



The Oz Vincent Review

Edition #58, January 2019

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



This month's cover picture is of Rodney Brown and the superb Series A replica that he, in partnership with fellow Australian Neal Videan, created in their home workshops, completely from scratch. A truly hand crafted masterpiece.

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 first edition of The Oz Vincent Review for 2019.

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



Melbourne, Australia.
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Letters To The Editor

Hi Martyn, and from up here to you down there all the best for the Merriest of Christmases and an OVR New Year. You deserve some time off for the great work you have done in keeping your readers entertained for yet another year. Imagine my surprise when scrolling down I spied with my little eye a bike that looked awfully familiar. I've got one just like it was my first reaction as I just looked at the picture before realising it was mine!! Many thanks for including the story, it was truly a fun rebuild, hearkening as mentioned to my early motorcycle days of dreaming of my top 5 bikes. Sad news about both BM-S and Patrick, I had the pleasure of meeting them both.

I am looking forward to 2019 and spring already, winter is here and hibernation is on the horizon. Just for a chuckle, here is a pic of my latest project, it didn't make my top 5, but the Model 7 was the first twin cylinder bike I rode. Memories' are made of this....

Many thanks again for OVR and all the best to you and yours

Tony, Canada

Martyn

I have been unable to contact the supplier of this conversion kit. Does anyone supply the bearings and seals for the Vin. ?

If not can anyone tell me the bearing co & bearing numbers. I am unable to find the sizes needed by any of the bearing suppliers.

Thanks a mil.

Larry Dawdy, Canada



Hi Larry, What you are looking for is now available from the VOC Spares co as part number FT124 - FT128 TAPER

Hi Martyn

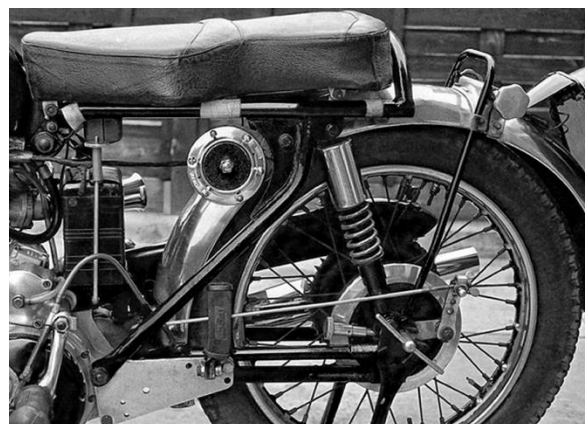
It's me again....as you're asking for material to help fill OZVinReview I thought I'd contribute a bit of history of my days with my Vincent Black Shadow NRO 365 from the mid 1960's that you mentioned a while back in OVR. It's follow up after my conversion into my Norton Vincent Special of 1966. I've attached some photos from my archives for your reader's interest...

Photo 1) right....NRO 365 more or less as I bought it in 1963 or 1964 after a good clean & polish. Note the non-standard flattish seat....though still comfortable !



Photo 2) left....I replaced the front forks with telescopic forks from an Ariel Square Four, but retained the Vincent wheel & mudguard. The roadholding & performance of this modification worked really well....no regrets !!

Photo 3) right....My other major modification was to replace the rear suspension, with my own design of rear frame, using Girling suspension units, as per the photo ! Again the performance from this



'update' worked out well I'm glad to say !

Photo 4)....LH side of the whole bike in its final modified form now with a Norton frame. Plus Photo 5)....RH side of the bike. Both below



Photo 6)....One of my treasured photos of Cyril Julian riding NRO 365 at high speed at the Montlhéry speed trials in 1952.....

The other photos (next page) are of the bike after I had rebuilt it as a Norton Vincent Special in 1966, & registered as a new bike as KDH 899 D as an "NVS".



Vincent Black Shadow NRO 365 in action at the Montlhéry track during the record-breaking attempts of May 1952

These show various views, with the final colour photo of how it was finished. This bike was the best & most rewarding motorcycle that I have ever owned, giving me immense satisfaction in its appearance & thrilling performance.....



Oh Happy Days !!!!!!!!!.....so many memories, so long ago !!!!!.☺

Regards.....Keith.

Hi Keith, Sorry to tell you but this very bike, once NRO365, is today owned by a person here in Victoria, Australia who I suspect knows and cares nothing of its significant history. Regards, Martyn

Vincent Riders Victoria, ride report & general meeting November 11, 2018

Well what a beautiful day for it, sunny, still and 22° C. Six bikes and seven members met at the Tram stop Caltex on the outskirts of Melbourne for the ride. Coffee and fuel taken on board as we waited for all to arrive, along with the usual tire kicking in the car park.



Wally and Nita Walsh on their immaculate Black Shadow, Martyn Goodwin astride his neat and reliable Comet, Jeffrey Richardson on his superb early B Rapide, Dave Hulstone on his wallet emptying big bore Comet, me (Brian Hale) on my well used and dirty, but oh so quick C Rapide and Sue Hulstone aboard her very smart looking Suzuki.

