



The Oz Vincent Review

Edition #56, November 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 ozvinreview@gmail.com



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Breaking News !

Welcome to the latest edition of The Oz Vincent Review. This month's front cover is of 2 Snarling Beasts, not parked, just waiting outside of B&B accommodation at Ravenswood [Click Here to see Ravenswood](#) , the base for a recent Vincent Riders Victoria 2 day event attended by 15 section members.

We start with an endearing article from OVR reader and contributor, Mitchell Barnes who tells us about his own OK Supreme.

Also OVR has had a change of email address – it is now ozvinreview@gmail.com Please be sure to update your devices/records or whatever.

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



Melbourne, Australia.

Email: ozvinreview@gmail.com

Letters To The Editor

Dear Martyn

Perhaps I may be allowed to put forward another point of view on full face helmets to that raised by Brian Mcmillan in the latest issue of OVR. A long standing friend and former VOC member was an Ear Nose and Throat consultant surgeon who, to this day, refuses to wear a full face helmet. His reason for this attitude is the fact that one of the body's reactions to serious injury is to empty the stomach of its contents. The survivor of an accident can live with serious disfigurement, which can be alleviated to some degree by a surgeon , but the victim can not survive if he chokes on his own vomit inside his helmet.

Glyn Baxter, UK

Dear Martyn,

I know that Ann is quite capable (and well practiced) to handle the house painting, she'd probably find she is more effective without your "supervision" and that your time would be better spent on the next edition of the OVR. ☺

Also, I would like to place an order for one Amanda 100 Water Scooter. Please advise cost in AUD, delivery charges and warranty period.

Yours in keen anticipation,

Mr Ed, Australia

Hello Martyn:

I enjoyed the group line up photograph in the OZ Vincent Review. the Vindian sure does stand out!

I have attached an up dated pricing for inclusion in the newsletter. Thank you for including my classified offering in your newsletter.

Paul in Chicago VOC Section

1937 OK Supreme Silver Cloud

An OVR contribution from Mitchell Barnes

OK Supreme was one of Britain's longest established motorcycle manufacturers. Original partners Ernie Humphries and Charles Dawes established a bicycle component manufacturing business in 1882. Within a decade they were manufacturing complete bicycles marketing them under the Criterion and Perfection brand names. Their range included high wheelers. Around the turn of the century, they experimented with fitting a proprietary power plant into one of their beefier frames. Their dabbling came to fruition in 1906 when they fitted a Smith's O'Salty engine into one of their frames before negotiating a deal to manufacture engines on Smith's behalf. However this rudimentary engine was neither reliable nor popular and production was soon abandoned. It was not until 1911 that OK reached national prominence when they took space at London's Stanley Cycle Show and exhibited a three model range powered by side-valve Precision engines.

Their first Isle of Man foray took place the following year when EV Pratt galloped around the roads to finish 9th and 3rd last at a not quite frightening 28.5mph.

At this stage they were still primarily bicycle manufacturers but by 1914, the enterprising Humphries & Dawes had plans to build a new lightweight motorcycle powered by a neat 2 1/2 hp side valve engine. They named it the OK Junior and to cope with expected demand, sold their Lancaster Street premises to fund a new facility in York Road, Hall Green (later Velocette's home). Unfortunately, the engine suppliers they had reached agreement with was the German giant NSU. As the first machines rolled off the production line, their respective governments put a stop to such co-operative shenanigans by sending all their young men to do battle in Belgium and France. Nonetheless, the OK Junior now fitted with English engines, remained in production into the early 30s. Thousands were sold.

Throughout the 20s, OK Ltd were ever present at the Isle of Man and gave the legendary Wal Handley his first TT start in 1922. Handley obliged by setting the fastest lap of 51.1mph before mechanical failures slowed him. The OK range included engines supplied by Bradshaw and Blackburne.



In 1927, Humphries bought Dawes out and immediately changed the company name to OK Supreme. To fund the buyout, he sold his Hall Green factory to Velocette and for a few months, the two companies shared the same premises.

With cash left over Humphries bought the failed HRD company from his friend Howard Davies and on-sold the name, tooling, jigs and patterns to a young **Phil Vincent** for a very tidy profit.

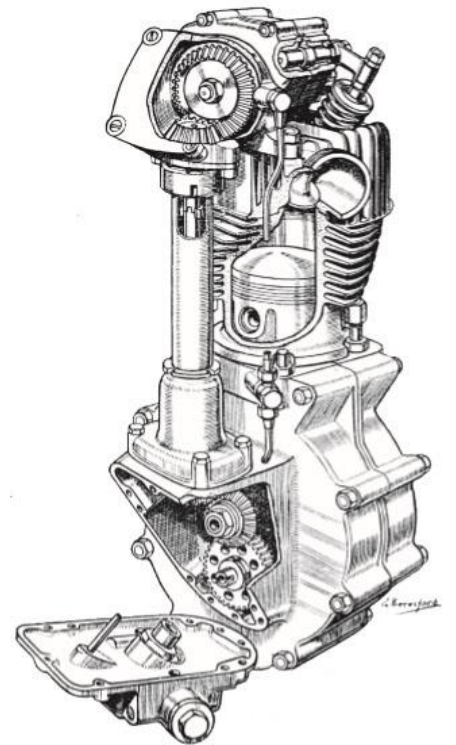


OK promptly moved into the old HRD Fryer Street, Wolverhampton premises and rather churlishly perhaps, Humphries added Supreme to OK.

Humphries also negotiated a deal for JAP to be his primary engine supplier. JAP supplied the engines for their TT tilt that year. 1928 was to provide OK Supreme with their one and only TT win when Frank Longman lead the Lightweight TT from start to finish winning by an astounding 17 minutes. While ostensibly JAP-powered, the cylinder heads were in fact unique to OK Supreme and featured downdraft inlet tract (the first time it was seen at the TT) and smaller valves thus creating a squish effect. The object of these changes was to improve turbulence and so acceleration. It was reputed to deliver an extra 5mph top speed. Ernie Humphries provided one of the biggest surprises at the TT the following year with his Lighthouse – a unique bevel driven ohc massively over square unit with steep downdraft inlet port. A unique feature was the cam arrangement. The cams were pushed onto the top of the vertical shaft with bell crank rockers activated by short pushrods. It also had a massive wet sump crankcase: a major purpose was to eliminate the need for external oil lines. It looked light years ahead of anything else and rendered many stalwarts of the day obsolete with immediate effect. Sadly, it failed to live up to its looks with crankpin failure. The Lighthouse was to be the centrepiece of Ernie’s grand plan to manufacture in-house. It was launched as a road bike at the Olympia show later that year but although an incredible example of engineering elegance, its release coincided with the Great Depression and his primary target market; the working class, was out of work. Production ceased in 1933.

After a year’s hiatus, Humphries was back at Olympia in 1934 with another more conventional cammy. The new model was given the name Silver Cloud and was available in 250 and 350 capacities. The following year the 250s were renamed Pilot.

These new cammies were around 25% cheaper than the equivalent Velocette KSS or Excelsior Manxman. Humphries wasn’t trying to undercut them. His demographic was the working classes and he wanted them to have an aspirational machine if they so wanted. Production was outsourced initially to near neighbour Burman before Humphries invested in engine erection facilities. Production records have been but known engine numbers indicate no more than 360 in all capacities and categories. Few remain and those that do are mostly converted to racing specification as engines are almost identical save that racers were fitted with bronze heads.



This particular machine is one of only 4 or 5 road machines in the world still in original road trim. It is a 1937 model sold new in Tasmania where it was incarcerated in a number of sheds for most of its life.

Although it was a non-runner when I acquired it, the bike was remarkably original and most importantly, unmolested although it had suffered a good shunt around 1950 which accounts for the tank's non-original paint job. Included are the impossible-to-find duck bill guards and unique to OK cammies, the cutaway petrol tank and cast aluminium primary cases.



