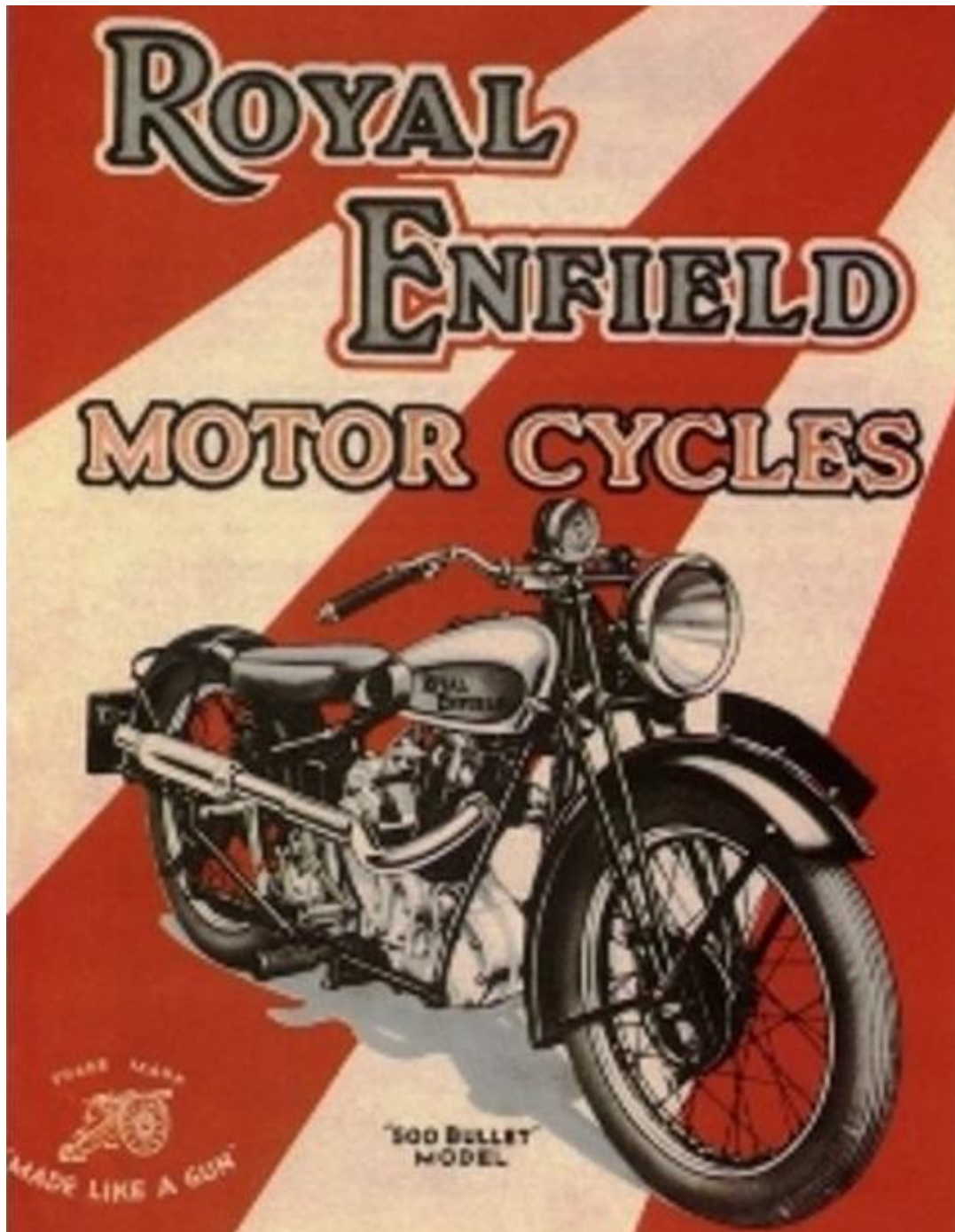




# The Oz Vincent Review

*Edition #49, April 2018*

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



**Disclaimer:** The editor does not necessarily agree with or endorse any of the opinions expressed in, nor the accuracy of content, in published articles or endorse products or services no matter how or where mentioned; likewise hints, tips or modifications must be confirmed with a competent party before implementation.

# Welcome

Welcome to the latest edition of The Oz Vincent Review. This month we take a cheeky look at one of the oldest marques still in production – Royal Enfield. There is not much more for as you read this your editor is in the wilds of Rajasthan, India hoping to come across a Barn Find, an abandoned relic of the British Raj. Long time OVR readers may recall that a like search in Sri Lanka some years back, was fruitless.

For those with Vincent oil in their veins we also present the commencement of the serialisation of the Series “A” Owner’s manual.

If you have received this copy of OVR indirectly from another reader you can easily have your very own future editions delivered directly to your personal email inbox; simply [click on this link](#) to register for your free subscription.

Remember, to access the complete OVR archive *from any device*, simply go to <https://goo.gl/jZkiFb>



Melbourne, Australia.  
Email: [OVR@optusnet.com.au](mailto:OVR@optusnet.com.au)

---

## Letters To The Editor

Hi Martyn.

Always glad to see OVR, however as I get into reading the letters I see the one from Holger Lubotzki in which he states “Secondly, the camshafts are lubricated by the oil scavenge pump”.

However it’s my understanding that the camshafts oil feeds are through the timing cover and on the pressure side of the pump and that it is the rocker feeds that are on the scavenge/return line of the system. Having just finished buttoning up a major overhaul on an original unrestored bike, all the oiling is fresh in my mind.

Cheers, Robert, USA

*Hi Robert, Yes the spindles are lubricated by the oil on the pressure side and there is assumed to be some oil making its way through tiny drillings onto the face of the cams but I suspect that the bulk of the oiling of the cam and cam follower faces comes from mist inside the timing case and oil running down the pushrod tubes – and that comes from the scavenge pump. Editor*

-----  
Hi Martyn,

I have a booklet I'd be happy to scan for you; it's the "Vincent HRD Instruction Book for 1935 and Series "A" model including the Rapide". You may already have a copy.

Regards, Lou, Australia

*What an offer – the first serialised instalment of this document is in this edition of OVR. Ed.*

-----

Hi Martyn

There was a brief mention of Tom Arter in your last edition. I worked for Tom and Arter Bros. in the late 1950,s early 60,s at their works between Canterbury and Folkestone, in Kent UK. There are many stories I could tell about working there, but I'll tell you of just two.

Working for Arters, I was obviously a motorcyclist (although their principal business and biggest earner was agricultural machinery, sales and repairs), and an aspiring trials rider. There were two barriers to this, one was I had very little talent as a trials rider and the second was I did not have a trials bike! My very limited finances ran to a new Francis Barnett Falcon 199cc Bought from Arters on HP. This was one of the first Fanny B's to have the AMC engine (actually I seem to remember a Minarelli) rather than the dead reliable Villiers engine. My Falcon had it's problems one of which was not very reliable electrics.

My route home (of about 15miles) included a longish downhill run with a sweeping right hander at the bottom then up hill. On the outside of the right hander at the bottom was an iron railing fence, and a drop of about 6feet into a field. Get up max speed on the downhill flat out round the right hander, ready for the uphill. No problem, flat out on the FB was only about 65/70. On this particular evening, around 9.00pm I howled off down the hill, in the dark, whereupon at the sweeping right hander, all my lights went out! Oh s==t!



Knowing the iron railings on my left, and being completely blinded, I got off, and slid along the road about 10 feet behind my bike. I lay in the road a moment, checking if I was still alive and in onepiece, when a car came the opposite hill in my direction. His lights picked out my bike on its side, and he carefully drove round it. His lights then illuminated me, still lying in the road, He carefully drove round me and went on his way! Thanks Mate, at least he didn't run over me or the bike! I rode the battered unlit bike back to Arters where Tom loaned me a rigid 350 Matchless trials bike, with lights to get home.



My second story, is much more simple.. After many years riding in any old gear that would be even slightly waterproof or warm., I managed to save up for a Belstaff Trialmaster wax cotton suit, which I bought from Arters. I think Tom gave me about ten bob (50p) discount on it. I was wearing my comparatively new Trialmaster when I slid up the road with my Fanny B, and it did not do it much good. It did however give me more protection than I would have imagined. I sent the Suit to Belstaffs for repair, and they did a good job of patching etc. and even reproofed it for me. Best of all they made no charge for the job. Many thanks Belstaff! I still have this excellent suit 59 years later, it has been trialled worn to an Elephant Rally, at 20 degrees C below, and although not worn much now I will never part with it.

One, but only one of the reasons I was permanently broke when at Arters, was that I was saving up to get married, which I did whilst working there. I believe Tom Arter contributed to our wedding present. Other Arter Bros. adventures may follow!!