We departed with me leading and made our way through the Christmas hills taking in as many back roads as we could. Lovely small tree covered lane ways, real Comet Country.

I think I managed to take the longest route possible through the hills.

We left the hills via Arthurs Creek past the Yan Yean Reservoir and out onto the main road to Whittlesea. One last flurry of corners up through Eden Park and then on to the Hale house where we met 13 more members of Vincent Riders Victoria.

A long lunch followed by a lazy tour of the gardens and a beautiful social afternoon out on the deck swapping stories we are all looking forward to our next get together.



This OVR contribution is from Brian Hale, a VRV Member.

Maintenance Miscellanea:

Vincent Fuel Tank “Enhanced” T39 Installation

After last month’s maintenance tip I received a couple of requests for clarification regarding the installation of the ‘enhanced’ petrol tank eye bolt. How to modify an existing T39 for this task is described in last month’s OVR. This month is a detailed installation guide. To make the photos clearer, they have been taken with the fuel tank removed from the bike. Be assured, the ‘enhanced’ tie bolt is easy to fit to both twins and singles with the tank in place.



Photo 1 (above, right) shows the underside of the tank and the ‘ears’ that require to be braced in order to dampen vibration that can – sorry, will – cause Vincent tanks to crack. Photo 2 (Left) shows the modified T39 with the 2 nuts fitted that end up on the inside of the tank ears.



Photo 3 (Left) shows the T39 moved into place, with one nut up against the inside of one tank ear.



The next thing is to fit a plain washer and nut and then using 2 spanners tighten up the nut securely,

thus now preventing any subsequent rotation of T39, as shown in Photo 4 (right).



What you now have is shown in Photo 5 below



Finally, spin the loose nut till it’s in position, firmly against the inside of the other tank ear so that both ears are now securely braced. All that remains is to fit a plain washer and nut to the exposed end and tighten it up. (See Photo below) Easy!



Event Calendar

2019	
Jan 12	VRV visit to Classic Motorcycles' showrooms and workshops
Jan 20	Maffra Sale Motorcycle Club 26th Annual Swap Meet
Jan 25-27	The International Island Classic at Australia's Phillip Island Grand Prix Circuit. Come along and see VRV members 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 2	AOMC Berwick Swap Meet, Princess H/way Berwick
Feb 3	VRV run thru the Swiss ranges
Feb 20	OVR's 5 th Anniversary
Feb 22-23	Ballarat Swap Meet, beside Ballarat Airport.
Feb 22-24	2019 Superbike World Championship @ Phillip Island
March 10	Yarra Glen Swap Meet
March 22 -24	VOC NZ 2019 Annual Rally @ Otago. Email beatim@xnet.co.nz for more info
April 7	Vintage Motorcycle Club of Vic. Motorcycle Only Swap Meet. National Steam Centre, 1200 Ferntree Gully Rd Scorsby VIC 3
April 13-15	VRV Autumn Colours Tour
April 19-21	Shannons Broadford Bonanza; fun filled days of riding , no racing and lots of companionship
April 27-28	The BSA Motorcycle Owners Association has run the All British Rally® annually since 1977. This year's event is to be held again in Newstead, Victoria, at the Old Newstead Racecourse.
May 17-18	43rd Historic Winton
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
Aug 24-25	BULLI ANTIQUE MOTORCYCLE WEEKEND, Bulli Showgrounds, Grevillea Park Road Bulli NSW
Sept 8	VRV Annual General Meeting
Oct 6	HTPAA Antique & Collectable Tool Market, Caulfield East.
Oct 19	VRV Bit on the Side Run, for outfits but singles also welcome
Oct 22	VRV First Birthday Dinner
Nov 16-17	Bendigo Swap Meet, Bendigo showgrounds
Nov 22-24	VRV Annual Dinner Rally
2020	
tba	International VOC Australian National Rally – details to follow
Feb 3 - 18	International Jampot Rally in Nelson, New Zealand for AJS & Matchless bikes. Contact nipper@nipper.net.au
March 10-19	VRV Tassie Tour 2020 held in association with the British Motorcycle Club of Tasmania
March 28-April 4	Australian Historic Motoring Federation 2020 National Motoring Tour, Albury NSW & Wodonga Vic.
Sept 6	VRV Annual General meeting
Nov 20, 21, 22	VRV Annual Vincent Riders Dinner

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

Up From Down Under *This is the amazing story of Bob Chambers and*

Brian Chaseling, two Australians who in 1950 rode their 1939 500cc velo MSS outfit to London. It was first published in MotorCycling in 1951.

It was at a party given by the Indian Trade Commissioner in Sydney, Australia that our plans for hitch-hiking from Ceylon to the U.K. were shattered. The wise words of Prince Duleep Singh, of cricketing fame, convinced us that it was impossible to "thumb" our way through India, but he suggested an alternative—motorcycling.