The bike's originality and general condition enabled me to take a conservation rather than renovation approach. The engine and gearbox were stripped and rebuilt. Nuts and bolts were cleaned, threads restored and replaced where wrong. Original electrics included 8" headlamp, brass Lucas dip switch and tail lamp, Altette horn, dummy battery and voltage regulator. The original Lucas magdyno was serviced and tested. Still some parts were missing and I had to fabricate the battery carrier, tail lamp bracket and back stand. I also had a new exhaust down pipe made sand-bent in the time honoured manner by a master craftsman as the one fitted was poor. I made a new wiring harness wet-soldering every connector so it will never break down under load. The wiring is now colour-coded. It doesn't have a speedo and there is no evidence that one was ever fitted. To my way of thinking this bike in its current condition is perfect as it shows all its history and retains its character.

OK Supreme did not release a parts book and the instruction manual was scant on information beyond ignition and cam timing. Upon dismembering the engine, the expected horror show did not eventuate. The mechanicals were in remarkably good condition: the only major wear being the camshaft and rocker bronze bushes which could be traced to inadequate lubrication. Even the bore was standard without scores or nasty lip. It indicates not only little mileage but also the robustness of the design. Humphries sought cost savings wherever he could. For instance the bevels and cams are almost identical to KSS Velocette while valves and springs are more or less Velo MAC.

One unique feature of the engine is the cambox which is JAP-like but with a central camshaft. Another is the oil pump which is easily accessed because there is no expensive to manufacture timing case. In fact, the engine is a marvel in simplicity with ease of service a clear design imperative. While the OK Supreme cammies may not have delivered the racing successes of their Norton, Velocette or Excelsior counterparts, a comparison is rather unfair as their rivals' racing and development programs were largely funded by Mobiloil. Ernie Humphries had no such benefactor and any development funding for the Silver Clouds came out of sales profits; not such an easy task with such tight margins.

The Silver Cloud reveals Ernie Humphries genius; providing loyal OK Supreme customers with a pukka cammy priced so they could afford it and designed so they could perform most maintain tasks themselves.

Event Calendar

2018	
November 11	Vincent Riders Victoria Monthly General Meeting
November 16-19	VOC NZ Annual Riders Rally, Northland, NZ. Email to beatin@xnet.co.nz for further details
November 24-25	VRV Annual Riders Dinner, members to contact sec.vrv@gmail.com for more info
December 2	Bendigo Historic MC Club swap meet – email madeandpaul@gmail.com
December TBA	VRV Christmas Event – details to follow
2019	
March 22 -24	VOC NZ 2019 Annual Rally @ Otago. Email beatim@xnet.co.nz for more info
June 3 - 19	VOC International Rally; Belgium and Austria. More info in MPH
August 21-29	2019 VOC North Queensland Tablelands Tour, Your EOI needed by end Nov, 2018. contact mdbarr48@bigpond.com for more info
Aug 24-25	Bulli Antique Motorcycle Weekend. See back cover for info
2020	
tba	International Jampot Rally in Nelson, New Zealand for AJS & Matchless bikes. Contact nipper@nipper.net.au
tba	VOC Australian National Rally – more info when available.

Maintenance Miscellanea:

Had a devil of a time getting the brass inserts ET 158 out of the Vincent crankcase so resorted to designing up a tool for the job.



Made from a piece of 5/8 AF hex mild steel bar drilled up the middle 3/8" and turned down on the outside to 1/2" diameter and long enough to reach the captive insert (about 7/8"). Slots were cut in the end to accept some 1/8" bar which was silver soldered in. The ends of the bar were then cut flush inside and out ensuring a neat fit in the slot of the insert.

The tool fits neatly in the hole and engages its tangs with the slot in ET 158.



I located a piece of 3/8" bar that was threaded both ends and packed it up with spacers and washers then tightened it down into the insert and fitted it with a nut to firm everything up.

A bit of figuring could be done and the original hollow bolt and through stud could achieve the same purpose or any 3/8" BSF bolt that is long enough.

A spanner is then applied to the exposed hex and the whole thing screws out as an assembly.

Even so it took a fair bit of heave ho to shift some of them and my tangs were quite bent by the end of the process. They were only mild steel and a nice bit of tool steel would be better for those intending to do it more often than I intend to.

So there you are, if you like it, it wasn't too hard to make and it does a neat job without damaging anything but itself.



Contributed by Ray Schriever

Thanks to the generosity of Alyn Vincent, from Australia, OVR is able to bring to you in serialised form, the conclusion of the reproduction of the Vincent H.R.D. Instruction Book for the Universal Two Stroke Engine originally published over 60 years past.

2nd EDITION
OCTOBER 1956

1/9
POST FREE



Universal Two Stroke Engine



Instruction Book
and Spare
Parts List



Vincent Engineers (Stevenage) Ltd.

STEVENAGE . HERTS . ENGLAND

Phone : STEVENAGE 1191-1192

ENGINE SPARE PARTS LIST

Plate Index No.	Part No.	Description	No. off
1	55090	... Crankcase ...	1
2	55092	... Cylinder Head ...	1
3	55091	... Outer Bearing Housing ...	1
4	55093	... Inner Bearing Housing ...	1
5	55005	... Cover Plate ...	1
	55005/1	... Cover Plate Horizontal Mounting ...	1
	55097	... Cover Plate & Bearing Housing Gasket	2
6	55006	... Contact Breaker Cover ...	1
7	55007	.. Cylinder Liner ...	1
8	55008	... Small End Bush ...	1
9	55009	... Outer Race Washer ...	1
10	55010	... Inner Thrust Washer ...	1
11	55011	... Ball Bearing Retaining Ring ...	1
12	55012	... Exhaust and Inlet Pad Stud ...	4
13	55013	... Bearing Shroud ...	1
14	55017	... Connecting Rod ...	1
	55204	... Connecting Rod with S/E Bush ...	1
15	55068	... Fuel Tank Rectangular ...	1
	55104	... Cylindrical Fuel Tank ...	1
	55185	... Cylindrical VO/Petroil Tank ...	1
16	55027	... Induction Pipe ...	1
17	55028	... Starting Handle ...	1
18	55029	... Flywheel Assembly (Vertical) ...	1
	55029/1	... Flywheel Assembly (Horizontal) ...	1
	55014	... Flywheel ...	1
	55015	... Crankpin ...	1
	55016	... Mainshaft ...	1
19	55030	... Stator Assembly ...	1
20	55031	... Induction Gasket ...	1
21	55032	... Cylinder Head Studs ...	4
22	55033	... Mainshaft Spacer ...	1
23	55036	... Engine Mounting Bracket ...	2
24	55041/1	... Stud $3\frac{1}{8}$ " long ...	2
25	55041/2	... Stud 5" long... ...	1
26	55043	... Condenser Clip ...	1
27	55050	... Dowel ...	1
28	55051	... Piston Assembly ...	1
29	55201	... Piston Ring... ...	2
30	55202	... Piston Circlip ...	2
31	55052	... Condenser ...	1
32	55053	... Ball Bearing ...	1