Cheers Martyn, Keep up the good work.

Regards Colin Manning UK

-----  
*Arter's today is under the dark cloud of Property Developers and may have already closed! The Kent farm machinery dealership Arter Bros, which has served the county's farmers for more than 130 years, is seeking potential purchasers from all corners of the country and beyond for its parts stocks and workshop tools/equipment, as the firm's directors complete the closure of their business after a protracted four-year planning process for the redevelopment of their premises. Editor.*



## “Just for the Heck of It!”



I DID it just for the heck of it!" With this succinct I reply, a petite Australian brunette answered a journalist of the day who wanted to know what prompted her to undertake one of the most arduous and dangerous long-distance rides in the history of motorcycling.

This courageous, 5-ft.- 5-in. girl is Miss Winifred Wells, 22-year-old daughter of a furniture manufacturer in Shenton Park, Western Australia, and the journey which she accomplished over Christmas in 1950/51, a

solo ride from Perth to Sydney and back-5,500 miles—in 21 days and was acclaimed at the time as one of the greatest feats in the annals of Australian motorcycling. The prodigious distance covered, and the short time taken, will impress motorcyclists everywhere, but only those who have had first-hand experience of the exacting conditions prevailing over much of Miss Wells's route will be able fully to appreciate the true merit of this remarkable display of pluck and determination.

To brave, *alone*, the barren, sandy, waterless wastes of the Nullarbor Plains, a sparsely inhabited desert over 1,000 miles wide, is an undertaking that, in itself, would tax the huskiest male and, having done it once, few would care to repeat the dose; yet Winifred Wells made the crossing twice in three weeks.

Her journey began list Boxing Day 1950, when she set out from Perth at noon having loaded her privately owned 350 c.c. Royal Enfield "Bullet" with provisions and spare clothing in two pannier bags, a carrier-borne suitcase and a knapsack. In her pocket were £25 which was all that she had 'allowed herself for the three 'weeks' holiday she was taking from her job in her father's factory. For the journey she wore, riding boots, fawn breeches, a- blue sweater, leather jacket and an old tweed cap. It being high summer in Australia, there was no need for waterproofs—on the contrary, most of the journey was done under conditions of scorching heat.

Her first day's run took her, to the small town of Southern Cross and on the following morning she began the most gruelling part of her itinerary, the crossing of the barren Nullarbor Plains. The township of Norseman was reached safely on the evening of the 27th, but the following night found her out in the blue with human habitation nowhere nearer than at least a hundred miles. She had intended to reach Eucla, but a skid on some loose gravel 27 miles outside Coolgardie had shaken her somewhat and she did not feel fit enough to press on. "So," she explained later, "I used my bike, groundsheet and blanket to rig a shelter in the bush. It was the loneliest hole you ever saw, but I wasn't scared."

On New Year's Day, she rode into Adelaide to be given a great welcome by motorcycling enthusiasts there, led by the Royal Enfield distributor Mr. George Bolton, and his subsequent letter to Redditch well describes the next stage of the trek on to Sydney and, after only one day's rest, back again to Adelaide.

### MISS WELLS'S ITINERARY

1950

December 26 : Left Perth at noon, spent night at Southern Cross.  
December 27 : Reached Norseman.  
December 28 : Rode 298 miles and camped in bush.  
December 29 : Reached Eucla.  
December 30 : Reached Ceduna.  
December 31 : Reached Port Augusta.

1951

January 1 : Reached Adelaide 1.30 p.m. Departed for Melbourne same afternoon.  
January 2 : Reached Melbourne.  
January 3 : Rested.  
January 4 : Left for Sydney.  
January 5 : Reached Sydney.  
January 6 : Rested.  
January 7 : Left Sydney.  
January 8 : Arrived Melbourne 8 a.m.  
January 9 : Rested.  
January 10 : Left Melbourne, 7 a.m., arrived Adelaide 7 p.m.  
January 11 : Left Adelaide 1.30 p.m. for Port Augusta.  
January 12 : Reached Ceduna.  
January 13 : Reached Eucla.  
January 14 : Reached Norseman.  
January 15 : Reached Southern Cross.  
January 16 : Reached Perth 1 p.m.

"After having covered 1,731 miles across arduous desert country in blazing heat, Miss Wells left Adelaide at 5 p.m. for Melbourne and thence on to Sydney, where, she arrived at 6.15 p.m. on January 5. She spent a day there seeing the sights and began the return trip on January 7, leaving at 9.30 a.m. and arriving back in Adelaide on January 10, having had a day's rest in Melbourne. She covered the distance from Melbourne to Adelaide, 462 miles, between 6.30 a.m. and 7.20 p.m. She left us at 3 p.m. on the 11th, carrying our best wishes and prayers that she would get through safely and achieve her desire to complete the journey within 21 days. Our hopes are high that this gallant little soul will win out. When she left Adelaide the temperature was 104.9 degrees F and, as she travelled north, so the thermometer rose, but she succeeded in reaching Port Augusta by 8 p.m., having covered 204 miles.

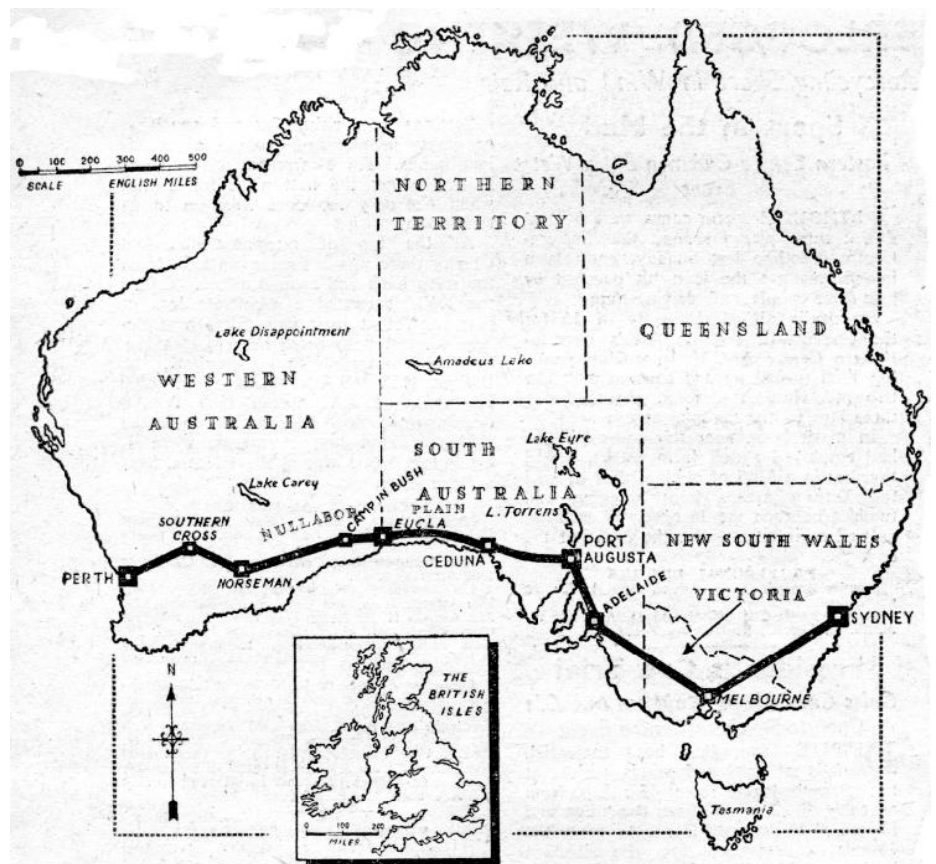
"On January 12, we received a telegram stating that she had left Port Augusta at 6 a.m. and had arrived safely at Ceduna, a distance of 323 miles due west, at 4 p.m. We await news of further progress."

The roads through which she is now travelling are merely unsealed bush tracks through waterless, sandy wasteland and her very life depends upon her machine.

"I have taken the precaution of phoning the, police at Port- Augusta asking them to advise other police along this lonely, track to look out for her in case of emergencies.

"Winifred is a very gallant little lady of a most retiring and calm disposition. She takes everything in her stride and is putting up an endurance record never before accomplished by a girl rider in Australia, and one that few males would care to attempt."

*The route across Australia traced by Miss Wells, covering an enormous mileage in a remarkably short space of time. Inset is shown the British Isles to, give an impression of the comparative distances.*



A few days after the receipt of Mr. Bolton's letter, the Royal Enfield factory heard from their Australian representative, Mr.

