



The Oz Vincent Review

Edition #57, December 2018

The Oz Vincent Review is an 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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Welcome

Welcome to the latest edition of The Oz Vincent Review. This month the cover shows the late Bruce Main-Smith, author and motorcycle enthusiast speed trialling his White Shadow – and from the antics of some of the spectators it had a very free flowing exhaust!

In the lead up to Christmas there is also some more sad and unexpected news, the passing of Patrick Godet.

Over the festive season do enjoy yourselves but above all stay safe and sound to fully enjoy the new year

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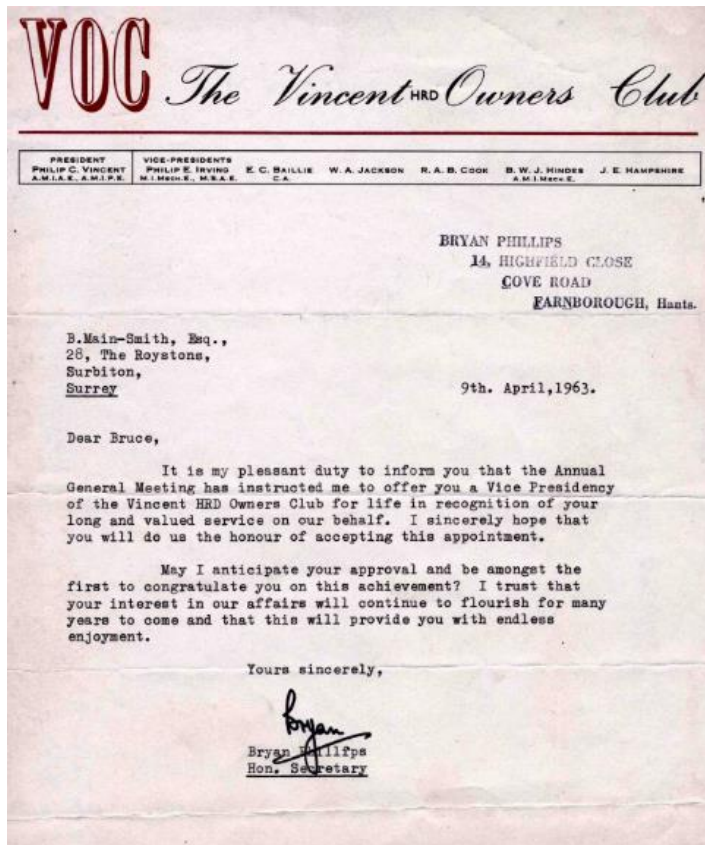


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Letters To The Editor

Bruce Main-Smith ...a short obituary by Dennis Quinlan.



Sad day for Motorcycling both Velocettes and Vincents with the passing of BMS...Bruce Main-Smith on 6th October 2018.

BMS is probably best known for his participation in the successful Velocette attempt on the 24hrs at over 100mph in 1961 on a Velocette Venom Clubman Veeline and again on the unsuccessful attempt in 1963 on the Velocette Viper Clubman Veeline...

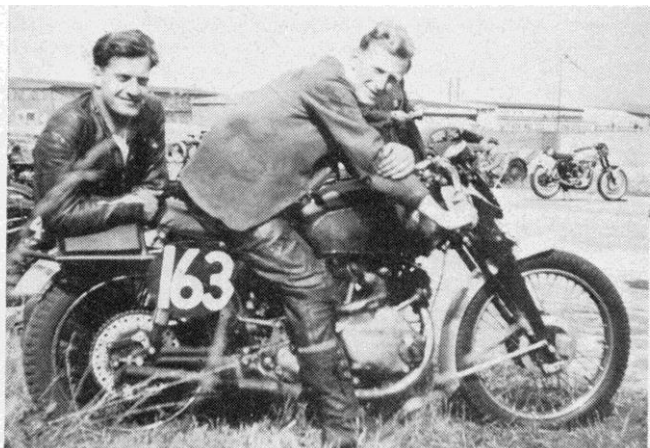
I've received a comment on my Velobanjogent site from a relative of Bruce which I'll finish this obituary with...