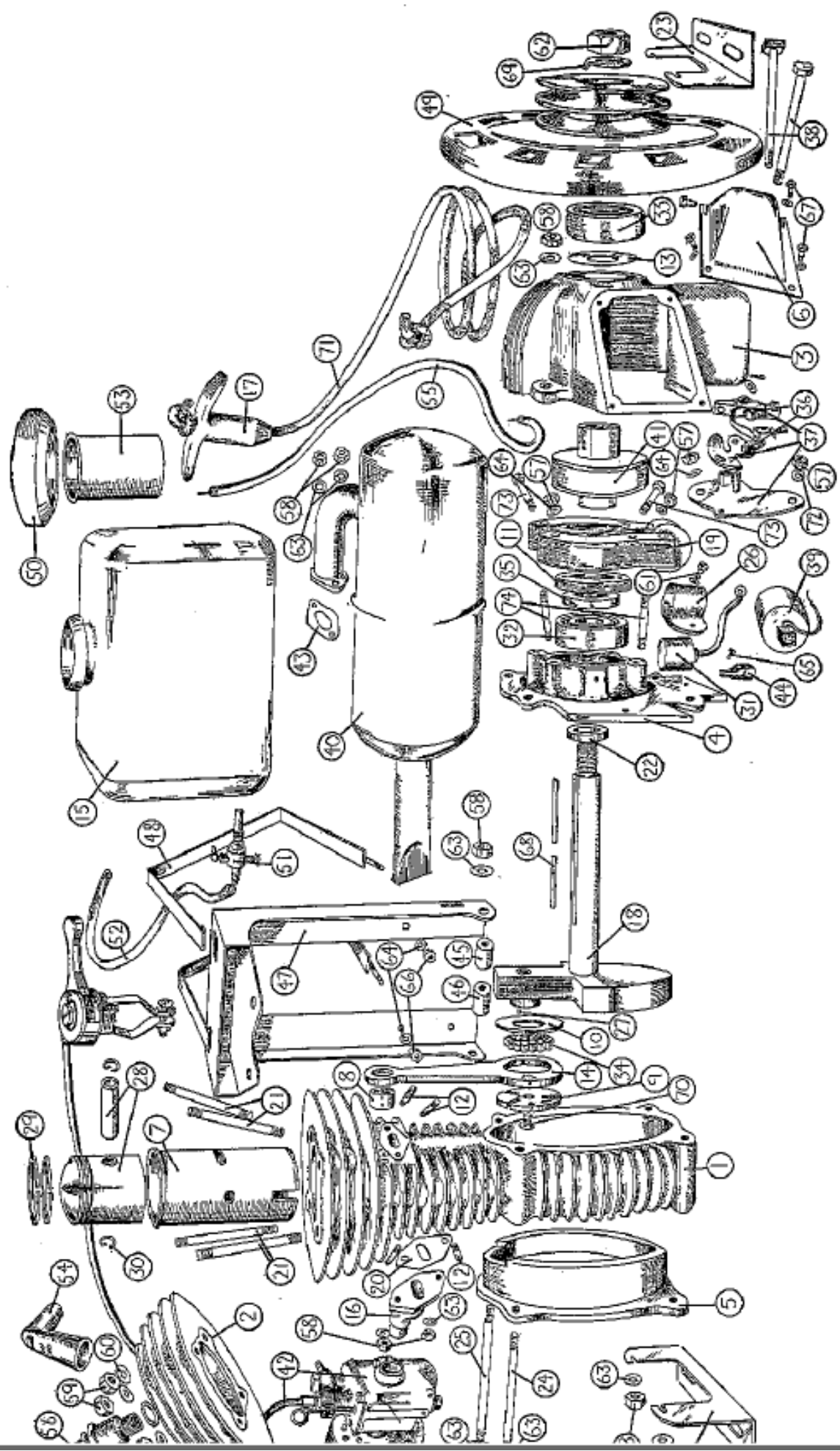


Plate Index No.	Part No.	Description	No. off
33	55054	... Roller Bearing ...	1
34	55055	... Big End Roller ...	15
35	55056	... Oil Seal ...	1
36	55057	... Contact Breaker ...	1
37	55059	... Contact Breaker Assembly ...	1
38	55060	... Crankcase Bolt ...	2
39	55061	... Stator Coil ...	1
40	55038	... Exhaust System Vertical ...	1
	55037	... Exhaust System Horizontal ...	1
	55063	... Exhaust System Side ...	1
41	55065	... Magnet Assembly ...	1
42	55069	... Carburettor complete 10 m.m. ...	1
	55069/1	... Carburettor complete 10 m.m. (Lever operated) ...	1
	55069/2	... Carburettor complete 8 m.m. ...	1
43	55078	... Exhaust Gasket ...	1
44	55079	... Cable Clip ...	1
45	55080/1	... Tank Mounting Spacer ...	1
46	55080/2	... Tank Mounting Spacer ...	1
47	55083	... Tank Mounting Bracket ...	1
	55102	... Cylindrical Tank Mounting Bracket ...	1
48	55084	... Tank Mounting Straps ...	2
	55128	... Cylindrical Tank Strap ...	2
	55131	... Cylindrical Tank Strap Trunion ...	4
49	55085	... Drive Pulley—Standard... ...	1
	55034	... Drive Pulley—Fenner "A" Belt ...	1
	55035	... Drive Pulley—Brammer Belt ...	1
50	55099	... Filler Cap ...	1
51	55187	... Fuel Tap ...	1
	55186	... Fuel Tap Washer ...	1
52	55188	... Fuel Hose 6" long ...	1
54	55191	... Suppressor Cap ...	1
55	55190	... H.T. Lead 18" long ...	1
56	55064	... Spark Plug K.L.G. F70 ...	1
	55189	... Spark Plug K.L.G. F20 ...	1
57	75	... 2BA Nut ...	8
58	91	... ½" B.S.F. Nut ...	10
59	142	... 1 5/8" B.S.F. Nut ...	4
60	147	... 1 5/8" Washer ...	4
61	220	... Screw ...	1
62	507	... ½" B.S.F. Nut ...	1
63	590	... Washer ...	10
64	1101	... Washer ...	2
65	1039	... 6BA Screw ...	1

Plate Index	No.	Part No.	Description	No. off
	66	1040	... $\frac{3}{16}$ " B.S.F. Nut ...	... 2
	67	1044	... 4BA Set Screw ...	... 5
	68	1099	... $\frac{1}{8}$ " Sq. Key $1\frac{1}{2}$ " long ...	... 1
	69	1104	... $\frac{1}{2}$ " Lock Washer ...	... 1
	70	1108	... $\frac{5}{16}$ " B.S.F. Countersunk Screw ...	... 1
	71	1106	... Starter Rope 3' 6" ...	... 1
	72	1096	... $\frac{3}{16}$ " Washer ...	... 6
	73	1097	... Bolt ...	... 2
	74	55025	... Stud ...	... 2
	75	1105	... $\frac{1}{8}$ " Sq. Key $\times 1\frac{1}{8}$ " long ...	... 1
		1111	... 2BA Countersunk Screw $\frac{7}{8}$" ...	... 2
		1028	... $\frac{3}{16}$ " B.S.F. Plain Washer ...	... 2
		1046	... 2BA Cheese Hd. Set Screw 2" long... 2	2

THE DIRECT-ON DRIVE AND SELF-RECOILING STARTER

This type of flange mounting incorporates a robust and efficient self-recoiling, built-in *starter* sealed to retain lubricant and exclude dirt. There is also incorporated a *fan* for forced draught cooling.

It is *important* that the engine is *not started* unless the mainshaft nut is tightened and locked against a suitable distance piece to take up the end float.