We thought this was good sense and, as the Chambers family already possessed a 1939 MSS Velocette, affectionately known as "The Monster," half our initial problems were solved.

At that time—about September, 1950—Sydney was suffering from an acute shortage of sidecar chassis, but after many weeks of searching we stumbled upon an ancient structure the identity of which was concealed in the engraved word "Special." It's still a mystery!

There remained one important item—a box. About 25 shillings worth of solid timber and plywood panels, plus a little "bush carpentry" provided this shortly before we sailed for Colombo.

The necessity for travelling "light" restricted our personal luggage to two overnight bags each, while the remainder of our load consisted of sleeping bags, ground sheets, a tent (this proved superfluous as we encountered 10 minutes' rain in six months), a collapsible primus stove and accessories, three two gallon petrol cans and a few spare parts for the MSS. The latter comprised chains, a set of valve springs and guides, a piston with rings and some sparking plugs, bolts and nuts. Of course, the Velocette had been overhauled by local Sydney "specialists," a service we later found to be lacking in refinement.

Eighteen days aboard the U.K.-bound liner gave us time to recover from too many farewell parties and strength to recoil from the first embarrassing experience of our journey. On arrival at Colombo we battled for three days to retrieve the outfit from H.M. Customs, and in that time we had received much flattering publicity in local newspapers complete with vivid descriptions of the machine. When the moment came for us to drive away from the Customs area "The



"The Monster" wouldn't start! Finally, dogged by visions of the exaggerated newspaper reports of our super-efficiency, and by the amusement of the populace, in broad daylight we pushed the MSS through the main streets of the city.

Our stay in Colombo was longer than anticipated for we had the good fortune to meet Andrew Mirando, the local Velocette agent and one of the keenest men in the game. He personally attended to the multiple mechanical adjustments needed to the Velocette, despite the "overhaul" in Sydney. Not satisfied with this kindness, he conducted us on a 500-mile tour of the scenic beauties of the area.

The auspicious day came when we embarked on the first leg of the long, long road to London. From Colombo to Talaimannar, on the north-west coast of Ceylon and the hopping-off place for the Indian mainland, the roads were good. After making the crossing by Indian Railways ferry service to Dhanushkodi, on the south-west Indian coast, we found there were no roads out of the

town! We had to take the only way—the railway. Normally, vehicles can be unloaded at Ramnad 20 miles north, where the road commences, but after considering the difficulties of unloading almost immediately after loading and, later, gazing with horror while a gang of coolies tried savagely but vainly to force the outfit through a 3-ft.-wide van door, we settled for the ride straight through to Madras.

The total cost of conveying the model on this section was approximately £3, which we later discovered was half the correct rate. We had caught the station-master deep in sleep at 5 a.m. that morning. In his comatose state on being awakened, he wearily looked up the charges for solo machines, issued the necessary tickets and dropped off to sleep again—on the Booking Office table.

Our first taste of bad roads came after leaving the garden city of Bangalore in South India. The bumping and rattling on the endless corrugations became so bad that, long before reaching Poona, a fork link had broken and the mudguard on the side-box followed suit. The latter emitted so much noise that it now lies rotting in a gully somewhere south of Poona.

The local Triumph agent in Poona, Mr. Modi, came to our assistance and, while his mechanics fitted a new link, he took us on a tour of the city. Descending the Western Ghats en route to Bombay, it became very evident that the rear brake was either missing completely or was sadly in need of relining. On arrival in Bombay, the "Gateway to India," the local Velo agents did the job which still threatens to throw us over the handlebars if we brake too hard!

For one rupee apiece, a couple of grubby urchins polished the old outfit up like a new pin. When the time came to depart there stood "The Monster" ready to leap off to Lahore and beyond, all a-gleamin' and a-glitterin' like the "Royal Scot."

The next leg of the trip was to Delhi, a distance of 900 miles over what we had been assured was a far superior road to the one we had just traversed. We received all such information cautiously. Frequently some enthusiastic character would wisely say, "Yes, I've travelled over that road recently myself: it's a first-class metal road from A to B." Invariably he omitted to mention that there were 18 ins. between lumps of metal.



Twenty miles from Shirpur we encountered trouble. The centre chassis connection bolt sheared off beneath the saddle causing the old model to sway like a windjammer in a "blow." Speed was reduced to 3 knots. Our peculiar and pre-historic chassis had only three connections instead of the usual four, a factor which contributed largely to a deal of trouble later. Sometimes we really thought that the HISS and chassis were allergic to one another, for at regular intervals and distances they insisted on breaking up a beautiful friendship and going their separate ways. Luck favoured us and we limped to Shirpur without further fractures. In this small, dusty town a wizened old Moslem gentleman, complete with fez, squatted by his fink forge surrounded by

his tools of trade and swarms of flies. No certificate proclaiming his graduation from a Technical College graced the wall, but, nevertheless, he quickly effected the repair for a few rupees.