A "MotorCycling" journalist then later with the merging of "MotorCycling" with "The MotorCycle" and several of the journalists from "Motorcycling" made redundant, a freelance journalist for "Motorcycle Sport" penning such items as "Technical Comment" and "Motorcycling Moments" and he opened a publishing house, BMS Ltd specialising in photocopies of most of the UK motorcycles

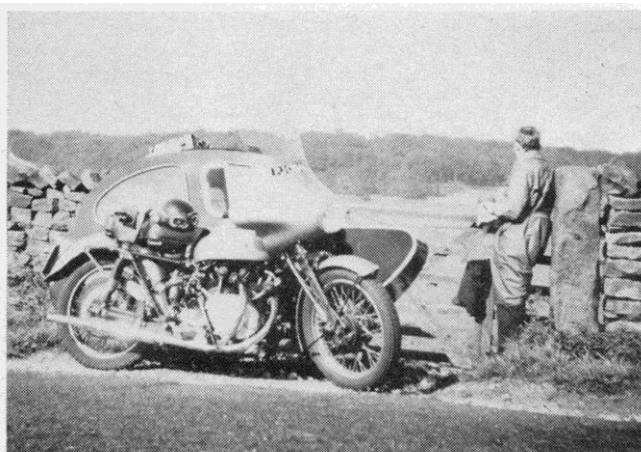
spare part & instruction manuals as well as “The Keig Collection”, some five books of IOM TT & MGP photos...

He was a Vice President of the UK Vincent Owners Club as well as its President for several year and rode and raced personal Vincents early in his life.

He tested many Velocettes during his career and I've a short photographic journey through his life with this obit....



Stirring times ahead. Racing days were mostly on the sand solo, and sidecar on the track. Sprinting in both classes was done with gusto. Here B. M. S. (right) with regular passenger Benny Graves pose at Staverton during a half-mile sprint in 1955



Note the difference between the Vincent-Busmar and the home-made racing chair in the other picture. Taken just outside Lancaster, on the way to a Lake District holiday, this version of a B. M. S. outfit looks a little more civilized—and equally non-standard

R.I.P Bruce....

“Unknown” has left a new comment on the Velobanjogent weblog site post "Velocette's 24 HOURS AT 100.05mph.....”

" Hello,I regret to announce that that icon of motorcycling Bruce Main-Smith has pulled his bike on its stand for the last time. Bruce was my wife's stepfather hence I am making this posting on the family's behalf.

Bruce suffered a stroke in 2012 from which he never completely recovered and he became very shaky over the last few years culminating in a fall downstairs (he would never use the stair lift) at his home in Hampshire on 4th April 2018.

He sustained a blow to the head which resulted in a bleed on the brain and then spent the next eight weeks in hospital. The injury brought on severe dementia so he was subsequently transferred to Casterbridge Manor Care Home, Cerne Abbas, Dorset UK to be near us. He died there at 10.15 on Saturday 6th October 2018. His funeral was held at midday on 25th October 2018 at Yeovil crematorium.

Sorry to be the bearer of such sad news - I believe he was the last survivor of the Velocette 24 hours at 100 mph riders so for that alone he left his mark.

On a lighter note Bruce told me that he came in for a tyre change during the night. The tyres were kept in a small garden shed but the guys couldn't open it as it seemed to be locked from the inside. Eventually one of the Frenchmen appeared pulling up his trousers followed by a local girl also adjusting her clothes.

They nearly lost the record attempt because of that! Would never happen today – or would it?”

.... Dennis Quinlan

Letters To The Editor - *Continued*

Hi Martyn

I like Glynn Baxter's reasoning for wearing an open face helmet and would like to tell a little story along the same sort of lines

I have only recently taken to wearing an open face helmet - the reasons are numerous but the number one reason - I was finding my new thousand dollar full face uncomfortable!! - But the little story I have involved a friends old bike refusing a kick start after our lunch break - so another old person and my positively ancient self proceeded to give said friend a friendly shove - his bike fired and I fell flat on my face - ouch! - but the peak on the helmet hit the ground (gravel) first and rolled the open face helmet over the front of my face and saved me from facial hurt - it did mangle my glasses (soon straightend) and marked the helmet somewhat - the sore bit was a broken right thumb - ouch! - if I had been wearing my full face I would have probably lifted up the front bit and I would more than likely had a lot more than a sore thumb - I got a bit of a rollocking for helping out and told to leave that sort of activity to the young ones - the thumb is on the mend thanks!

Andrew Rackstraw, New Zealand

Hi Martyn

Top job again!!