M. L. B. Clarkson, of that this great ride had, in fact, been completed on schedule. He forwarded to Redditch a copy of a telegram he had received, on January 16, from Carlyle and Co., Ltd., the Perth dealers from whom Miss Wells had bought her machine. It reads

"Winifred Wells arrived back in Perth 1 p.m. to-day. Congratulated by Lord Mayor on completing meritorious ride, coast to coast and back, in 21 days. She is fit and well. Royal Enfield Bullet' came through without missing a beat, engine running like a watch ... Carlyle."

*Thanks to the generosity of Lou from Australia, OVR is able to bring to you in a serialised form, a reproduction of the Vincent H.R.D. Instruction Book for the Series A.*

*This is the first instalment – more to follow in subsequent OVR editions.*

VINCENT  
“H.R.D.”  
Instruction Book  
for 1935 and  
Series “A” Models  
including  
The “Rapide” Series “A”

Price 5/9

Postage 3d.

---

THE VINCENT “H.R.D.” COMPANY Ltd.  
STEVENAGE, HERTS.

Telephone : Stevenage 375.

Telegrams : Stevenage 375.

## THE ENGINE.

The general design and construction of the Vincent H.R.D. semi-o.h. camshaft engine is the same for 1935-36-37-38 and 39 models and is of such massive proportion, and so well protected from abrasive road matter, that it will run for long periods with little attention. There are, however, several parts which require periodic attention if good results and long life are to be attained, and we give a list of the routine adjustments together with the method of carrying them out.

### ROUTINE ADJUSTMENTS TO BE CARRIED OUT AT REGULAR INTERVALS.

1. The most important maintenance job on the engine is the adjustment of the valve operating mechanism. The setting of the push rod clearances should be checked at intervals of 300 miles for the first 900 miles, and thereafter, at intervals of 2,000 miles.

The correct setting is with the push rods just free to rotate easily but no perceptible up and down play. This should be checked when the opposite valve to that being tested is at full lift.

To obtain access to the push rods, remove the nuts that hold the upper push rod tube plates to the cylinder head, and in the case of 1936-37 models slacken about one turn the nuts securing the lower push rod tube plate (these are NOT fitted to 1935 models).

If the tube will not slide down freely, leverage can be obtained by holding the top tube plate close up to the ends of its securing studs and then tilting it until it jamps against the tube. Then, whilst supporting the upper end lightly with one finger, lever strongly downwards with a screwdriver or other suitable instrument between the opposite end of the plate and the bottom of the rocker box. The harder you press down on the plate, the tighter it will lock itself to the tube and thus will slide the tube down with it.

Three tappet spanners are provided, two large and one small. The larger ones will be found to fit the push rod tube securing nuts, the push rod cup and its lock nut; the small one fits the flat on the push rod to prevent it turning. Adjustment is carried out in the usual way, by releasing the lock nut and screwing the cup up or down the rod as required, be sure to check the clearances with the lock nut locked tight against the cup.

When refitting the push rod tube, make sure that the top flange does not foul the recess in the rocker box, otherwise oil leaks may result.

### 2. Lubrication.

It is a very wise precaution to check the lubrication system at various points to make sure that oil is reaching every part of the engine. This should be done about once every 1,000 miles and regular attention to this point may easily save repair bills.

With the engine running at an easy speed, loosen the top unions of the rocker feed pipes and make certain that oil issues from the pipes. If oil is not present proceed as described in paragraphs 13 and 14 of the lubrication section. Then remove the banjo nut securing the rear cylinder feed pipe to the drive side of the crank case. Oil should issue from this pipe at 15-20 drops per minute at about 1,000 r.p.m. Finally check the oil delivery quill in the timing side main shaft. The method of removing this is described in the oil pump section.

It is essential to carry out the above tests when the engine and oil are warm from a run.

3. Sometimes the valve lock-washers tend to work loose, and it is advisable to glance at these at regular intervals—certainly once every 500 miles. Provided the lock plate screws cannot be moved by hand, they need not be touched, but as soon as perceptible slack occurs in either screw they very soon work loose and drop off. It is, therefore, advisable to fit new bolts and rivet same over as soon as possible after detecting any slackness as, once the lock plate drops off, there is nothing to prevent the valve spring collar from unscrewing and dropping the valve into the cylinder.

4. It is advisable to make certain, from time to time, that there is clearance on the exhaust lifter and that it is not tending to hold the exhaust valve open. This applies particularly when the cable is adjusted.

5. Should the coils of the hairpin valve spring tend to become rusty, drop a little oil on them at intervals.

6. Do not forget that at least 50 per cent. of the troubles that appear to be due to the engine are actually caused by the magneto or carburettor becoming out of adjustment. It is, therefore, very important to pay a fair amount of attention to these important accessories. Full instruction for carrying out all adjustments to them are given in the respective makers' handbooks.

### OVERHAULING THE ENGINE.

After a new machine has covered about 1,000 miles, it is advisable to dismantle the engine and make sure everything is in good order. It is almost certain to require decarbonising, because an engine carbons up much quicker when being run on small throttle openings and when new rings are run in with a new barrel. If the following procedure is followed, it will be found remarkably easy to dismantle and work on the engine.

- (a) Remove petrol pipes and tank bolts. The tank can now be lifted off without draining. Always do this first, as it makes the machine much more accessible to work on.
- (b) Loosen carburettor clip and slip it off the stub. It can be supported on the top tube and need not be detached from its cables.
- (c) Remove the exhaust pipe and silencer by loosening the screw in the finned clip, detaching the bolt through the front engine plate and removing the bolt that secures the silencer clip to its bracket.
- (d) Lower push rod tubes as described in paragraph 1 above and remove rocker oil pipes, sparking plug, rocker box, breather pipe and exhaust lifter wire.



- (e) Gradually loosen cylinder-head nuts. Do not loosen each one right off at once: slacken one about one-sixth of a turn and then treat another on the opposite side of the head similarly and so on until all have been slightly loosened. Then loosen each one in turn another half turn. The nuts can now be removed, those on the timing side and the centre one on the plug side being lifted right off.

It may be found necessary to lift the head slightly before the nut by the inlet port and the one between the fins by the exhaust port can be removed.

- (f) The head can now be removed, but before the barrel is taken off the top crankcase bolt in front and the two top bolts at the rear of the crankcase must be slackened off.

The piston should be placed at bottom dead centre before lifting the barrel. Sometimes a little difficulty may be experienced, due to the barrel sticking to the crankcase. To free it leverage may be applied between the crankcase and the short fin on the base flange; at the same time covering the fins with a rag and giving a sharp upward blow. Before removing the piston, or if scraping carbon off *in situ*, place a rag over the crankcase to prevent anything from falling inside. To remove piston, detach the circlip on the drive side by means of a sharp pointed instrument such as a scriber, or a sharpened spoke, utilising the slot cut in the piston. The gudgeon pin can then be pushed out. If it is tight to remove, the piston can be warmed up by wrapping a cloth, which has been dipped in boiling water around it. Be careful not to damage the piston through rubbing against the cylinder studs.

The piston rings having been removed, the slots can be cleaned out by using a piece of broken ring as a scraper, but care must be taken not to enlarge them. Any bright spots on the piston skirt should be eased off with a very smooth file (not emery cloth) and the carbon removed from the crown inside of the piston. If worn, the piston rings should be renewed and the correct gap is .015", except for racing, when it should be .020-50". The gap should be checked with the ring inside the barrel on the actual part traversed by the rings.

After removing all carbon deposit from the head and piston, the cylinder head should be ground on to the barrel in all cases where a gasket is not fitted. This is done by smearing fine grinding paste on the raised spigot on the barrel and coarse grinding paste on the broad face, oscillating in the usual manner. Then carefully wash off all traces of paste with paraffin or petrol and similarly wash the piston carefully and fit the rings. Wipe the cylinder bore carefully with a clean rag and smear it with fresh engine oil immediately before re-assembly.

If the engine has covered only 1,000 miles, the valves are unlikely to require grinding in, but it is advisable, whilst the head is off, to remove the rocker pins and make certain that the oilways are clear.

The engine is now ready to re-assemble, and if the dismantling process is reversed no trouble should be experienced.

Remember to smear all moving parts liberally with oil before erecting.

## FITTING NEW VALVE GUIDES AND GRINDING-IN VALVES.

After the engine has been decarbonised the first time, it should run for many thousands of miles before requiring other than the routine attention described at the beginning of this chapter. It is a mistake to decarbonise the engine if the power output is maintained, compression and starting are good, and it runs cool without any undue tendency to "pink." As long as the engine is running well, it is best to leave well alone as the special design of the valve gear and the sturdy construction enable very large mileages to be covered without dismantling. When, however, the compression ultimately shows signs of failing, or the engine runs hot or sluggishly, repeat the decarbonising process as set out above—with the addition of grinding-in the valves. After removal of the cylinder head, proceed as follows.