We continued to Indore, Gwalior and Agra experiencing for the first time the curse of all Indian motorists—bullock cart nails. Once we found an enormous wedge-shaped nail in the tyre which,

luckily, had not penetrated the tube. Nearing Gwalior, disaster almost overtook the expedition. The Velocette got into a deep rut on the side of the road, causing the outfit to veer sharply to starboard and plunge over the side. Leaving the road, the combination, its occupants, riding whip, spurs and all, hurtled 15 ft. down the steep bank to make a perfect three-point landing, right side up. Examination showed no visible damage, so "The Monster" (in disgrace) once more pointed her nose towards Delhi. Peasants nearby, watching the episode, seemed disappointed when the act was not repeated.

At Agra we found the famous Taj Mahal even more beautiful and impressive than anticipated. One American present summed it up typically by saying, " Boy he sure must 'a' loved her."

Previously we had decided to leave the outfit at Delhi and proceed by train to Darjeeling to see " The Roof of the World," the eternal snows of the Himalayas and one of the wonders of the world. While on an 80-mile trek on foot to see Mount Everest we had the honour to meet Prince Peter of Greece and Denmark. First at an alpine bungalow at 10,000 ft. on the border of Nepal, and again at his home in Kalimpong, near the Tibetan border. We spent a happy evening high up in the Himalayan foothills hearing of the strange customs of the Tibetan people on whom the Prince is quite an authority.

We were sorry indeed when the time came for us to leave those majestic mountains and travel on. However, we took with us many, happy memories of Darjeeling and its towering sentinel Kinchinjunga of Everest with its constant companion, the long streamer of snow which is carried away to the east by fierce high-altitude winds; of Kalimpong and its swarms of big, bronzed, happy Tibetans who throng the market places wearing everything from high peaked lama caps to American-style ten galloners.

Back again in Delhi we gave the bike a thorough once-over. The chassis connection bolt had fractured again. A local engineer advised that a rigid connection of this type was useless. The manufacture of a ball and socket type delayed us a further two days. The temperature when we left Delhi was 105 degrees—a warning that higher temperatures, of 120 degrees and over, could be expected when the monsoons came in June.

Up through the Punjab we rolled, the flat country and tarred roads making motorcycling a pleasure. Overnight we stayed in "Dak " bungalows, which in the north are quite elaborate, for about 2 shillings each. These bungalows, an inheritance from British occupation, were scattered over the length and breadth of India and Pakistan for the benefit of travellers. They are provided with beds (no linen or blankets) and bath facilities. Our system was to purchase fruit and vegetables from a market place daily for a few pence and, on arrival at a bungalow sometime in the evening, cook dinner. This mode of living was very cheap. We estimated that total expenditure per one thousand miles was approximately 6 Pound including petrol, food and accommodation. Living in the larger cities was another matter altogether. In Bombay, for instance, it cost both of us more than £7 each a week.

A chance meeting with two English women resulted later in our staying with a fellow Aussie in Peshawar, T. C. Miller, Director-General of Agriculture for the Frontier Government. We tarried here for a fortnight during which time Mr. Miller showed us some of the little-known tribal areas where fighting still flares up occasionally, and the picturesque Kaghan Valley ringed by snow-capped mountains.



The climax of our long stay was a plane trip over the western extremity of the Himalayas and through the narrow Indus Valley gorge to Gilgit and Skardu. What a memorable experience! As far as the eye could see was a vast pattern of eternal snow peaks and ridges, while towering 10,000 ft. above our Dakota reared the notorious Nanga Parbat (26,660 ft.), claimant of the lives of so many unfortunate climbers.

We left Peshawar early one morning carrying enough petrol for the 180-mile stretch to Kabul (made necessary by petrol rationing in Afghanistan). Despite the wild and bloody stories one has so often heard of the famous, 30-mile-long Khyber Pass, we were not held up or fired upon from the barren and rocky ramparts that dominate it. But one desperate-looking character, armed to the teeth, wandered nonchalantly past as we halted halfway through to let the engine cool off.

The Khyber highway ends abruptly at the Afghan border, and one is then confronted with a track winding along the Kabul River valley. It is composed mainly of water-worn boulders averaging 3 to 4 ins. in diameter, over which numerous lorries lumber to define the roadway with two parallel tracks. Progress from here to Jalalabad and Kabul was, naturally, slow. On the Lataband Pass climb we did 11 miles in 5 hours! The engine continually overheated, necessitating frequent halts to cool off and tie wet rags around the carburettor. The old Velo boasted a 19T solo sprocket, which had evidently been fitted by mistake in Sydney. The result over such tough gradients can well be imagined. Often one of us rode while the other alternately walked and pushed.

We chugged into Kabul one night at 9.30 and were made welcome by the good folks of that outlandish British Embassy.