Just, by the way the photo above was taken in the motorcycle parking area at Beaulieu at the end of the day of the Auto Jumble. ie the last 3 bikes to leave (and there were 100s there) all had Australian number plates on them!!

Cheers,

Robert Walch, Tasmania

Hi Martyn , sorry for the late mail, life never goes smoothly. A couple of pics from the 2018 VOC Australia National Rally (held in sunny Queensland) including one of Trevor Cooper accepting the marvelous OVR prize donation of the Egli Vincent book by Philipe Guyony, awarded to the best Egli at the rally.

In the picture (below) is Greg Brillus, Trevor Cooper and Kevin Fowler. Best day at the rally, all of them *Photo by Les Beyer*



Track day at Lakeside with a Genuine A Meteor, and 2 Series A Rapides (recreations), all super machines.



photo Les Beyer

Line up of the 30+ bikes for concourse



Photo by Les Beyer

A Great week and a terrific VOC rally, we even did a couple of laps of the track.

Regards, Kevin Fowler, Australia

Maintenance Miscellanea:

It seem every Vincent fuel tank I go to install has its own qwerks especially when it comes to installing the petrol tank tie bolt and distance piece. I have yet to find a combination where the T38 Distance Piece spacer is a first time firm fit between the 'ears' at the back of the tank.

The reason it is there is to damp out vibration in the tank, as early in production it was found that fuel tanks were cracking due to vibration. So for it all to be effective there MUST be a firm fit of these parts in order to control the vibrations.

Having considered the difficulty in getting the distance piece EXACTLY the correct length to be effective I decided to do away with it all together.

My solution was to run a die down the thread at one end of the tie bolt T39 extending the thread by a good 2 inches at one end and by at least a ½ inch at the other. I then fitted 2 nuts and ran them down the thread. So set up you are then able to insert the modified T39 so it is in position, with its ends protruding from both the 'ears' at the back of the tank.



Now fit a washer and nut to the outer end at one side, then reaching in with your finger spin the nut on the inside so it snugs up against the inside of the mounting ear. Now holding the interior nut with a spanner, tighten the exterior nut.

Pictured is my modified T39 with nuts fitted, ready to be installed

You are now able to reach in at the other end of T39 and spin the remaining interior nut so that it snugs up against inside of the ear on its side. With your spanner now give it an extra ½ turn so its firm against the inside of the ear. What we now have is a tie bolt and perfect size distance piece combined in a simple unit. All that remains is to fit a washer and nut to the remaining side and tighten it up.



Simple but effective – of and for those who care – it reduces the weight of the bike by the weight of the now not needed T38 distance piece!

Event Calendar

2018	
December 2	Vincent Riders Victoria (VRV) Day run to Bendigo Historic MC Club Swap Meet, Llanelly, Victoria.
December	Vincent Riders Victoria (VRV) – Xmas Event.
2019	
Jan 25-27	The International Island Classic at Australia’s Phillip Island Grand Prix Circuit. Come along and see VRV members including Ken Horner, in action. Now in its 26th year, the Classic will once again roll into the island for the Australia Day long weekend from Friday to Sunday January 25-27, with 56 races on the agenda and tickets available now from www.islandclassic.com.au .
Feb 3	VRV run thru the Swiss ranges
March 22 -24	VOC NZ 2019 Annual Rally @ Otago. Email beatim@xnet.co.nz for more info
April 19-21	Shannons Broadford Bonanza; fun filled days of riding , no racing and lots of companionship
April 28	VRV Autumn Colours Ride
June 3 - 19	VOC International Rally; Belgium and Austria. For more info see MPH
Aug 21-29	2019 Vincent Owners Club North Queensland Tableland Tour
Sept 8	VRV Annual General Meeting
Oct 19	VRV Bit on the Side Run, for outfits but singles also welcome
Oct 22	VRV Birthday Dinner
Nov 22-14	VRV Annual Vincent Riders Dinner rally
2020	
March 10-19	VRV Tassie Tour 2020 held in association with the British Motorcycle Club of Tasmania
tba	International Jampot Rally in Nelson, New Zealand for AJS & Matchless bikes. Contact nipper@nipper.net.au
tba	VOC Australian National Rally – details to follow

Got an event planned for your group? You can have it included here – all you need do is contact the editor.