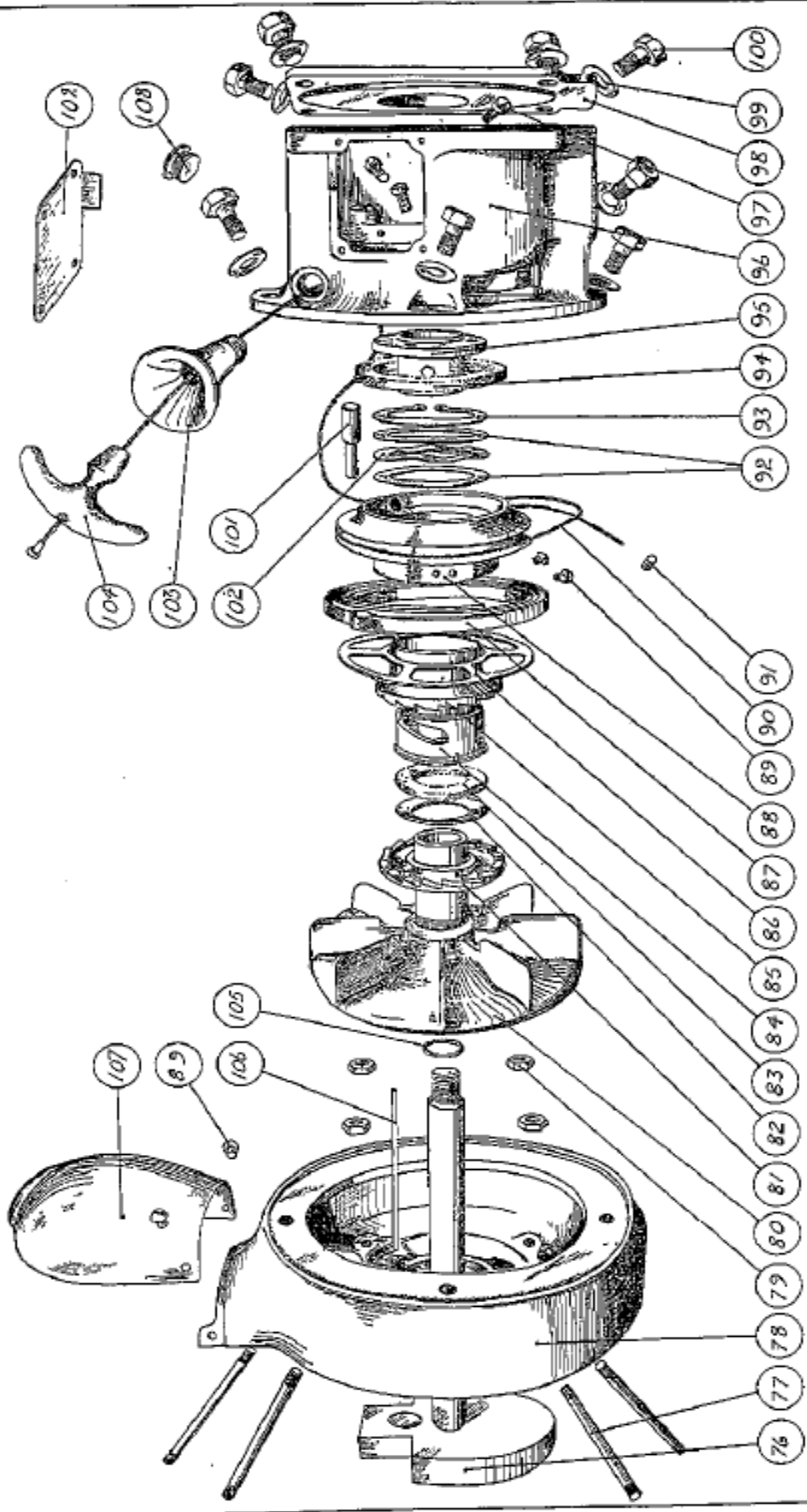
The following list will enable any possible form of trouble to be located and cured if this should become necessary :

Symtom	Cause	Remedy
Starter will not turn engine.	Cable broken.	Remove outer bearing housing. Unbolt and lift off starter and magneto housing complete with magnet and contact breaker assembly. Lift off return spring from spring post and unwind. Revolve the pulley ratchet assembly in a clockwise direction when it will lift clear of the flanged boss assembly. The cable is now visible and can be replaced.
	Worn friction washer.	Dismantle the components as above. If the revolving of the pulley ratchet assembly does not lift the assembly, prise out and remove the Welch washer and felt, then grip the starter sleeve

Symptom	Cause	Remedy
		and ratchet with pliers. Rotate and lift the assembly clear. Remove the Seeger retaining circlip, and if the friction washer is broken or excessively worn, replace it. If not, then insert shims under the circlips until the starter sleeve can just be rotated in the pulley assembly. Re-assemble in the reverse order, making sure that a new Welch washer is tapped into the groove provided, and that the Seeger circlip is fitted with the open end away from the slot in the sleeve and over the dimple in the groove. This is to prevent the circlip rotating.
Starter cable will not return.	Broken return spring.	To replace a broken return spring proceed as for a broken starter cable. When the new spring has been screwed on to the starter pulley and the assembly has been entered on the flanged boss assembly, wind up the spring and fix on the spring post. Check that the starter cable extends for approx. 30". If not, unwind the spring until this is so.
	Rust or grit fouling starter return spring.	Dismantle as for a broken cable. Thoroughly clean, lubricate with engine oil and re-assemble.
Sluggish return of starter cable.	Excessive pressure on friction washer.	Adjust shimming on friction washer until starter sleeve can just be rotated by hand in pulley assembly. Assorted shims are available for this purpose. Re-assemble as for worn friction washer.

SELF-RECOILING STARTER FITTED TO CRANKCASE COVER PLATE

This application of the Self-Recoiling Starter can be used on belt-drive or direct drive models. There is no cooling fan in this assembly and the starter turns the engine by engaging the crankpin.



The starting and maintenance instructions listed for the direct drive engines apply, as nearly all the parts used are identical with the exception that the ratchet locknut, which has a RH thread, must be removed to enable the ratchet to be unscrewed and the starter pulley lifted off the shaft. It is not possible to use the Governor when the starter is fitted to the crankcase cover plate.