The Expedition stagnated for several days owing to the Afghan Government's refusal to grant us petrol coupons, however, His Majesty's Ambassador, Mr. Gardiner, came to our assistance. This act of kindness was indicative of the generosity, hospitality and friendship extended to us by British Embassy staffs throughout our 12,000-mile trip.

Afghanistan was crossed by the desolate southerly route through Kandahar, Farah and Herat. There is another route to the north touching Mazar-i-Sharif which, besides being 200 miles longer, has several passes and bad stretches of sand to be negotiated. We decided against this.

Surprisingly enough, every 100 miles along the south route one finds a hotel. Some even boast clean sleets and Persian carpets. For eighteen pence we slept indoors every night. A word of warning to travellers in this region—Afghan



hotels, although possessing all apparent " mod. cons.", are misleading, for taps don't run, switches don't work, cisterns won't flush and doors don't close.

Two water hazards were soon experienced. One at Dilaram, and the other at Shindian. By the time we reached Dilaram the water level was considerably lower and we forded it without difficulty, except that the silencer filled with water during these operations.

Once over the border into Persia the good roads about which we had heard so much failed to materialize. True, they were made roads, but the corrugations were interminable and unavoidable. Darkness found us still grinding along at 12 m.p.h. towards Meshed. This, incidentally, had been our average speed for several hundred miles.



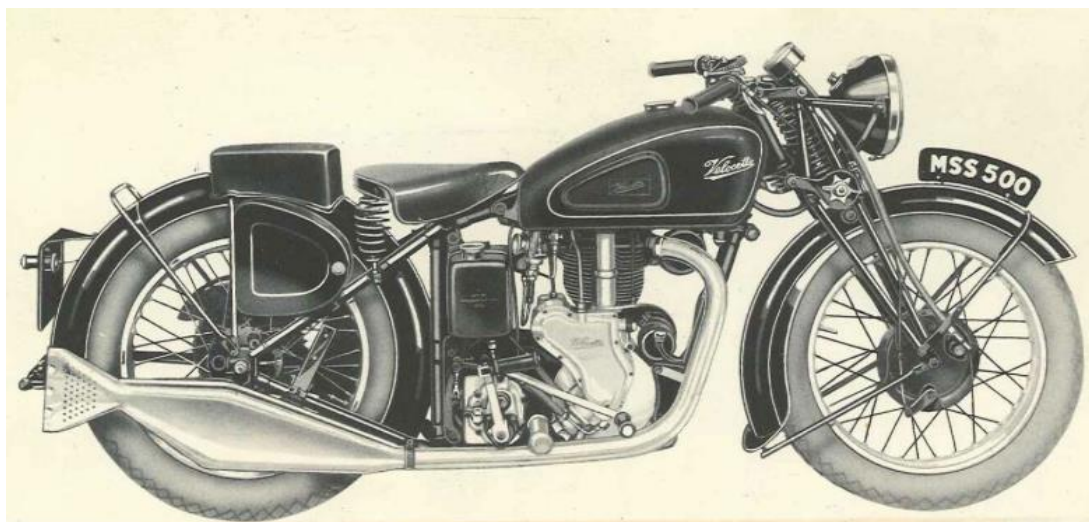
A quick maintenance check at Meshed and we were off on the 600-mile hop to Teheran via Naishapur, Omar Khay-yam's last resting place. The outfit bumped and rattled over corrugations for mile after weary mile. Two days out we struck disaster—one broken down tube just below the steering head lug. A horrible 4-inch of daylight showed between the two ends. To make the best of it, a stout piece of cotton rope was lashed over the petrol tank and underneath the engine cradle several times. Under this jury rig we rode for a further 50 miles before any " oxy "

equipment was found! The owner performed a most unsatisfactory weld that broke 30 miles further on.

Despairing of finding any skilled tradesmen in these desolate regions we thought it wisest to get the outfit to Teheran, 300 miles distant, by any means.

Perched high on the top of a wheat lorry, the expedition made an undignified entry into the Persian capital.

This story to be concluded in the next edition of OVR



Model MSS

As illustrated, complete with electric lighting, high frequency horn, licence holder, trip speedometer with illuminated dial, pillion seat and pillion footrests.

£68.10.0

SPECIFICATION

LIGHTING. Dynamo 6-volt with voltage control. Accumulator 13-ampere hour. Headlamp dia. 8½" (21.0 cm.) with dip light, parking light, rear light and illuminated speedometer dial.

ENGINE. Velocette single port short push-rod 495 c.c. Bore 81 mm., stroke 96 mm. Compression ratio 6½ to 1, suitable for Ethyl or similar spirit. Totally enclosed valve gear including valve stems.

LUBRICATION. Dry Sump system. Constant circulation of oil by gear pump with ½ gallon (2.27 litres) oil tank under the saddle. Primary chain is enclosed in an oil bath chain case. Gearbox filled with oil and other parts lubricated by grease gun.

CARBURETTOR. Controlled by quick action thin pull-push twist grip and fitted with starting and slow running throttle stop. Air lever on handlebar.