Remove lock-washer screws, lay the head flat on the bench, normal way up, with a small object in the sphere which just supports the heads of the valves to prevent them opening, and remove the springs one at a time. The springs can best be removed by pressing down on them with a flat rough-surfaced object—such as a flat file—until they clear the slot in the cap, and working them outwards. This is simplified if assistance is available to tap them out, with a light hammer, whilst they are held down. It may be found necessary to free the springs in the slot by first levering with a screwdriver as they sometimes become wedged in position.

A simple tool for spring removal can easily be made by bending a piece of round steel bar about  $\frac{3}{8}$ " diameter into a U shape, the two straight arms being parallel and about 2" apart. If one arm is slipped through the coil of the spring practically right up to the bend, and the other swivelled round to bear on the top arm of the spring, a tommy-bar can be used on the two arms of the U bend to compress the spring.

After the springs have been taken out, the spring caps can be unscrewed by holding the valve with a spanner on the square end and turning the valve cap with another spanner on the flat underneath it. Now remove the four screws holding on the rocker cover, and the cover complete with top valve guide, and the valve will drop out. The rocker can now be withdrawn and the lower valve guide replaced in the normal manner if sufficiently worn to warrant a new one.

After removal of the springs, the valve seats can be inspected and, if only slightly pitted, can be ground in without taking out the valves or rocker covers, by smearing a little grinding paste on the seats and turning the valves in the usual manner by means of the top spring cap. If this method of grinding-in is used, great care must be taken to ensure that all paste is washed away when the job is finished and that, in washing it off, none is allowed to run up the valve guides.

To grind in valves, smear the seats with paste and insert the valve in the lower guide. Slip the top guide and rocker cover into position and push the valve sleeve over the projecting stem of the valve upside down. The sleeve will now hold the valve true to the upper guide, and the small projecting part of the valve stem can be gripped by a tap holder of valve grinding tool for rotating in the usual manner. After carefully washing away all traces of

paste, and properly cleaning the rocker cover joints, the valve gear can be re-assembled by first inserting valve in lower guide, then slipping the valve sleeve down against the split collets so as to hold them firmly in position, and holding them thus by screwing the valve cap on finger tight.

Now fit rocker, making sure that any spacing washers are put back in the correct positions so that the rocker lines up with the valve. When fitting the rocker pin, make sure all traces of old jointing cement are removed from the face its head comes up against, and smear a little cement under the head. Next smear a little jointing cement on the rocker cover and top valve guide seating and, carefully supporting the valve and sleeve so that the collets do not fall out of position, remove the spring cap so that the rocker cover and top valve guide can be slipped into position.

Securing the rocker cover loosely with two screws, screw back the valve spring cap and tighten same hard up. Then—acting quickly, so that the cement does not set if a quick-drying type is used—fit the other two rocker cover screws and screw down all four screws until they just “bite.” Now, turning the valve till the spring cap lies correctly for mounting the springs, move it up and down the guides to see if it is perfectly free. If it is free, the screws must be carefully tightened right down and the valve again checked for freedom of movement. If, however, the valve binds, try turning it through a half turn. If it still remains stiff, try the effect of tapping the rocker cover slightly in order to bring the top valve guide into line with the lower, as slight play is allowed in its spigot. If the valve is quite free in one place and very stiff in other positions, it indicates that the split collets are probably not inserted quite true and are causing the valve stem to distort as the spring cap is tightened up. If loosening the spring cap slightly, spinning the sleeve on the valve stem and then re-tightening the cap does not cure the trouble, the assembly must be dismantled and checked over; otherwise, the valve may not seat correctly and, if very stiff, the valve will probably seize in the guide.

As soon as the valve moves freely in its guide and the rocker cover screws are tight, the springs may be fitted and the valve lock-washers. The latter require careful fitting, otherwise trouble may ensue.

#### **FITTING VALVE SPRING CAP LOCK-WASHERS.**

First make sure that the washer can lie quite flat on the spring cap. Sometimes a small portion of the round threaded section of the valve stem projects through the cap and forms a shoulder on which the washer rides. In this case, it should be carefully filed away flush.

Having selected the most suitable holes for the lock bolts to pass through the washer, it is advisable to cut or file away some of the washer to reduce its weight, but on no account must it be made too weak, otherwise it will break. Nowhere should the thickness of the washer be reduced below the distance between the centre hole and the nearest edge of the ring of outer holes.

Now drop the washer into position, making sure that it is quite flat, and insert the lock bolts from underneath the cap. Screw down the nuts till they are quite tight, but remember it is fairly easy to strip these small threads.

# Everybody's a Mechanic – Not!

These days it's anybody that knows the difference between a ECU and a ESL or even a EIL but when it comes to the crunch is that important? Seriously? No it isn't. In the last decade I've trained General Steam, Light Engine, marine, and Power Equipment mechanics and even a few Heavy Vehicle mechanics to round it out, some quite good and some were "oxygen thieves" if you know what I mean.

Back in my day (as my father used to say to me) when I was trained things were quite different, you did a fitting and turning class and then Auto Electrical, not counting welding and diesel, with suspension, fuel systems and Transmissions both manual and auto chunked in as well as practical learning and theory, these days all of the above is virtually redundant as the government decided years ago a modular system was the American way and a multi-trained tradesman was not needed, these separate courses were to be done by individuals trained fully in that area of their expertise. So the government never making mistakes have given us over the last 40 years a group of semi-skilled tradesman who can only do some jobs very well and most jobs hopelessly bad, I can't blame the individuals for that and it's sad when we import workers to do trades that we no longer are trained in. Many a time I have to "battle" with YouTube certified technicians who are chicken sexers working at Ingham's poultry farms by day and keyboard warriors at night that have one model and know everything about all models without prompting, for those people a little knowledge is a dangerous thing!



So what is a good mechanic, easy; a good mechanic can fix almost anything mechanical, ie a dishwasher, washing machine, 2 stroke either diesel or petrol, carby repair, vacuum wiper motor, horn, voltage regulator adjustment, speedo repair, front suspension repair either car, motorcycles, or trucks, differential, manual or automatic transmission repairs or adjustment, rewiring, use a lathe or mill, electric gate repair, fridge repairs, mower, outboard motor repairs, fix a radio or a air conditioner, seat upholstery, repair fuel tanks, to name a few things and be able to weld all metals that's a minimum. This type of mechanic is a dying race the guy you need when your vehicle is broken down at the "back of Bourke" who doesn't ask to see a computer but looks at how it can be fixed with the bare necessities of tools or equipment.

My ex boss was such a bloke in the maintenance crews at Tobruk working on troop carrying trucks in Libya at 45-50C in the desert with German Stuka's strafing them while bullets and mortars were going off all round him, all the while nonchalantly asking, "where that ½" ring spanner was", that's the type of mechanic that we need now not guys that are thinking of more body art and piercings, and wearing baseball caps back the front or trendy overalls and have sold their soul to the Snap-On (Snap-Off)agent.