DIRECT DRIVE UNIT

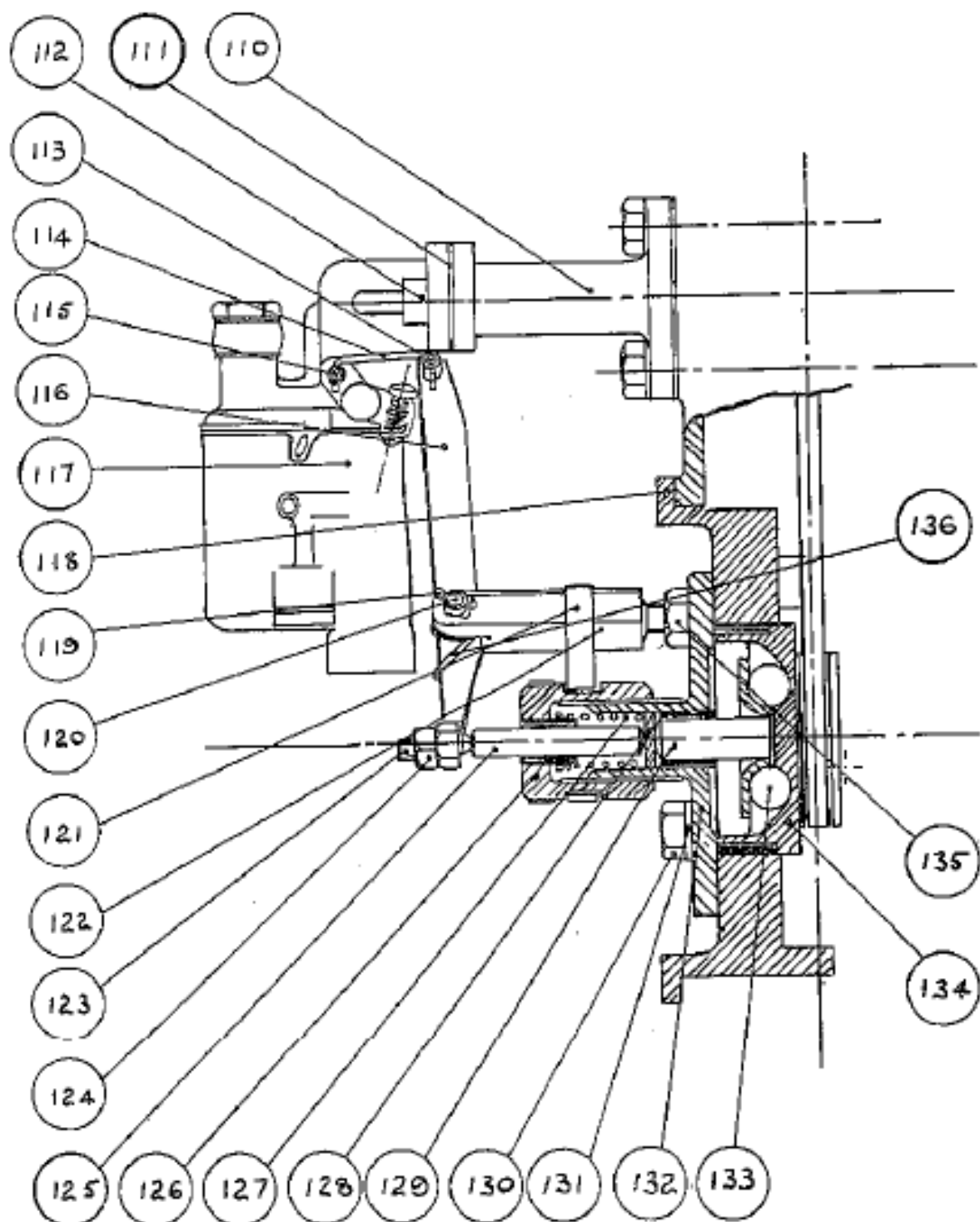
75 c.c. Parts other than Standard

Plate Index	No.	Part No.	Description	No. off
	76	55108	... Flywheel Assembly ...	... 1
	77	55132	... Stud ...	... 1
	78	55100	... Fan and Inner Bearing Housing ...	... 1
	79	1121	... $\frac{1}{2}$ " Wh. Locknut ...	... 4
	80	55110	... Fan ...	... 1
	81	55112	... Fan Ratchet ...	... 1
	82	55126	... Welch Washer ...	... 1
	83	55159	... Sealing Washer ...	... 1
	84	55116	... Starter Sleeve ...	... 1
	85	55122	... Pulley Ratchet ...	... 1
	86	55113	... Spring Retaining Plate ...	... 1
	87	55114	... Spring ...	... 1
	88	55115	... Starter Pulley ...	... 1
	89	869	... $\frac{3}{16}$ " \times $\frac{1}{2}$ " R.H. Screw ...	... 4
	90	55170	... Bowden Cable ...	... 1
	91	55171/1	... Bowden Nipple ...	... 1
	92	55134	... Shims /1. (.010") /2. (.015")	as nec.
	93	1043	... Circlip 40 m.m. Ext. (Seeger)	... 1
	94	55133/1	... Large Felt Washer ...	... 1
	95	55176	... Flanged Boss Assembly...	... 1
	96	55184	... Starter and Magneto Housing ...	... 1
	97	55196	... 2BA \times $\frac{1}{2}$ " long Cheese Hd. Screws	3
	98	55107	... Outer Bearing Housing ...	... 1
	99	143	... $\frac{5}{16}$ " Plain Washer ...	... 8
	100	1031	... $\frac{5}{16}$ " Whit. \times $\frac{5}{8}$ " long Hex. Hd. Set Screw	8
	101	55124	... Spring Post ...	... 1
		55195	... Spring Post Dist. Washer ...	... 2
	102	55119	... Friction Washer ...	... 1
	103	55121	... Cable Bush ...	... 1
	104	55096	... Starter Handle ...	... 1
	105	1048	... 'O' Ring ...	... 1
	106	1113	... $\frac{1}{8}$ " \times $\frac{1}{8}$ " \times $3\frac{1}{2}$ " Key ...	... 1
	107	55123	... Cowl ...	... 1
	108	55135	... Blanking Plug ...	... 1
	109	55118	... Contact Breaker Cover ...	... 1

THE GOVERNOR

Description.

This component can be used on either the Direct Drive or the Belt Drive models. It is driven by a driving cage that engages the crankpin washer. No maintenance apart from occasional oiling of the link pivots is required as the bulk of the mechanism is sealed in the crankcase and automatically lubricated.



PARTS LIST

Plate Index	No.	Part No.	Description	No. off
110	55158/2	...	Induction Pipe ...	1
	55234	...	Induction Pipe (vert. shaft)	1
111	55156	...	Carburettor Gasket ...	1
112	662	...	Screw ...	2
113	55141	...	Governor Lever Pin ...	1
114	55157	...	Connecting Link ...	1
	55235	...	Connecting Link (vert. shaft)	1
115	55140	...	Carburettor Lever Pin ...	1
116	55142	...	Governor Lever ...	1
	55240	...	Governor Lever (vert. shaft)	1
117	55165	...	Carburettor B.E.C. Type C	1
118	55145	...	Governor Housing Assembly	1
119	69	...	Split Pin ...	7
120	55143	...	Fulcrum Pin ...	1
121	55162	...	Thimble Spring ...	1
122	55146	...	Governor Lever Fulcrum	1
	55241	...	Governor Lever Fulcrum (vert. shaft)	1
123	1114	...	Grub Screw ...	1
124	1115	...	'O' BA Nut ...	1
125	1119	...	Push Rod ...	1
126	55153	...	Governor Thimble Assembly	1
127	55149	...	Governor Return Spring	1
128	55138	...	Governor Thrush Pad ...	1
129	55150	...	Governor Spindle Assembly	1
130	881	...	$\frac{1}{4}$ " Whit. $\times \frac{3}{8}$ " Long Bolt...	3
131	590	...	Spring Washer ...	3
132	55151	...	End Cover Assembly ...	1
133	1049	...	$\frac{3}{8}$ " Steel Ball ...	2
134	55137	...	Governor Driving Cage ...	1
135	360	...	$\frac{1}{2}$ " Whit. Nut ...	1
136	55139	...	Lever Return Spring ...	1
	55239	...	Governor Lever Arm (vert. shaft)	1
	55236	...	Governor Link Return Spring (v. shaft)	1
	55237	...	Governor Adjusting U Bolt (vert. shaft)	1
	55238	...	Governor Adjusting Nut (vert. shaft)	1
	1178	...	Whit Bolt ...	2
	75	...	Nut ...	1

ADJUSTMENT OF THE GOVERNOR

When engines are despatched from the Works with a governor fitted they are adjusted to suit the customers requirements. Before starting ensure that the hairspring on the governor lever returns the throttle to the open position and that there is a gap of approximately $1/16$ " (1.5873 m.m.) between the end of the push rod and the end of governor lever grub screw.

Variation in the speed of the engine is made by a knurled adjuster provided. *Screw up* to increase speed and *unscrew* to decrease speed. For speeds in the *lower* range further adjustment can be made by screwing in or out the grub screw on the governor lever, ensuring that the lock nut is retightened after adjusting. In the event of "hunting" being experienced this is overcome by varying the external spring tension on the governor linkage which is adjusted by the finger adjustment provided.

Guarantee

NOTICE

This Guarantee applies only to Vincent Engines purchased directly from us or from our authorised agents. Engines or parts of Engines not so purchased or purchased as part of equipment manufactured by Companies other than Vincent Engineers (Stevenage) Limited should not be returned to us. Any claims in respect of alleged defects in such Engines or parts of Engines should be taken up directly with the actual supplier of the Engine or equipment. The below mentioned guarantee shall in no way apply to any sparking plug equipment supplied by us either separately or as a component part of our Vincent Engines, nor shall any express or implied conditions, statements or warranties, statutory or otherwise, be deemed to apply thereto and all such conditions, statements and warranties are in like manner hereby excluded, so that the Company shall not make themselves liable for any claims whatsoever in this respect.