IGNITION. Magneto with flange fixing, gear driven. Automatic timing.

GEARBOX. Velocette 4-speed, twin top. Gears controlled by foot gear lever; gear change mechanism is enclosed in the gearbox. Kickstarter has folding crank. Clutch—7 plates with fabric inserts. Hand control lever on handlebar. Extra strong clutch cable 2.8 mm. dia.

GEAR RATIOS. Solo 18 T sprocket. Top, 4.9 to 1; 3rd, 5.9; 2nd, 7.7; 1st, 11.2. Sidecar 17 T sprocket. Top, 5.1 to 1; 3rd, 6.2; 2nd, 8.2; 1st, 11.8.

FRAME. Cradle type, very rigid and strong. All joints are brazed. Lugs are provided for sidecar attachment on either side of the machine.

FRONT FORK. Bronze bushed, ground spindles. Hand adjustable shock absorber and steering damper.

PETROL TANK. Capacity 3½ gallons (15.9 litres). Special 3 point fixing.

BRAKES. 7" (17.7 cm.) dia. with hand adjusters. Provision is made for keeping mud from both front and rear brakes.

WHEELS. Detachable rear wheel. The wheel itself is mounted on two self-contained journal bearings and can be quickly removed, leaving the brake shoes, drum, sprocket and chain in position.

TYRES. 3.50 x 19 front, 4.00 x 19 rear. RIMS. WM 3-19.

SADDLE. Flexible top, adjustable fixing.

STANDS. Rear stand is provided, but for ordinary use a prop stand is fitted. Usual type of front stand is also fitted.

FOOTRESTS. Steel forgings, rubber covered and adjustable.

SILENCER. Chromium plated, large capacity with integral fishtail.

MUDGUARDS. Ribbed round section 6" (15.25 cm.) wide. Detachable rear portion and tubular rear stays.

TOOLKIT. Complete for all running adjustments, carried in large all-metal tool box with spare room. Also grease gun and inflator.

GROUND CLEARANCE. 4½" (12.05 cm.) Crankcase is protected by the lower part of the frame.

HEIGHT TO TOP OF SADDLE. 28" (71 cm.)

WIDTH OVER HANDLEBARS. 27½" (59.8 cm.)

WHEELBASE. 55" (140 cm.)

WEIGHT UNLADEN. 340 lb. (155 kg.)

SPEED. Solo 75/80 m.p.h. (120/128 k.p.h.) With light sports sidecar and passenger, 65 m.p.h. (105 k.p.h.)

FINISH. Black and chromium. Tank black and gold.

HOW TO SAVE MONEY . . . SAFELY!

Brakes!

by Dr. R. C. Parker

FERODO TECHNICAL DIRECTOR

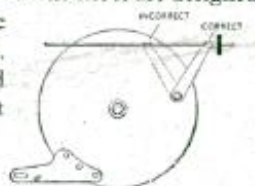


Scientific research, rigorous testing on the complex machines in the Ferodo Test House, knowledge gained in world famous racing events . . . all these have contributed to the unique reliability and long life of Ferodo Anti-Fade Brake Linings. To get the full benefit of Ferodo Linings—the safest in the world—you should make sure they are fitted by a mechanic, properly equipped to carry out the job. The following hints will enable you to keep your brakes properly adjusted and maintained, so making sure that the linings wear evenly and last longer.

INEFFICIENT BRAKES

Cam Lever past centre

When the cam lever is past the centre position leverage is considerably reduced. This may be caused by worn brake linings, but on some machines the pads on the brake shoes are designed to accommodate shims between the hardened pad and the brake shoe. Linings, however, should be replaced if the rivet heads are making contact with the drum.



Oil or Grease on Brake Linings

Should oil or grease come in contact with brake linings they should be cleaned with carbon-tetra-chloride and roughed up with a wire brush or glass paper. If the linings are soaked they must be replaced; dressing the surface would only effect a temporary cure, for as soon as a lining becomes hot the grease rises to the surface.

* Cut this page out and keep it handy.

Shoes wrongly located

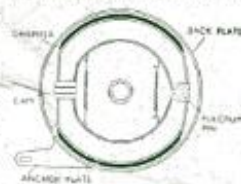
If the back plate is not centralised only one shoe will contact the drum. Where the back plate is clamped by the wheel assembly, the brake should be applied to locate the shoes before rightening. Where the pivot pin is adjustable, this should be slackened off, the brake applied and the nut retightened.

BRAKE GRAB

Check for drum distortion. If the runout exceeds .005 in., it should be turned or reground. Look too, for weak springs, slack fulcrum pins or loose back-plate anchorage. If the lining has been badly fitted, it may have come loose on the shoe. If so, support the rivet head with a punch or bar, and clench the rivet on the underside of the shoe platform.