Tony Cording's RE Constellation

As Western (and briefly National) Sales Manager for Yamaha for 25 years, Tony Cording (long time OVR subscriber and Vincent ‘D’ series tragic) always had motorcycles front and centre. His first bike at age 15 was a 1939 Matchless-powered OK Supreme, followed by a 1936 Series A Vincent single, "The one I really wish I still had," Cording says.

As a 16-year-old bike nut in Britain in the 1950s, Cording had a top-five wish list: Top was a Vincent Black Shadow, then a Norton Dominator, followed by a BSA Road Rocket, AJS 650CSR — and a Royal Enfield Constellation.



Right – Tony Cordings 1959 RE Constellation

Migrating to Canada at age 24, family then took priority until 1975 when he acquired the first of a number of Vincents — a series D Rapide. That was followed by a D Black Shadow and a Black Prince. Next came a Comet basket case that, with help from now-deceased John MacDougal, was turned into a replica "Grey Flash" racer. His current daily driver is a hybrid series C/D "Super Sport" Comet with a 636cc engine.

"I managed over the years to acquire Vincents and the Dominator, but the Royal Enfield was one I never expected to see in Canada because they were never a very popular motorcycle," Cording says. Then a couple of years ago, Cording shared his wish list with Vancouver vintage bike master builder Dan Smith. "I said, 'I'll never find a Royal Enfield.' Well, within two weeks, he'd found me one!"

The Enfield he found at the home of local Enfield guru Bob Wheeler was an early Constellation, dismantled and essentially a basket case. "I knew nothing about Royal Enfields, except the fact that I'd always wanted one." A deal was done. Then Cording took stock of what he had bought.

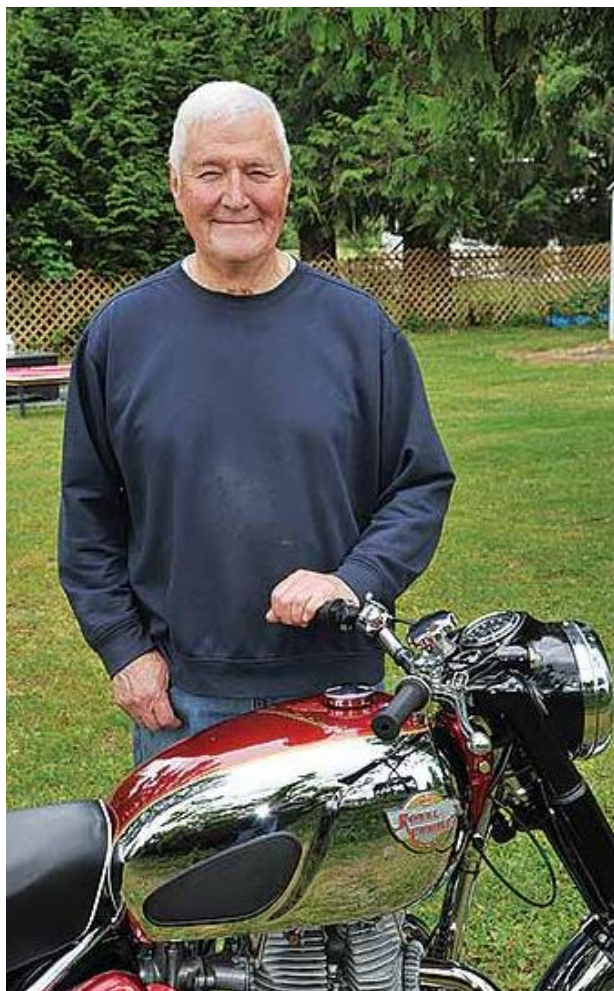
"I picked up a matching frame and engine number. I didn't realize at the time the gearbox had to match as well. The engine was in a state of significant disrepair. And there was a frame, wheels, tank, handlebars, and basically that was it."

The engine had thrown a rod at some time, wrecking one cylinder and smashing the exhaust camshaft oil gallery. Remarkably, someone had welded the cylinder skirt back together! "Like a jigsaw puzzle. The guy must have done some very, very careful welding."

Deciding that cylinder had to go, Cording found another one on eBay, and set to work on the rest of the engine. The crankshaft was reground and the cylinders bored to 0.040-inch oversize, and the crankshaft was dynamically balanced, as Royal Enfield did at their factory. Another Enfield feature — the crankcases were coated inside with a sealant to prevent oil migration. "I'm surprised that other companies didn't do that," Cording says. The liquid coating is highly flammable, so sourcing and shipping it was a challenge. Finally, after numerous attempts, Cording found a supplier in Canada — less than 10 miles away!