CONDITIONS OF GUARANTEE

We give the following Guarantee with our Vincent Engines as well as all component parts (excepting sparking plug equipment as above provided) supplied by us. This Guarantee shall be taken to exclude any express or implied conditions or warranties or any liabilities whatsoever, statutory or otherwise. No Guarantee except that hereinafter contained and no condition or warranty whatsoever statutory or otherwise is to be implied, nor are we to be under any liability whatsoever except under the Guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained.

We guarantee that all usual and reasonable precautions have been taken by us to secure excellence of materials and workmanship and, subject to the strict observance by the Purchaser of the Instructions set out below, we undertake free of charge to make good any part covered by this Guarantee which has proved to be defective within a period not exceeding six months from the date of sale, such date to be deemed to be the actual date of purchase from us of the engine or component part and this period to be extended only by written authorisation from us. The damages for which we make ourselves responsible are limited to the free supply of a new part in exchange for any which may have proved defective, and we do not undertake to replace or refix or bear the cost of replacing or refitting any such new part, nor do we accept responsibility for the postage, carriage or any other charges in connection with the replacement of such part.

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Burt Munro

Letters from Burt Munro, a New Zealand Motorcycling Legend

This item was first Published in: New Zealand's Veteran and Vintage Motoring Magazine 'Beaded Wheels' #188 Feb - March 1991

Burt Munro corresponded over many years with his friend John Andrews in England, an American V-Twin enthusiast. John found Burt's letters had no equal for showing the determination, ingenuity and persistence in trying to make, both the Indian and the Velocette go faster. This

article is compiled from a letter to John dated 21st March 1970. it expresses Burt's style and of his trials, tribulations and success in the quest for more speed.

Well it is a bit hard to cram a brief history and spec of a bike I bought new in 1920 for 140 pounds cash and have been developing since 1926. it has gone 3 ¼ m.p.h. faster each year for 44 years which is about average for some factory bikes over the same period. I have been riding since 1915 and owned a Clyno v-twin in 1919- 1920 which I sold to a blacksmith and then bought the 1920 Scout, engine number 5OR627. I have made 5 heads for it, countless pistons and conrods, carburettors, magneto parts , scores of cams, fork changes, many wheels built as tyres and rims changed. The last one was for the front wheel last July when I changed from 19" to 18" as I cannot get high speed from 19 x 2.75 tires anymore. This I cut the tread off with a knife then smoothed down to the bottom of the non-skid groove.

For the first 22 years after 1926 it was weekends and nights getting ready for hill-climbs, trials and standing ¼ and flying ¼ mile events, and 1 mile dirt sidecar races at Penrith Speedway, NSW, Australia. Between 26 and 29 I had records in hill-climbs, standing ¼ and flying ¼, and petrol consumption runs, one of 116 m.p.g. This covers the start of my tuning efforts and has continued up to the present time. I rode second next to les Weatherby in the world's first mile TT in Chatswood in North Sydney. The track was cut out of the bush with stumps and roots left, and a high jump out of a deep creek. This is now known as a scramble or motocross.

Then in 1927, solo on Aspendale Speedway, Melbourne, Australia, I jumped off at 90 m.p.h.+ when in a bad speed wobble at the end of straight with one hand on oil pump. We hit a deep gutter and took off on the bend, landed with the bars pulled round a little, and my heavy 29" oversize tire on front just kept the wobble and was heading for the post and rail fence. The 10,000 spectators were told in paper that I was unhurt but I was pretty sick in bed for a week or two with concussion and many bruises The Saturday before this at Inverloch Beach in Victoria, my flathead Scout won a gold medal at 90.01 mph equal with a 1928 Chicago 61" Harley Davidson ridden by an airforce pilot from point Cook, Victoria, Australia.

From 1929 I returned to New Zealand after four years in Australia when work finally could not be had (this was the Great Depression). I spent the next 10 years as motor cycle traveler. This was finally given up around 1941 when one of my rare (by this time) crashes put me off for 11 months. When I returned to NZ I was invited to join the local motorcycle club and an now a life member and have been for many years. After joining I just lived for beach races, grass track, mile and also ¼



mile, hill climbs, speed trials, trials, road racing, drags and I think the beach was the greatest in 1940. About seven years ago averaged 83.43 m.p.h. in a six mile race which I won. This was on a championship fancied beach course a few miles from Invercargill. This is where I do most of my testing nowadays.

In 1948 I decided to give up work and concentrate on getting a good run out of my old bike as by this time I thought I was getting better at designing parts and would go to the Canterbury Speed Trials held each year north of Christchurch. Well I went there for 22 years, this was a 1,000 mile round trip from home. I broke the NZ records more than once, but was only three times satisfied I had gone as good as I could go at the time, and those three times their timer failed for me. The last time was 10 or 11 years ago and the ACU rep said, never mind, next year we will have cable buried in side of the road. Then they could not get it anymore because of increased use of this long straight road known as Tram Road, North Canterbury, NZ. I will try and give you a rough specification of the past and present of engine and cycle. I have and still hold some records in the 37 ci class, under 750 cc class, 55ci class and lastly 61ci class, all with my 1920 flathead Scout.

My first major record was the NZ Open Road record established on the Aylesbury straight in 1940 at a mean 120.8m.p.h. This was held for twelve years. The under 750 cc Road record at 143.43 and NZ Open Road record at the same time. Also NZ Beach record in 1957. Although this is still attempted each year it remains unbroken at 132.38 m.p.h.

The 55 ci AMA world record 1962 at Bonneville, engine was 51ci at this time. 1966 engine 56ci 168.06mp.h. American 61 ci record 1967 183.6. best run 190.07 qualifying. 1969 record number of runs for a streamliner, 14 in four and a half days. I had magneto and carburetion troubles and finally burned-up pistons when gas tap shut off on last chance of a qualifying run. I have hauled bike or engine to USA eight times in my attempt to get one good run but this has always eluded my greatest efforts.

The last 22 years has been full-time as I could never get enough hours to do things. After finally getting 94 m.p.h. from the flatheads and running on Borneo Aviation Gas I ahd a go at making ohv heads. A foundry told me how to go about making patterns and I finally had them finished after a year of work until the first day it ran. Believe it or not the first runs were slower than my best on the side valve but over the years I gradually got it going faster till in 1937 I was getting 110 m.p.h. from it, also breaking conrods. About then a mate and I were returning from a distant beach meeting and another pair of rods had broken, and he said why not write to the Indian factory and get special rods. This got me thinking and I acquired a broken Ford truck axle and carved out two rods in five months. These were in it for 20 years and were standing up to over 140 m.p.h. By 1950 I was getting 150 m.p.h unstreamlined.

I have had many terrific blow-ups, the last two were during this last 11 months. I will describe one I had at Muriwai Beach, Auckland in April 1969. I hauled my Munro Special up there 1130 miles and blew a piston (I had just made thirteen new ones for 1969), the rod and pin toe up and down, put tram tracks and split both new cylinders, punched large hole in front of case, bent mag armature, broke slip ring and magnets on ML into five pieces. I hauled home and in eight and a half weeks had it running again. Eight more new pistons, two new home made rods, magnets cut form an old Bosch magneto.

The brief history is almost impossible to put together but I should give you a rough idea of some of my best crashes. In 1916, out all day after landing on head. 1921, riding standing on seat of Scout waiting for Uncle Alf to get his King Dick going. I looked round and woke up that evening after a whole days absence from what was going on. In 1927, jumped off on a dirt track Aspendale Speedway at over 90mph. Concussion and bruising from feet to back of neck. 1932, stopped to get a rider going in Western Southland when on my traveling job. I told the guy I would follow him in

case it stopped again. We came to a farmhouse at a cross road. A dog ran at him. I caught it on the rebound and came around later concussed and bloody from a deep scalp wound. 1934, crashed Clifton Gorge, struck a wash-out before could pull-up. Came around concussed. 1937, in 20 mile beach race, doing 110 when Hugh Currie, BSA Special, the last rider I had to catch, turned in front of me. I hit the 6" brake and tried to steer behind him as he banked over to turn. My bike climbed up and over his and sailed 120 feet clear of the beach before landing. He was knocked-out and had broken collar bone. My bash-hat was split from crown to rim in two places. Weeks later he told me what knocked me out and split the hat. The underside of his engine landed square on my head. When he was repairing his bike he found the varnish marks from my hat on the cases. I had all my teeth knocked out and my brother picked up numerous gold filled ones from the sand. This was one of the saddest moments of my life when I found my priceless teeth no more.