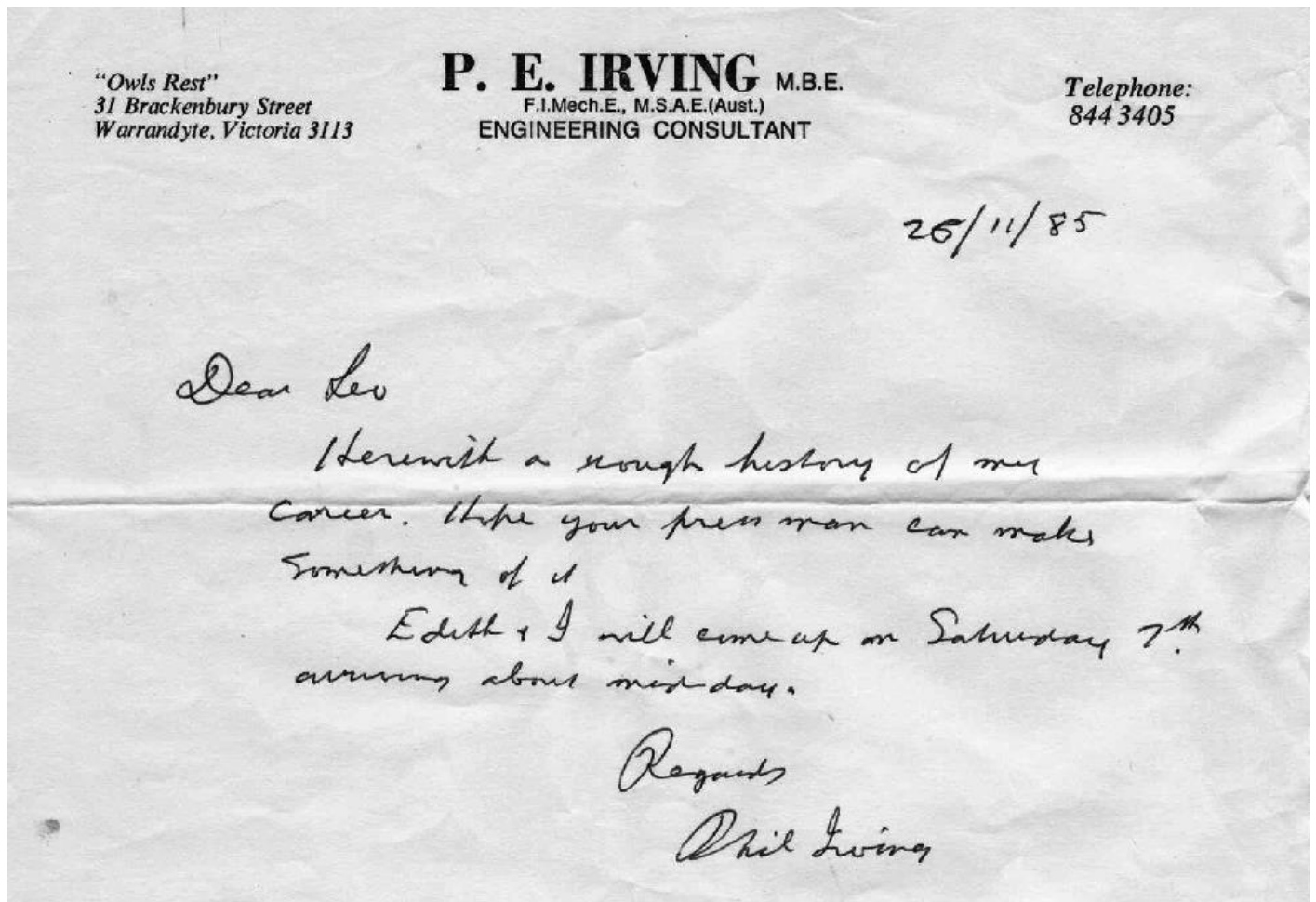
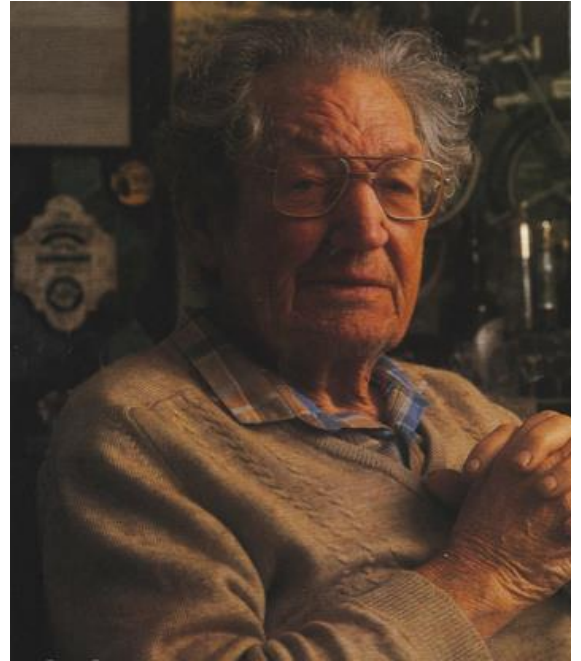
My apprentice at Mussett's once told a smart alec customer how to time his Triumph after this guy kept annoying him, the customer had a pre-1968 model with no timing strobe hole and he wished to check it with a timing light he was politely told " Put the gearbox in top gear then set the engine at TDC on the firing stroke then turn the motor back 38 deg or 3/8 inch, mark the tyre with chalk level with the swing arm, then start the motorcycle select top gear and sit the revs on 2500 and use the swingarm as the timing mark" I often wonder how long this bloke persisted pointing his timing light at the tyre and altering the timing trying to get it adjusted. The old saying " Bullshit baffles brains" only works if you're the real mechanic.

# The Real Phil Irving?

There has been much written about the life of Phil Irving. Here is something a bit different – how in 1985, he tells it about himself!

So, just what did that “Press Man” that Phil refers to in his letter (below) actually make of all that?

That “Press Man” turned out to be a “Press Woman”, Marianne Bell, who clearly did some extra research, including an interview with Phil, before actually writing her article for the local paper.



What follow are Phil's own hand corrected notes and then Marianne Bells newspaper article.

P. E. Irving, M.B.E., F.I.Mech.E., M.S.A.E.

Born in Melbourne in 1903, Irving was educated at Wesley College, Melbourne University and Melbourne Senior Technical School as an electrical and mechanical engineer.

He then joined the drawing-office staff of Crankless Engines Ltd. designing several swash-plate type engines, including a 3 cylinder model to suit a motorcycle. After a couple of years in business as a motorcycle dealer in Ballarat, he did a short stint in the drawing office of A. H. McDonald & Co., designing a road-roller engine, and in <sup>that</sup> period became a successful competition rider of AJS machines, on which he won the 1926 Victorian Solo Reliability Championship and the under 600 c.c. Australain Sidecar Championship. With times becoming increasingly hard as the Great Depression deepened, Irving seized a chance to go to England as passenger on a Vincent H.R.D. outfit, which had already been driven from London to Melbourne via Europe and Asia. Arriving in England in 1930, after a journey through New Zealand and Canada, Irving teamed up with two other Australians, Alan Bruce and Arthur Simcock, in an attempt to break the World Solo and Sidecar Speed Record. This attempt was unsuccessful, but the following year Bruce took the sidecar record at 124 m.p.h. Meanwhile, Irving became Chief Draughtsman to the Vincent H.R.D. Co. Ltd., and between 1931 and 1936 designed a ~~road~~ <sup>cantilever</sup> spring frame fitted with Rudge, JAP, and Villiers proprietary engines, followed by the Irving-designed Meteor and Comet high-camshaft singles and the legendary Rapide twin, which at the time was the fastest motor vehicle one could buy over the counter.

In 1936, Irving went to Velocette, and designed amongst other things, the geared-twin shaft-drive Model O, of which the only one made is still in existence, invented the adjustable frame springing used in later Venom and Viper models, and laid out some preliminary drawings for the LE Velo while recovering from a bomb-splinter wound. He managed the night-shift for the first two ~~months~~ <sup>winters</sup> of the war, then spent a few months working with Joe Craig on the AJS racing machine known as "The Porcupine", which won the 1949 World Championship. In 1943 he rejoined the Vincent Co. to develop a special engine for powering air-borne life-boats which were dropped from aircraft to air-men shot down in the sea.

When the War ended, he collaborated with P. C. Vincent to produce the post-war "Rapide" known as the Series B, shortly followed by the Series B "Black Shadow", which being capable of 125 m.p.h. in road trim would have been the first "super bike" if that term had then been invented.

The Series B was followed by the Series C Rapide, Black Shadow, and Black Lightning models, the latter capturing several world records, including the sidecar record at 128 m.p.h. In 1948 Rollie Free put the American record up to 150 m.p.h. and later on to 160, while in New Zealand Bobbie Burns took the World <sup>sidecar</sup> ~~Solo~~ Record at 162 m.p.h. and Russell Wright captured the <sup>Solo</sup> ~~sidecar~~ record on the same machine at 185 m.p.h. Vincents did very well in Australian solo and sidecar races, winning at Bathurst several times.

Irving came back to Australia in 1949, and became Chief Engineer at the Rolley-Piston Co. He became involved in Car Trials, including the 1954, '56 and '57 Round-Australia events, and navigating for Frank Sinclair in several Alpine Trials. In 1954 he joined Repco Research and produced the Hi-Power cylinder head for Holden cars, and worked on the Maybach Special, before going back to England in 1969 to write "Tuning for Speed" and three other technical volumes before being asked to design a 3 litre V eight engine for the 1966 Formula 1 Championship. This Repco-Brabham engine was produced in 51 weeks from paper to test-bench, and decisively won the 1966 World Championship, driven by Sir Jack Brabham. Partly as a result of this work he was awarded an M.B.E. in 1976.

His next project was to modify the Holden V8 to make it competitive in F5000 racing, which was done in Repco workshops, and resulted in an engine turning out some 490 brake horse power, which won many races, including two Australian Grand Prix. When Formula 5000 came to an end, he retired from active participation in motor-sport, but continued to be concerned with the Phillip Island Auto Racing Club which he had helped to establish and had assisted physically in building the circuit.

He is now a Life Member of this Club, the Classic Motorcycle Club of Victoria, Patron of the Vintage Motorcycle Club of Victoria and World President of the Vincent H.R.D. Owners Club.

# Motorbike wizard

MR Phil Irving, is still tinkering with motorcycles almost 70 years after he discovered their charm.