Cording was impressed with the size of the main bearings — "they're monsters!" — and with the way the camshafts can be removed and replaced through access holes in the primary-side without splitting the cases. "It was a delightful engine to put back together again," Cording says.

"And because they're separate cylinders, I didn't have any problems getting the barrels on." However, for the gearbox, Cording turned to Vincent expert Robert Watson. "He put the gearbox back together again. And as has been commented on many occasions about the Albion gearbox, it is very agricultural, but very, very, strong."



Left – Tony, long time OVR reader, with his superb machine.

For originality, Tony stuck with Enfield's notorious "scissor" clutch: "If I'd decided to go with the later style clutch, I'd have to buy a new gearbox," Cording notes, "because the scissor clutch gearbox doesn't lend itself to the (later) pushrod arrangement."

Cording's research shows his bike was one of 10 Constellations brought into Canada in 1959, nine going to Montreal and one to Toronto. And while the U.K. Royal Enfield Owners Club provides a dating service, confirming Cording's bike to be a '59 Constellation, they have no records of which bikes went where. The plot took a twist when Cording discovered a stock Constellation seat and gas tank didn't fit the frame. It turned out the Constellation had been set up as an Indian Apache, the U.S.-market version of the Connie with wider wheels, a smaller gas tank and a larger seat. "By this time, I was so far down the road into making this a Constellation, I carried on," Cording says. Unanswered still is whether the bike was shipped as a Constellation and modified once in Canada, a

possibility as the only modification required to make it an Apache was the welding on of a different seat bracket followed by fitting an Apache-spec seat and gas tank.

Another odd aspect of Cording's Connie: The frame had been chrome plated. That suggested it may have been a show model, but more research showed that the chrome had been added later, not applied by the factory. "It's a really nice job. The more I worked on the bike and looked at it with the chrome, the more I liked it. I made the decision to keep it chrome. And with the nice chrome on the tank, it has all worked out quite well," Cording says. The tank itself is a new item from India. "The finish was perfect, though there was rust inside."

Most other parts for the project came from Royal Enfield specialists [Hitchcocks Motorcycles](#) in Solihull, England. "Hitchcocks were wonderful. Their website and parts availability was top notch. Their responses to my inquiries were always prompt."

The only other challenge in the build was removing the seat nose bracket that had been added to the Constellation frame to suit the Apache seat and gas tank. Otherwise, Cording says, "It was so straightforward, it was amazing. It really was a lot of fun to work on. Getting the pushrods in, where you've got the camshafts at the front and back of the engine — that was a lot easier than on a Norton, I'll tell you!"

This story is just part of a much longer article from a recent edition of MotorCycle Classics.

Vale Patrick Godet – Vincent Icon.



1951 - 2018

The classic motorcycle world was shocked to hear, on November 27, 2018 that Vincent enthusiast, engineer, master craftsman and all round good bloke, Patrick Godet had passed away. Here he is pictured at the Phillip Island race track in 2015 (OVR Photo).

Here are just two of the tributes to Patrick received by OVR.

Hello Martyn,

Joy and I were shocked to learn of the recent passing of Patrick Godet a true icon of the Vincent world We had the pleasure of meeting him during the 2015 French rally and at the Italian rally.

Our bike had problems during our journey and nothing was too much trouble for such a busy man and of course he soon had us back on the road.

He will be sorely missed (would be an understatement) by all the Vincent brotherhood and all those who have been fortunate enough to cross his path.

Regards Bob Allan, Australia

Hi Martyn,

I was lucky enough to spend a full day with Patrick enjoying his fine French culture And learning some Vincent tips on engine building. He was a very nice and very intelligent man. We spoke openly as I was coming out of my cancer treatment while his wife was just starting her treatment for the same cancer. He mentioned nothing of his situation. I am very sad to hear this news as we always intended to catch up again ..

All the best

Kym Raneberg, Australia

Patrick Godet specialised in the restoration and reconstruction of Vincent and Egli-Vincent machines. Early on, Godet developed a passion for the traditional English brand, having been a member of the Vincent Owners Club since 1974 and founding the French Section for which he also organized rallies.