1940, running on home built gas producer. Still traveler for some motor cycle firm and running at top speed of 56 m.p.h. on coal. I hit a ridge of wet gravel and ran off to side of road but regained control on fence line. But before I could let go of bar and shut off gas and air lever I hit an 18" deep cutting into a farmhouse, the bike struck the far bank and shot right up into the air and back to the gravel road. My head hit the road, I was unconscious for one and a half hours and came-to blind from dried blood in eyes. I had haemorrhage of brain for a week and concussed, and was of work for 11 months. I had part concussion headaches for about 15 years from this so I gave up the traveling as I did not care to travel by bus or car to sell bikes.

1959, was in a drag at Teretonga International track when at 110mph the bike got into a sudden fast speed wobble. I jumped off the side and rolled and skidded and bounced 15 feet high they tell me. I finished up in the hospital for seven and a half weeks. When I finished the crash I had bash hat still on, waistband of pants, tennis shoes and pieces of socks. I was only slightly concussed. It was missing flesh, and skin took building up again. One finger was ground half way through the bone but still works but one joint is crook. All the other crashes involved just bones or scars or burns and one arm ripped apart at the shoulder. In five and a half months it grew back but still hurts at rest when I lie on it.



For this year I have made the new cylinders and pistons to the largest bore ever, it is now 3.192 inches x 96mm giving 60.54 ci. For eight years I have carved out new rods, cylinders and pistons and cams, and work full time on either my 1936 Velo or the Indian.

For 10 years I worked 16 hours a day in the shed and was told to slow up a few years ago and now work 7 days and about 70 hours a week. The flywheels I made from 5" axle hammered out under steam hammer. Just finished pistons. I had these eight heat-treated for the first time. Crank in 1928 Scout turned down to 3/4" and then sleeved. I made this from oil hardening steel and squeeze on and pull up with standard nuts. I leave the taper with 3/4" hole in it to fit drive side flywheel. The rods of course now have bigger eye and smaller rollers. The main shafts right up to about three years ago were standard, about 13/16"; with four sets of caged genuine Indian rollers 1/4 x 5/16" running on the shafts. Well, as speed mounted-up over the years I got visions of them breaking and in 1957 I had a new pin, crank-pin that is, given to me in Springfield on a visit to Indian factory. This I fitted to the timing side with big-end bearings. Then the drive side looked so thin. I looked around and had a spare gearbox mainshaft. So I ground the four outside splines off it and made up two drive shafts from it, then had them re-hardened and ground locally. I bored out

the taper in flywheel in my three and a half inch Myford lathe. By the way, I completely made my new cylinder heads in the same lathe The only change is to cut about one and a quarter off gap in bed for flywheels. This probably weakens it a bit but I still work it every day, and have since it was new 22 years ago. I am on my second set of back gears, worn out about 12 years ago, and my third lead screw is now badly worn.

Cams I made by file and saw since 1926 but now have built a cam grinder and make them in pairs as I spent 800 hours in 1963 making the engine into a four cam set-up. After I time them I pin them to the ¼" hole in the standard cam-wheels on Scout. Cam followers are filed from axle steel and I make a fork to take a ¾" x ¼" roller running on needles, and an oiler to keep a good flow from the 1933 Indian oil pump I had given me in 1956 This I modified to pump the oil to big end, and was when I made my steel flywheels.

The 1920 Scout frame and my third streamliner shell are still in USA. The first full shell I built took me five years to hammer out of sheet aluminium. I could only work at it when I had my bike ready for testing then if it blew-up I would work on the engine until running again, then hammer away at it again, or suddenly think of some new scheme to get more speed. Of course these brainwaves often made it slower or just more blown parts. By the way, I have read of E Fernihough's death and perhaps I can offer a reason for him running off the road that day. I have several times had similar experiences caused by a side wind of only two to three m.p.h. if one is traveling at over 180 as on most occasions with me, the bike steers over to one side but I start to steer it back at once. But I have had it go 12 feet over the outside of the black line before getting it back to the center of track. If this were on a road of course there is no chance of survival.

The first shell I took with me to Bonneville in 1962 was the second I had built. The first one of aluminium was too hard to ride, too neat a fit and I had great difficulty getting the gears. So I modified it and used it as a mould for number two of fiberglass. I had my first run on it at Bonneville in 1962, and was ordered to have a test run with officials following in a car. It just veered from side to side at all speeds I said to myself I may as well ship it back home, they will never let me run a thing like this. When they came up with me they said, handles ok. I said, What! They repeated handled good.

For the next five or six years I had some of the worst out of control rides on record. The worst was five miles late in 1962 when in an effort to stop wheel-spin at 160 I built a 60lb lead brick and bolted it in front of rear wheel. By the time I got to three mile marker the top of the shell was swerving five feet and wheel marks were five inches wide and snaking thirty inches every 200 yards, measured and lined-up later. Well when you figure you can only die next skid you try anything, so I wound it all on for another one and a half miles and when I found out it would go on that way forever I rolled it back and got it stopped. When the gang arrived and found me laughing and asked me the joke, I said I was happy to still be alive. The cure is to sit-up and let the body strike the air. This shifts center of pressure back behind center of gravity. I learned this the hard way. Lead brick should have been in front of the front wheel and shell higher off the ground. At rear, air packed under tail and lifted weight off rear wheel and thus caused wheel-spin.

More specs. I have mods in clutch, the standard Raybestos plates are long gone and I have 17 standard steel plates, hardened and ground. I fit 24 standard clutch springs giving a pressure of 1360lbs on the pressure plate, and the standard thrust race and withdrawal screw haul this free for freeing and gear changing. I have a left hand lever and wire to operating arm and a small foot assist lever on the clutch worm shaft. I only use this for long gear engagement during test runs without shell Over the years I made four chain drives having finally ground helical teeth off clutch body and filed out 46 half inch pitch teeth by hand and now run a three-row chain on a 22 engine sprocket and still the 46 clutch sprocket. This Reynolds in London told me 15 years ago would be impossible and would never work but it has run in there for the last 35 years or so in 10 SAE oil.

The gearbox is original, but I was unable to get new sliding dog and was visiting an old acquaintance in Sydney in 1948, he had bought out Mr Bidens stock of Indian parts. I bought a set of 1916 Power Plus Indian gears, lay shaft cluster and sliding dog. The cluster I shortened 3/8" and have run on them this past 22 years.