BRAKE SQUEAL

Check as for brake grab for the causes are often the same. Other possible cures are filing a long chamfer on the leading edge of each lining and thoroughly cleaning the assembly with particular attention to the dust in the rivet hole counter-bores. If the machine has been idle for a few days, a thin layer of rust on the drum may be responsible for squeal. This should pass off after one or two brake applications.



And remember the most important safety tip—

Follow the expert and fit
FERODO
ANTI-FADE Brake Linings

The Carburettor

The carburettor flickered out of existence in modern motorcars around 1990, but nearly 30 years later, those of us with the inclination can walk into a motor-cycle dealership and ride out on a brand-new carburetted machine. Despite the device's longevity, it isn't widely understood. To this day, when people talk of accelerating, they say, "I gave it the gas." And that's a mistake.

Put in the simplest terms, a carburettor is a device that blends air and fuel for an internal combustion motor. Combustion requires two essential components, fuel and oxygen; the earliest functional internal combustion motors relied on flammable gasses such as hydrogen or coal gas, which could be more or less controlled by valves. Technically speaking, the first carburettor was invented in 1876 by Luigi De Cristoforis for a hydrogen gas motor. But in order to generate the rapid combustion needed to drive a piston from a relatively slow burning liquid fuel like petrol, that liquid must first be atomised or vaporised.

In 1882 another Italian motorer, Enrico Bernardi, designed the first simple surface carburettor in which the air was charged with fuel simply by being passed over the surface of petrol at pressure.

Liquid fuel carburettors work on Bernoulli's principle: the fact that moving air has lower pressure than still air, and the faster the air is moving, the lower the pressure. The throttle or accelerator does not control the flow of liquid fuel; rather, it controls the amount of air that flows through the carburettor. Faster flow and larger volumes of air entering the carburettor draw in more fuel due to the partial vacuum that is created.



Whether our vehicle's motor has modern digital fuel injection or carburetors, the action we take to accelerate is to open the throttle, which controls only the flow of air into our motor's cylinders. Some other system then adds fuel in correct proportion to that airflow, resulting in a combustible air-fuel mixture being drawn into our motor. Before the digital-fuel-injection era, beginning in the late 1970s and completed in the 1990s, that system was a carburetor.

Not all mixtures of petrol and air can be ignited by the hot spark that jumps across the electrodes of spark plugs. Only mixtures between 10 parts air to one part fuel and 18 parts air to one part fuel fit that bill. We want fuel to burn completely to get all the chemical energy it contains. That happens when all its carbon atoms join with oxygen from the air to form carbon dioxide, and all its hydrogen atoms combine with oxygen to form water. This occurs at a mixture of about 14 parts air to one part fuel.—the so-called chemically correct mixture.

In the 1790's Italian physicist Giovanni Battista Venturi had discovered that by reducing the bore of a pipe, he was able to increase the velocity of fluid and force it to break (atomize) into smaller particles.

In 1887 the English inventor Edward Butler built a three wheeled vehicle known as "The Butler Petrol Cycle" which featured a four stroke water cooled motor that achieved 600 rpm. He is

credited with first using the word “Petrol” as well as inventing the spark plug, magneto, coil ignition and spray jet carburettor. Unfortunately, Butler’s vehicle was unable to achieve much publicity due to new government restrictions (the 1865 Red Flag Act) put in place to control the growing number of steam powered devices appearing on public roads; the maximum speed was 2 mph in the city and 4 mph in the country side, and each vehicle had to be attended by 3 people with one walking in front waving a red flag to warn other road users and help control horses.

Butler applied the Venturi principle to a float-type carburettor by narrowing the throat of the fuel delivery passage (now known as the venturi). This allowed for greatly improved oxidation and even more protection against motor flooding.



In 1896 Dr. Wilhelm Maybach and Gottlieb Daimler of Germany had teamed up to build a motor car possessing a new float-type spray carburettor, which is the predecessor of most modern designs. According to an 1898 issue of the German automotive publication *Automobil-Zeitung*, the Maybach carburettor was “a major improvement over the brush-type atomizer and the wick carburettor.”

Wilhelm Maybach

Maybach’s float-type carburettor was, in retrospect, a design of revolutionary proportions. Its survival for this many years tends to prove this: gas from a fuel supply tank flows by gravity into the carburettor’s float chamber or bowl. As gas fills the bowl, it causes a float (Maybach used a float made of sheet metal) to rise; when the float reaches a certain height it forces a needle valve to close, which halts the flow of fuel to the motor.

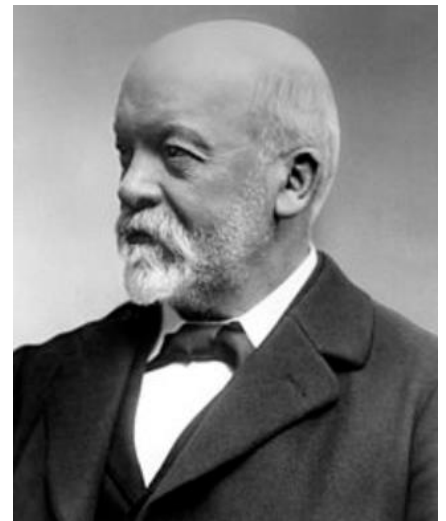
The fuel was then sprayed into a second mixing chamber and the mixture was drawn up into the motor by piston vacuum.