His love for Vincent motorcycles remained unbroken. In the early 1990s, Patrick Godet imported a number of Vincent machines and spare parts into France from Argentina and opened a workshop dedicated to the restoration of the Vincents. The restoration of an Egli-Vincent finally brought him into contact with Fritz Egli. The Swiss was so impressed by Godet's work that he allowed him to offer the Godet machines with the suffix "Egli-Vincent". Godet thus continued the Egli-Vincent myth from his workshop in the northern French town of Rouen.

Patrick's bikes – or more correctly creations are a work of engineering excellence. Seen here is a recently completed Godet Egli-Vincent 500 race bike.



Au revoir mon ami - you will be greatly missed.



The 2018 International Diamond Jubilee Brough Superior Rally

The Brough Superior International Diamond Jubilee Rally celebrating 60 years since the foundation of the Brough Superior Club.

This Rally is held in England every 10 years, and the 6th followed the same recipe as previously. That is, 10 days, 1 at Brooklands and 3 lots of 3 days in Dorset, Nottingham and Middle Aston respectively. There is some logic in this. Dorset was where Lawrence of Arabia (T E Lawrence a notorious Brough owner) lived and died, Nottingham is where Broughs were made, and Middle Aston is just a good venue for a display.

This could well be a transition rally as many of the older members could struggle to get a leg over (a bike) in ten years' time. I am forecasting that the 70th year rally will be different with increasing Brough numbers ending up outside the UK. However, irrespective of this, I have no doubt that the club will still be alive and possibly even healthier, as many of the non UK members are possibly the most enthusiastic!!

The weather was generally pretty close to perfect except for the display day at Middle Aston on which it rained steadily and continuously all day.

Numbers at venues 1 & 2 were about 50ish but at Middle Aston a stack more bikes came out of the woodwork. Most machines were beautifully restored, but every day users **do** still exist and deserve just as much appreciation. There were a few WEs there and one BS4 but the rest were almost exclusively V twins. It was a shame that none of the other weird and wonderfuls surfaced.



Pictured is Nick's every day ride, a much abused SS80.

Our best rides were between venues. Eg Dorset to Nottingham took 9 hours and was an epic effort. Only 5 starters of which the 2 Tasmanian bikes had a trouble free run. A 3rd bike was from NSW and also ran faultlessly, although it did have trouble containing its vital fluids, using over 7 litres of oil and a lot of petrol. The other 2 were pommy and one broke a throttle cable (minor and sorted quickly), whilst the other destroyed its cush drive and ended up in the van. Generally, I would never criticise those who trailered their bikes, as 2018 UK traffic is a tough ask for 30s machinery. Especially for their clutches.

However the best part of the rally is meeting the punters. Diverse as you would find anywhere, all with a common interest, and 10 days really gives you a chance to get to know everyone. Below are a few quotes from the rally:

"We don't have tools, we are French!!"

"There is no r in bath!!" Howard Wilcox

"It's still got oil in it!!" Barry Graham

"The traffic may not be so bad if we go this way" John.....

“Taddington and Toddington are nearly the same” Nick Jeffrey

“Here, take my glove and slap me” Nick Jeffrey

“A V twin magneto is always a compromise” Dave Clark



Brough cars are also flash things. Based on American Hudson chassis and mechanicals, the bodies are classic flowing 30s British. I think there were 8 Brough cars at Middle Aston.

So, to sum up... This was a great event, probably a once in a life time experience, and, in my mind, measured by the sadness of saying good bye to everyone at the end.

Contributed by Robert Walch, Tasmania

Breaking News for VOC Members in Victoria.

Having formed just 2 months back Vincent Riders Victoria (VRV) drafted then adopted a set of rules (or constitution) that meets ALL of the requirements of the Victorian Government AND the International Vincent HRD Owners Club (the VOC).

They became incorporated, receiving Government recognition. Not long after that, recognizing their total commitment to the spirit and ideals of the International VOC, VRV received formal recognition from the VOC as a "Section In Waiting".

Now VRV has received advice from VicRoads that they are now also an Approved Club Permit Scheme club!

This means that any Victorian VOC member who was feeling 'tied' by their existing CPS registration now has the flexibility, if they so wish, have an alternative 'home' for their CPS eligible bikes.

Contact mem.vrv@gmail.com for more information



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.