Cylinders I usually make from very old city gasworks pipe, cast-iron condemned, because of very large pits. I manage to get short lengths without too deep marks and because of the thickness, about 1/2-5/8", I can have enough thickness for a base. The barrels are old pistons melted in a small pot on the two gallon can furnace I use for melting-down for making pistons. The muff casting I turn-down in the Myford, bore undersize then heat-up with blow-lamp and drop onto liners. Pistons I redesign every year and make about half a dozen or so and take with me to USA for spares. Some years I have used every one and even welded-up burned-out ones there. When Jim Enz and his wife wanted to help me with fuel, I said I would like to try alcohol and they bought me five gallons of best brand Mickey Thompson alcohol. Boy it sure was the best piston burner! I guess it had Nitro or TNT in it. Every run the pistons vaporized. No alloy heads on my heap

Carburettor is 1924 Indian Chief. I have sawn a cut full length on top of it, bent it out and welded piece of brass in gap and run it in normal position with a T shape manifold made from one and three eights steel tubing. I have tuned five carbs for my bike since 1927 when I swapped the Schebler H for a Schebler deluxe, and all others I have tuned and modified have been deluxe Scheblers fitted to the Indians made later than mine

This year since arriving home from USA five months ago, have put in 560 hours on the Munro Special. The main jobs were two new alloy rods- two weeks, two new cylinders and barrels- one week, eight new pistons and much work on old dies for same- three weeks. I am making two new sets of cams for this year. Making a 180 degree Bosch mag into a 42 degree by making new brass cam ring. From old ball race the two cams were made, filed and timed accurately then quenched



in oil. As this 0 year old magneto rotated backwards I had to make up a drive different from standard. This I finally got working by taking out the two idler pinions, and fitting a big cam wheel from a late model Indian. This has four teeth more than my engine and by cutting 1/8" off base of mag and cutting into cases a little and jamming it back and boring new holes and tapping-out in same, I finally got the drive fixed. I also made a movable shaft to run the large pinion on and thus get a close tooth adjustment

Since finishing the above I have been testing at the beach and have been out 17 times and had 11 blow-ups. This consisted of mostly broken pistons of older designs. I was testing out a steel rod and a new carb I had made these last two or three years. I ran it on 20 to 1 to test the rod, then built better pistons and ran three in it, one after the other, until I had one that should stand-up to 13 to 1. As soon as I lowered the compression to 13, the rod which had stood-up to all the broken pistons finally shattered top end when I was accelerating hard in top at 5,500. I took it down, the new piston was in many pieces, pin broken in half, cylinder scored and split at skirt and

hammered out wedge shape and locked in cases. One rocker arm broken, one twisted, one push rod broken, one buckled. Other breaks were cam follower I had made from magnesium four or five years ago, another rocker and pushrods bent and both valves bent.

Development goes on all the time and has been full-time these last 22 years. I would like to make another DOHC set up. I still have the one I made and ran in quarter-mile grass track races about 1951. This fitted out front cylinder and rear was blanked-off. It was just an exercise as everyone was talking double knockers at the time. It is only lately I have had ideas to try to fit-up one for the rear as well but have so far failed to get time. Pulled the head off this morning and am starting two new rods from DC6 B propeller. I hope to find it strong enough. It was sent to me from Auckland as I cannot get the 70-70 or 20-24 alloy in NZ. I like to improve design every year in cams, carbs (just finished a new one yesterday), conrods, pistons and sometimes valves and guides when they wear a little, and cylinders.

It is almost impossible for me to give you a true picture of the time I have spent on my cycles. The last 22 years has been full time and for one stretch of 10 years put in 16 hours every day, but on Christmas Day only took the afternoon off.

I have booked berth on SS P&O Oriana for USA June 15th but will not go if cannot pass the doctor.

Footnotes:

1. As originally Published in New Zealand's Veteran and Vintage Motoring Magazine 'Beaded Wheels' #189 April - May 1991

2. In the Open Record on the Munro Special Burt did 120.8 m.p.h. (flying ½ mile) Main West Road, Canterbury 27/1/1940. Burt never again competed at Bonneville after 1967, due to declining health. But to this day he enjoys the distinction that his Indian is the fastest the world has seen, 190.07 mph at Utah in 1967.

3. Munro was born in Invercargill, New Zealand in 1899. He began riding motorcycles at the age of 15. His first bike was a British-built Clyno. He sold the Clyno to a blacksmith in 1920 and bought the Indian Scout, which he would continuously modify for the rest of his life. He later bought a 1936 Velocette, which he also modified and raced.

In his mid-20s, Munro began competing in various forms of motorcycle racing in Australia. He rode in hill climbs, trials, road racing, drag racing, flat track and early scrambles events. In other words, if there was a competition on two wheels, Munro probably tried it. He also participated in economy runs and once recorded 116 miles per gallon in one of the runs.

In the mid-1940s, Munro and his wife divorced. He wanted to build a house with low ceilings to combat the New Zealand summer heat, but it was against local building codes. Instead, he got around the codes by building a low garage. It served as both his workshop and living quarters.

Munro quit working in the late 1940s so he could devote his time fully to improving his Indian and Velocette racing bikes. During this period, he honed his skills at designing his own parts for the bike. Munro found unique sources for raw materials. As an example, he once carved out rods for his Indian using a Ford truck axle. It took him five months, but the rods lasted over 20 years, through countless high-speed runs. He experimented with a variety of metals by trial and error, once melting down old gas pipeline and combining it with other melted metals to cast pistons for his bike. He converted his Indian to overhead valves from side valve. He made his own cams, often filing them by hand. From wheels, to engine parts, to the streamliner's shell, Munro custom made just about every part of his bikes. It didn't take long for the Munro Special to have very little of the original Indian Scout left.

Munro's dedication to his motorcycles was enormous. For years, he worked 16 hours per day in the shed. In later life he backed off a bit and was working just 70-hour weeks. While many of his neighbours viewed him as somewhat eccentric, he did not live the life of a hermit. Munro was a member of a motorcycle club and attended many club events and had a lot of friends whom he helped and who in turn helped him in his racing endeavours.

Starting in the 1940s, Munro earned a number of New Zealand speed records. His first record was the New Zealand open road record set in 1940 at a speed of 120.8 mph. That record held for 12 years. He earned the New Zealand beach record of 132.38 mph in 1957 at the annual Canterbury Speed Trials.

By the late 1950s, Munro's bikes were getting so fast that he was running out of room to run them on New Zealand's speed courses. He considered trying to run on some of Australia's dry lakes, but in 1957 after visiting the Bonneville Salt Flats in Utah, his goal became to compete on the flat and vast expanse of Bonneville's salt bed.

With his savings and additional funds from motorcycling friends in New Zealand, Munro finally made the trip to America in 1962 aboard a rusting cargo ship. In order to pay for his ocean crossing, Munro worked as the ship's cook. Once in the U.S., Munro bought a dilapidated Nash station wagon for \$90 in Los Angeles to haul the Munro Special to Bonneville.

Munro arrived at Bonneville ready to make his runs only to be told he was not pre-entered so he wouldn't be allowed to compete. At home in New Zealand, riders simply showed up, signed up and raced. Munro's American friends, among them Rollie Free and Marty Dickerson, both of them long-time, well-respected members of the Land Speed Record fraternity, talked officials into letting Munro make his runs. Tech officials looked the other way, ignoring many of Munro's unorthodox means of putting his ancient Indian together.



In his inaugural run at the Salt Flats, Munro set a world record of 288 km/h (178.97 mph) with his engine configured with 850cc of displacement. Munro continued to compete at Bonneville through 1967, when he 68 years old. He survived a crash at top speed in 1967.

In a New Zealand motorcycle magazine, Burt was quoted as saying, "At the Salt in 1967 we were going like a bomb. Then she got the wobbles just over half way through the run. To slow her down I sat up. The wind tore my goggles off and the blast forced my eyeballs back into my head - couldn't see a thing. We were so far off the black line that we missed a steel marker stake by inches. I put her down - a few scratches all round but nothing much else."

In 1975, Munro's failing health cost him his competition license. Doctors said Munro's lifetime of heavy crashes caused damage to his heart. In January of 1978, Munro had returned from his daily walk when his heart finally gave out.



During his life, Munro's accomplishments were little known outside a select group of motorcycle enthusiasts. With the release of "The World's Fastest Indian" film in 2005, Munro suddenly became a cult hero in New Zealand. There, the movie became the biggest domestically produced film ever produced.

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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

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 :

Balancing Services Australia, Experts in the dynamic balancing of all motorcycle and automotive crankshafts, flywheels and the like. 43 Chifley Dr. Preston, Vic. Contact Murray on 03 9480 4040 <http://www.balserv.com.au/>

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

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/>
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