Mr Irving's Warrandyte home is full of scrap books, trophies, awards and historical photos that tell of his long involvement with the motorcycle industry as a racer and engineer.

He no longer rides the fast, noisy bikes, but has turned his skills to writing about their workings. Already the author of four texts, Mr Irving has many more tales to tell.

A variety of experiences with different manufacturing companies and equipment explains Mr Irving's unlimited knowledge and enthusiasm for both the physical and technical side of motorcycle engineering.

His father, being an early motorist in 1910, influenced Mr Irving's attraction to mechanics.

"When I was young they were just coming into being," he said.

"Motor cars and cycles were very new to us all.

"I drifted into working with them. There wasn't one blinding flash of influence."

Unlike today's sophisticated racing bikes, Mr Irving said he rode the same bike to work during the week, as he used on the weekend in competition.

Mr Irving started off working for Crankless

By MARIANNE BELL

Engines Pty Ltd in Fitzroy, earning three pounds a week in 1923. The engine produced by the company, also called a revolver, was actually crankless.

The company moved to England five years later, leaving Mr Irving without a job, so he opened his own motorcycle shop in Ballarat.

This enterprise didn't last long. So Mr Irving returned to England and another factory, this time the Vincent Company, in 1931.

He was the only designer, and not only drew but assembled his machines.

Mr Irving left Vincent for Velocette in 1939, working an 11-hour day, seven days a week.

"You got so tired the work rate slowed right down," he said.

"So we went back to six days and got the same output.

"Then the war blew up."

Industries turned from designing to manufacturing for the war effort. They concentrated on motorcycles and aircraft.

"We made small assemblies, just producing. We didn't design anything else until 1943.

"They spread their factories around the country so if one was bombed, the others were still going.

"You could replace aircraft but not crew," he said.

When the war ended, Mr Irving, now back with Vincent, said the workers had to rely on Vincent's pre-war reputation.

"We cashed in on this," he said.

"There were all sorts of restrictions and the only thing we knew about was motorcycles.

"No steel was available, so we used aluminium instead. This turned out for the best because it meant the bikes were then 160 pounds lighter."

Vincent's started making bikes again in 1948.

"We didn't build any experimental models, just the one and it held the world speed record until 1970," Mr Irving said.

"We started to get world records the year we started building and held every national speed record."

He returned to Australia the following year.

Mr Irving later worked on tractor engines for Rollo Piston Company, speed equipment for Holden at Repco Research, then returned to England to write.

One of his greatest achievements was the Repco engine with which Jack Brabham won the 1966 world championship.



# Event Calendar

<b>2018</b>	
April 20 - 22	All British Rally @ Newstead, Victoria , Australia. Info at <a href="https://www.trybooking.com/book/event?eid=333096">https://www.trybooking.com/book/event?eid=333096</a>
April 22	Maffra Motor Museum Swap Meet. Additional info at <a href="http://www.gippslandvehiclecollection.org.au">www.gippslandvehiclecollection.org.au</a>
May 1-5	2018 North American VOC Rally in Kerrville, Texas. The scenery and weather will be great and the riding is really world class. Just too good to miss! More info at <a href="http://lsvoc.vincent-hrd.co.uk">http://lsvoc.vincent-hrd.co.uk</a>
May 26-27	42 <sup>nd</sup> Historic Winton; meeting for heritage cars and motorbikes. More info from <a href="http://www.historicwinton.org">www.historicwinton.org</a>
August 27-31	Australian National VOC Rally, to be held at the Maroochy River Resort in Queensland. Contact <a href="mailto:kevinfowler2@bigpond.com">kevinfowler2@bigpond.com</a> for more info
Sept 18 - 24	VOC Austria Rally. Said to be the best ever – too good to miss. Contact Michi for more info <a href="mailto:schartner.m@sbg.at">schartner.m@sbg.at</a>
<b>2019</b>	
June 3 - 19	VOC International Rally; Belgium and Austria. More info to follow also see MPH
<b>2020</b>	
tba	International Jampot Rally in Nelson, New Zealand for AJS & Matchless bikes. Contact <a href="mailto:nipper@nipper.net.au">nipper@nipper.net.au</a>

## Maintenance Miscellanea

This month just a couple of hints from the grazed knuckle workshop team.

First up just how many Vincent owners struggle to get their K1 spanner onto the difficult to reach slots in the ET127 upper pushrod retaining nuts – after all there are only 4 slots provided. Problem solved – the ever inventive Neal Videan (does that man ever rest?) has come up with a modified version of ET127 that has six slots, making the task so much easier. If you want a set contact Neal direct – see Service Providers listing at the end of this edition.



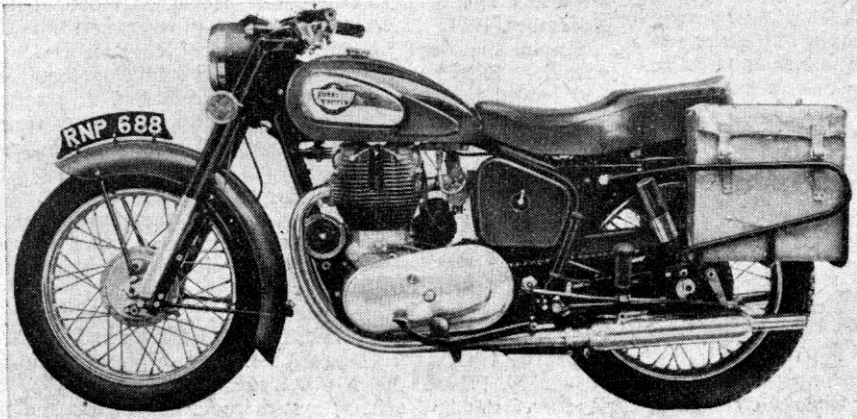
Have a bike with a Burman gearbox and having trouble with the kick start working its way off its spline? Not an uncommon problem and one caused through years of use and wear of the kick



shaft spline and kick-starter lever broaching. Fortunately the kick starter shaft itself has a relatively soft centre and it's no big deal to drill it out; (0.209" is perfect but 5mm will work at a pinch) and around 3/8" deep then tap the hole for a 1/4" BSF set screw. Refit the kick start lever then fit a sturdy retaining washer secured by the 1/4" BSF set screw that does not need to be Gorilla tight – just remember to use Loctite blue. Vola! – at last the kick start levers tendency to 'walk' on the shaft is tamed!



ROAD TESTS OF CURRENT MODELS



The 692 c.c. o.h.v. Twin-cylinder "Super Meteor"

**ROYAL ENFIELD**

A Redditch-made model with Touring Character Plus a Three-figure Maximum

**TESTER'S ROAD REPORT**

Maximum Speeds in:—		Time from Standing Start
Top Gear (Ratio $4.33$ to 1)	101 m.p.h. = 5,200 r.p.m.	46 secs.
Third Gear (Ratio $5.63$ to 1)	87 m.p.h. = 6,000 r.p.m.	22 secs.
Second Gear (Ratio $7.87$ to 1)	70 m.p.h. = 6,700 r.p.m.	13 secs.

**Speeds over measured Quarter Mile:—**

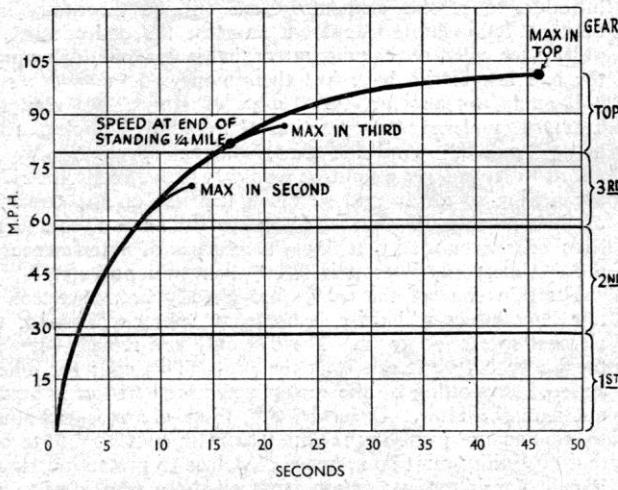
Flying Start	98.9 m.p.h.	Standing Start	56 m.p.h.
--------------	-------------	----------------	-----------

**Braking Figures On DRY TARRED CHIPPINGS Surface, from 30 m.p.h.:—**

Both Brakes	29½ ft.	Front Brake	36 ft.	Rear Brake	57 ft.
-------------	---------	-------------	--------	------------	--------

**Fuel Consumption:—**

30 m.p.h.	85 m.p.g.	40 m.p.h.	68 m.p.g.	50 m.p.h.	56 m.p.g.
-----------	-----------	-----------	-----------	-----------	-----------