Wanted: an original (no copies) B/C series Vincent Fuel tank. If you have one available please contact Kymran@live.com.au

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.

UPDATED PRICES!

Post war Vincent twin gasket set includes:ET106, PD14, ET105, 2 each ET102, ET182/1, ET1801 and 2 each ET181. US\$58.00. Also ET 140 Clutch cover gasket available, US\$15.28

Post war Comet and Meteor kit includes (pictured): ET 106, ET180, ET182, ET181, PD14/1, and ET106. US\$55.00

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 Located in Chicago IL USA.



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

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

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

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

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

VMS, Holland: 2x2 leading shoe brake kits for Vincents; high quality 30mm wide 4 leading shoe system. Email 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 for more info.

Cometic Gaskets: Modern, reusable gasket sets for Vincent twins and singles. If you actually USE your Vincent you are mad not to have these. Contact Paul Holdsworth of the VOC Chicago section c/o phpeh@hotmail.com Located in Chicago IL USA.

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

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

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

Restoration Services:

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

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

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

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

Ace Classics Australia is a Torquay Vic. based Restoration business specialising only in British Classic and Vintage Motorcycles. Complementing this service, they provide in-house Vapour Blasting, Electrical Repairs and Upgrades, Magneto and Dynamo Restoration plus Servicing and Repairs to all pre-1975

British Motorcycles. They are also the Australian Distributor and Stockist for Alton Generators and Electric Starters. Phone on 0418350350; or email alan@aceclassics.com.au . Their Web page is www.aceclassics.com.au

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/>

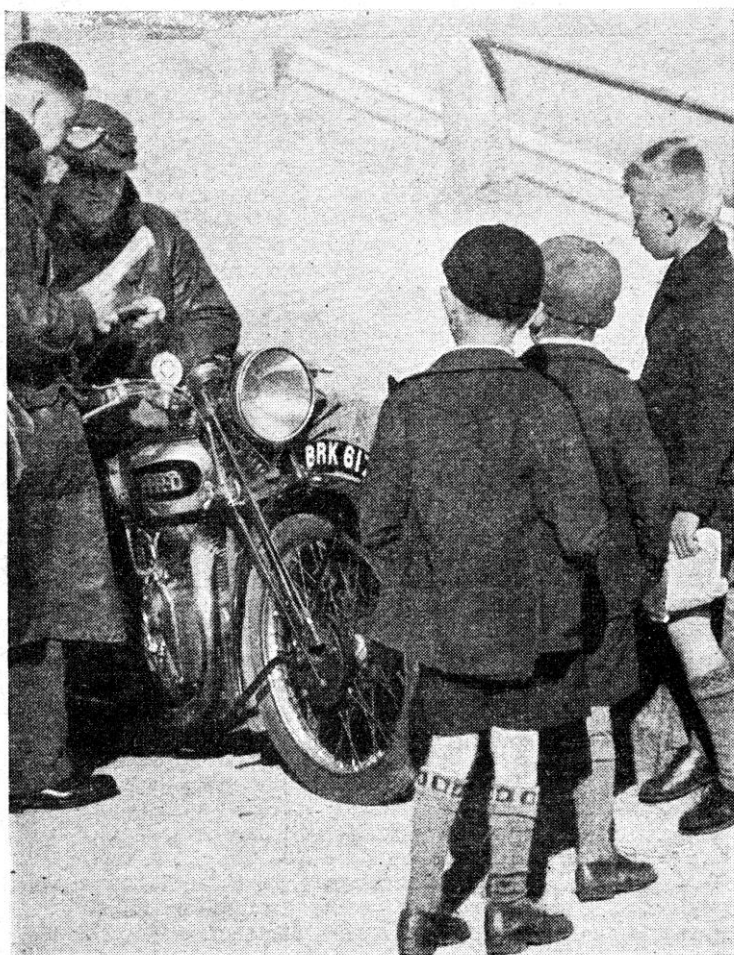
Peter Scott Motorcycles, Australia: Top quality magneto and dynamo services, from simple repairs to complete restorations plus a comprehensive range of associated spares. Provides hi-output coil rewinds with a 5 year warranty. For more info contact Peter on (02) 9624 1262 or email qualmag@optusnet.com.au

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 too small. Has been recommended by multiple OVR readers. Phone 03 9878 2337

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



BRK 617

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