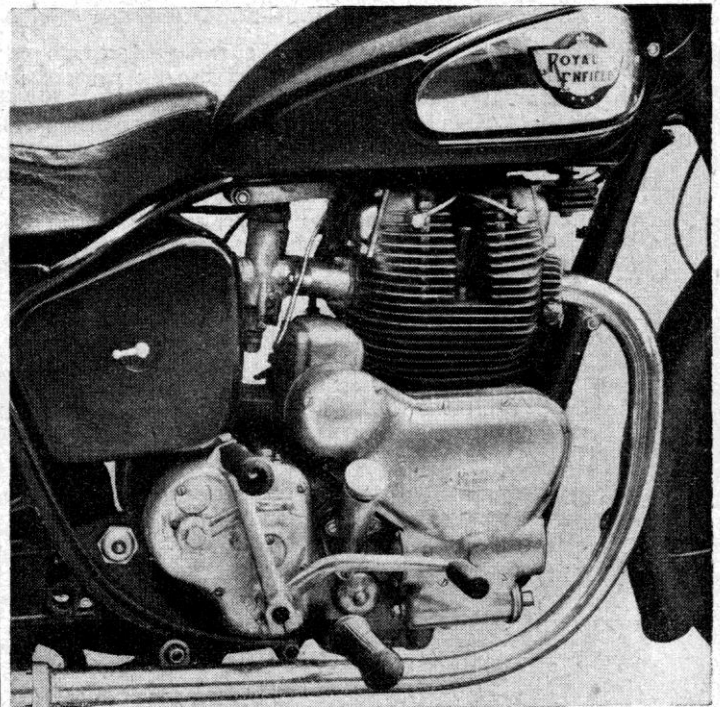


Massive! That is the word which best describes the biggest 1956 British twin.

(Below) A close-up of the 692 c.c. o.h.v. twin power unit.

A68, winding across the Cheviots from Corbridge to Otterburn, the model was perfectly happy to zoom along at a speed near 70 m.p.h., at which rate of travel crankshaft r.p.m. was still well under 4,000.

Since *Motor Cycling's* previous test of this machine, carried out exactly three years ago, seasonal modifications have included, chiefly, the redesigning of the cylinder head and the



**P**LEASANT indeed has been the change from tests of medium- and lightweight machines which comprise the bulk of British motorcycle output, to the recapturing of that special joy derived from handling a big model with a three-figure speed potential. Better still was the fact that test-time for this model, a 692 c.c. "Super Meteor," coincided with the Scottish Six Days Trial, when there was opportunity to use high cruising speeds on the there-and-back journeys from the Midlands and also during the long daily road

runs incurred in covering that important event.

With the "Super Meteor," even running-in, it seemed, need not hold up progress unduly. The model was handed over, following a normal factory try-out check, with advice not to exceed about 65, or so. Or, so—there was a degree of friendly latitude inherent in those words and, whatever interpretation was intended, it was soon apparent that 65 m.p.h. was a very good cruising, as well as a top running-in speed. On roads like the lonely

use of an advanced type of cam form to produce greater power at a reasonable r.p.m. ceiling. The crankshaft has been stiffened correspondingly, the gear ratio raised slightly and reliability has been increased by the embodiment, in 1956, of a Lucas RM14 A.C. generator and rectifier.

Here, at first, a snag occurred in that the "Super Meteor" seemed to be a sluggish starter. There was extreme sensitivity to pilot-jet adjustment and investigation showed that the screw had been set weak at the



The Royal Enfield was the writer's mount when "covering" the Scottish Six Days Trial.

factory. This apart, one's impression was that the kickstarter gearing was low in consideration of the need to spin the engine over against a 7.25:1 compression ratio. Experiment with the pilot screw brought improvement, and with the machine under way, carburation was good, giving a clean run up to maximum r.p.m. required in all speed conditions.

The machine was comfortable to ride and as the initial jaunt was one of 200 miles non-stop, any shortcomings in this respect would have been quickly noted down. Handlebars, seat and footrests were relatively well placed and no adjustment was made, although, if necessary, it is possible to vary the position of the footrests, brake pedal and gear lever.

For the greater part of the test the "Super Meteor" was equipped with the manufacturer's own type of panniers, often laden with kit, portable typewriter and other tools of the journalist's trade and, what is more, except for the occasion when maximum timed speeds were determined, a medium-sized "Feridax" windshield was used. It is only fair to record that neither had an adverse effect on handling. The screen, in fact, made possible in changeable weather—

sunshine, rain and wind—sustained high speeds which otherwise would have proved fatiguing.

Stability earned good marks: despite the considerable weight of the machine (some 425 lb. with fuel and oil), plus panniers, cornering was sure; the rider never had a moment's worry and others following—on trips along the winding road from Fort William to Corran Ferry for example—commented on the steady appearance of the Royal Enfield as it went by.

So much for starting, comfort and handling characteristics. Mechanical noise was just noticeable at relatively low touring speeds—40 to 55 m.p.h. approximately—and there was a suspicion of vibration between 55 and 60 m.p.h. in top gear. There are few vertical twin engines without vibration *somewhere* in the speed range and, in this case, the fault was offset by the smooth power output above and below that point.

Engagement of the lowest ratio was free of "crunch" and working through the box, each subsequent change, both up and down, could be effected smoothly and positively. The primary transmission and timing gear were particularly subdued, a

point which probably accentuated the light click of valve gear noticeable at almost all speeds. These detail points, let it be said in fairness, were probably noticed because of the effect of the windscreen. The exhaust note was crisp but of a modulated tone unlikely to cause embarrassment.

Particular interest was taken in the electrical systems but no aspect could be faulted. The dual arrangement was fool-proof and the head-lamp beam excellent and, despite initial pessimism about the efficiency of the two "dragon's eye" parking lights in the casquette, they proved to be adequate.

"Meteor" braking has been praised in the past. The "Super Meteor," no laggard when it gets into its stride, demonstrates further how a fast motorcycle should be equipped to stop with equal rapidity and safety. Repeated tests confirmed that the less-than-30-ft.-from 30 m.p.h. measurement was valid and no chance happening. The dual front brake was excellent, better than that at the back—but neither liked water.

Another weakness was one of design, manifest in a twofold snag that (a) the toolbox lid could not be closed properly, a silly point, and (b) that, even without the panniers fitted, a giant's strength was necessary to pull the model up on to the centre stand. There was a prop-up stand of the long-established spike type, obviously intended originally for models of a much lighter calibre.

During "Scottish" journeyings, particularly towards the conclusion of the week, increasingly high speeds were used and where road conditions and safety permitted, speedometer readings in excess of 90 were logged. About 6% fast, the instrument actually recorded some 94-95 m.p.h. at the time. The impressive factor throughout was the untiring performance of the engine at these speeds.

How does one budget in terms of running costs for machines with a three-figure speed potential? The "ton" was never clocked on the open road; it is the pleasantly flexible performance of the "Super Meteor" from traffic-crawl speeds to the 80s and 90s which needs to be considered. An overall m.p.g. figure was 55 m.p.g. More exactly, on a 350-mile run from Edinburgh to the Midlands when 75 m.p.h. was maximum speed used, exactly 5½ gallons of fuel were used, representing approximately 70 m.p.g.

Not expensive motorcycling in consideration of the luxurious specification and performance literally on-tap whenever needed.

#### BRIEF SPECIFICATION

**Engine:** 692 c.c. twin cylinder four-stroke; bore 70 mm. by stroke 90 mm.; cast-iron cylinders; alloy heads; overhead valves; pushrod operated; C.R. 7.25:1; claimed b.h.p. 40, 5,500 r.p.m.; Amal carburettor with air filter, Monobloc type, 1 1/16-in. choke, 240 main jet.

**Transmission:** Four-speed gearbox, positive-stop footchange with patent Royal Enfield neutral finder; ratios, 4.33, 5.63, 7.87 and 12.05:1; primary drive by Duplex chain .375-in. pitch; final drive by chain 5/8-in. pitch.

**Frame:** Single loop cradle type.

**Wheels:** WM2-19 rims, carrying Dunlop tyres; 3.25-in. by 19-in. ribbed front; 3.50-in. by 19-in. universal rear; hubs incorporate 6-in. dual brake at front, 7-in. at rear.

**Lubrication:** Dry-sump lubrication with double-acting reciprocating plunger type oil pump; oil tank, 4 pints capacity.

**Electrical Equipment:** Lucas 6-v. 70-w. output engine shaft mounted A.C. generator and battery/rectifier lighting system; ignition by Lucas magneto with automatic ignition control; electric horn; 7-in. diameter headlamp, twin pilot lights, ammeter and lighting switch; stop/tail light; dipswitch.

**Suspension:** Telescopic front forks of Royal Enfield design, controlled by hydraulic damping; rear springing by swinging fork, movement controlled by Armstrong units with hydraulic damping; spindle adjustment by means of snail cams.

**Tank:** Welded steel fuel tank, of 4 gal. capacity.

**Dimensions:** Wheelbase 54 in.; ground clearance 5½ in.; unladen seat height, 31 in.; dry weight, 410 lb.

**Finish:** Deep maroon enamel, wheel rims, exhaust system and other bright parts chrome plated.

**General Equipment:** Full kit of tools; tyre pump; 120 m.p.h. speedometer; pillion footrests.

**Price:** £208, plus £49 18s. 5d. P.T. = £257 18s. 5d.

**Annual Tax:** £3 15s.; quarterly, £1 0s. 8d.

**Makers:** The Enfield Cycle Co., Ltd., Red-ditch, England.

**Extras:** Pannier set, £7 15s., inc. P.T.; quickly detachable rear wheel, £3 2s. 0d. inc. P.T.

**Total Price (inc. extras):** £268 15s. 5d.

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

## For Sale: Modern gaskets for the Vincent.

The gasket materials, known as 'AFM' is a chemically blown, compounded nitrile synthetic rubber, bonded to an aluminium core with temperature resistance of over 250° F. AFM material does not require gasket sealers or silicone bead. Re-torque is NOT required.) These gaskets can be used many times over.

**Post war Vincent twin gasket set** includes:ET106, PD14, ET105, 2 each ET102, ET182/1, ET1801 and 2 each ET181. US\$52.46. Also ET 140 Clutch cover gasket available, US\$14.56

**Post war Comet and Meteor kit** includes (pictured): ET 106, ET180, ET182, ET181, PD14/1, and ET106. US\$52.00

Pack and post is additional

All gaskets are .060", ET106, is supplied in .032". (gaskets are available in.032" & .018" thickness). Contact Paul Holdsworth of the VOC Chicago section c/o [phpeh@hotmail.com](mailto:phpeh@hotmail.com) Located in Chicago IL USA.



## Wanted: Firefly Parts

Vincent luminary and ex Vincent-H.R.D. factory employee David Bowen is attempting to breathe life into THREE Firefly motors, all incomplete, that he has cluttering up his workshop – So if you have ANY Firefly parts in your possession and want to see them go to a good home – and eventually become part of an operational motor/bicycle installation please contact David by email. [bowendj@bigpond.com](mailto:bowendj@bigpond.com)



## For Sale: Complete Girdraulic front end PLUS a spare set of Blades

You will need to be quick for these. From a deceased estate has emerged a complete Vincent front end that could be yours for A\$6,000.

If all you are after is a matched set of blades, there is a pair of them as well and the asking price for blades only is A\$3000.

Located in Adelaide, South Australia the seller can assist with shipping world-wide. Contact Greg by email to [gregss@bigpond.com](mailto:gregss@bigpond.com) for more info – but be quick; these things went out of production 60 years back!



# Service Providers

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

## *Spares:*

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

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

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

**Fastline Spokes**, based in Broadford, Victoria, can supply Australian made spokes for just about any bike. Owner Bruce Lotherington manufactures spokes to order with a turn around time of less than 1 week. For more info see [www.fastlinespokes.com.au](http://www.fastlinespokes.com.au) or phone (+61) 0411 844 169

**Union Jack Motorcycles**, Australia: Full range of Triumph, Amal and control cable parts, plus an extensive range of Vincent parts. Ships worldwide. More info at the website [www.unionjack.com.au](http://www.unionjack.com.au)

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

**VMS**, Holland: 2x2 leading shoe brake kits for Vincents; high quality 30mm wide 4 leading shoe system. Email [vspeet@vmsmetaal.nl](mailto:vspeet@vmsmetaal.nl) for info.

**François Grosset**, France: Electric starter for Vincent Twin. Electronic ignitions for Vincent Single and Twin supplied complete with drive gear. Email [pontricoul@gmail.com](mailto:pontricoul@gmail.com) for more info.

## *Nuts n Bolts:*

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

**Precision Shims Australia:** All types of shims made to your requirements, ships worldwide. More info at their web site [www.precisionshims.com.au](http://www.precisionshims.com.au)

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

**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](http://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](mailto:steviemoto@hotmail.com)

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

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

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

**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](mailto:alan@aceclassics.com.au) . Their Web page is [www.aceclassics.com.au](http://www.aceclassics.com.au)

**Terry Prince Classic Motorbikes**, Australia: Specialises in 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

## *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](mailto:qualmag@optusnet.com.au)

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

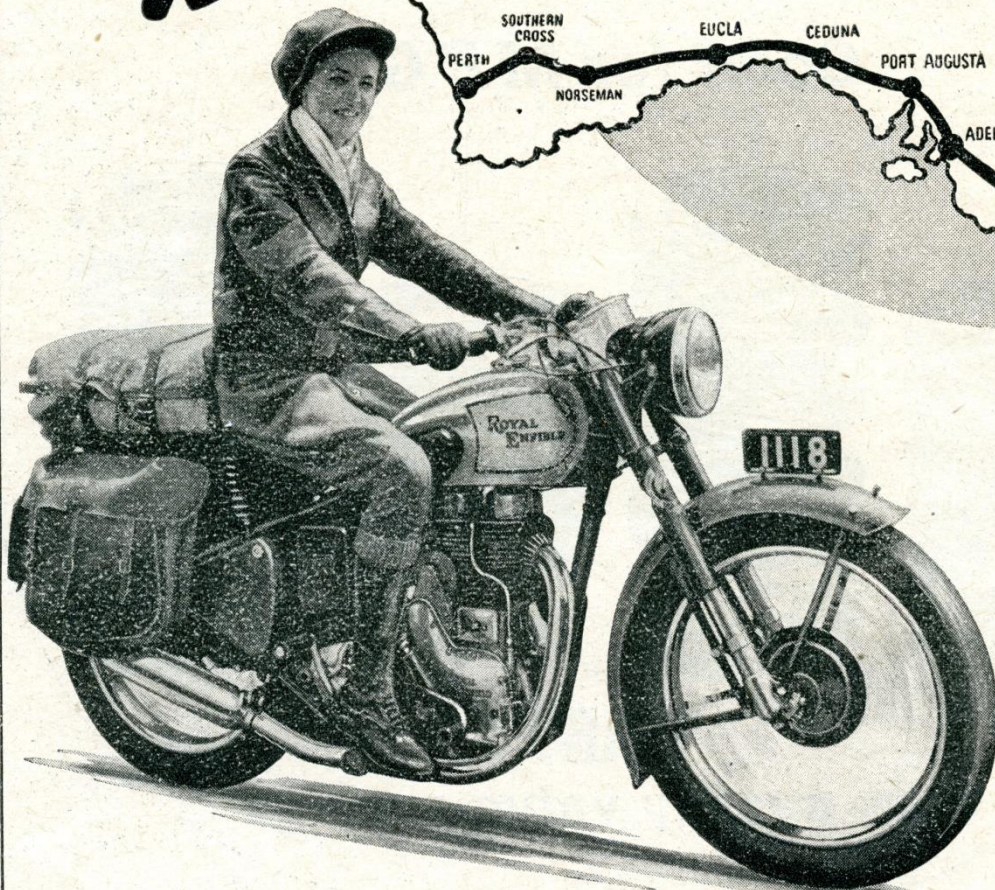
**Dyson M/C Engineering**, Australia: Wheel building, Crank rebuilds, Bead blasting, Rebores & Engine Rebuilds and more. Located at 12 Chris Crt., Hillside, Victoria. Phone 0400 817 017

**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

-----

# On Top Down Under!



Send for the latest Royal Enfield Motorcycle folder which gives full details of all Royal Enfield machines.

Winifred Wells, 22 year old, 7 stone 13 lb. Australian girl, recently completed a 5,500 miles double Trans-continental journey, in intense heat, alone, riding her Royal Enfield Spring Framed "350 Bullet."

A solo ride from Perth to Sydney and back, including those barren, sandy, waterless wastes of the Nullarbor Plains, might easily daunt the strongest rider, yet Miss Wells accomplished this journey in twenty-one days according to schedule. On 15 actual riding days she averaged 366 miles per day without any mechanical trouble.

We salute a great little motorcyclist.

This tremendous performance has created a furore throughout Australia and we add our congratulations to those already showered on her "down under."

## Royal Enfield

By MILES the Best!

THE ENFIELD CYCLE CO LTD. Head Office & Works. REDDITCH.  
LONDON SHOWROOMS AND SPARES DEPOT. 221. TOTTENHAM COURT ROAD. W.1.