This float design allowed Maybach to attain a consistent flow of fuel to the motor. Unlike the atomizer and wick carburettors, the float carburettor lessened the tendency of motors to flood.

Note that the fuel mixture was drawn up into the motor; the Maybach carburettor was an updraft unit, an approach to carburetion that lasted until the late 1920s

Improvements to the Maybach design between 1900 and the late 1920s led to the jet-compensated carburettor which is still with us.

Gottlieb Daimler



Delivering this correct mixture across the range of motor speeds and throttle openings from idle to maximum is no easy problem.

The earliest carburettors were simple evaporators, which passed airflow across a wick kept wet with fuel. Because evaporation is a cooling process, wick carburettors had to be heated. The vehicle operator had to adjust how fast fuel was dripped onto the wick, and then correct the mixture by controlling an air bleed. It was difficult to get smooth, steady operation.

Wilhelm Maybach in Europe and Oscar Hedstrom at Indian in the U.S. had the idea of the spray carburettor. It uses Bernoulli's Principle, which observes that when air moves, its pressure drops. The essence of their invention was to place one end of a small vertical tube in a cup of

fuel, and then place the other end inside the pipe carrying motor airflow. Because pressure in the fast-moving intake flow was less than pressure outside it, fuel was driven up the small tube to spray out of its end, mixing with motor airflow.

But Maybach and Hedstrom both found that the fuel-flow rate decreased as the petrol level in the cup fell. The fuel had to be lifted farther up the pipe. That one was easy just provide a float-controlled valve like the one that keeps a constant level of water in toilet tanks.

As the level of fuel fell, the float dropped, opening the fuel valve and restoring the fuel level. The little cup and its float-controlled valve are the carburettor's float bowl, which keeps the liquid fuel at a constant height.



OPPOSITE: The name "Concentric" refers to the position of the float, which encircles the main jet. When Triumph and BSA raced their Triples in 1970, they naturally gave them Amal's respected, classic GP carburetors with remote float bowl. When unpredictable fuel flow resulted, in 1971 the GPs were replaced by these mass-produced Concentrics, which, by wrapping the float bowl around its main fuel system, made fuel delivery more constant. Concentrics first appeared in 1967 and 50 years on are still in production.

There was another problem. The faster our motor runs or the more we open the throttle, the faster air moves through the intake pipe, and the air pressure drops.

Why does air pressure fall as it moves faster through a pipe? In still air, all the motions of its molecules contribute to pressure by

their constant random collisions. Air pressure is the sum of all those collisions. But when the air begins to move, some of its molecular motion becomes organized in the direction of the airflow, leaving less-random molecular motion to create pressure.

This loss of pressure as air moves faster and faster is also a loss of density. That means that the ratio of air to fuel changes, becoming steadily richer (containing more fuel in proportion to air) as intake airflow speeds up. All simple carburetors enrich as motor airflow moves faster through them. If uncorrected, this natural enriching tendency wastes fuel, and eventually the mixture becomes too rich to ignite.

A great many ingenious devices were invented to correct this natural enrichment—things such as spring-loaded air valves that let in extra air. But the simple concept that worked best was to bleed some air into the fuel flow.

The faster the fuel flowed, the more bleed air flowed along with it, and by sizing everything correctly, a constant ratio of fuel flow and airflow could be achieved. If the operator suddenly opens the throttle to accelerate, the fuel is momentarily left behind because it is 640 times denser than air, resulting in momentary leanness. The motor either stumbles or cuts out completely. To prevent this, some carburetors included an acceleration pump, whose little piston, moving with the throttle, forcibly squirted fuel into the airflow to prevent momentary leanness.



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Petrol is a mixture of different hydrocarbons having a range of volatilities (ability to evaporate). At the temperature of a very cold motor, only about 10 percent of the fuel can evaporate, while the rest remains incombustible in liquid form. The result is a mixture too lean to fire. For cold starting, the mixture is enriched enough (by a choke, or starting carburetor) that there is enough volatile material evaporating to allow the motor to fire and start. As the motor warms up, its intake system becomes warmer, evaporating more and more of the fuel, allowing this temporary enrichment to be reduced until, with the motor at operating temperature, it is able to evaporate all the fuel flowing to it.

Carburetors at their best weren't very good because, being passive devices, they could not compensate for changes in atmospheric density from weather, altitude, or humidity. They run lean in winter and rich in summer—unless tuned for existing conditions by a human, adjusting fuel delivery by changing the sizes of fuel metering orifices, called jets.

Today's digital fuel systems are active, making such adjustments automatically.

But carburetors are cheap and well-understood by the folk who still employ them.

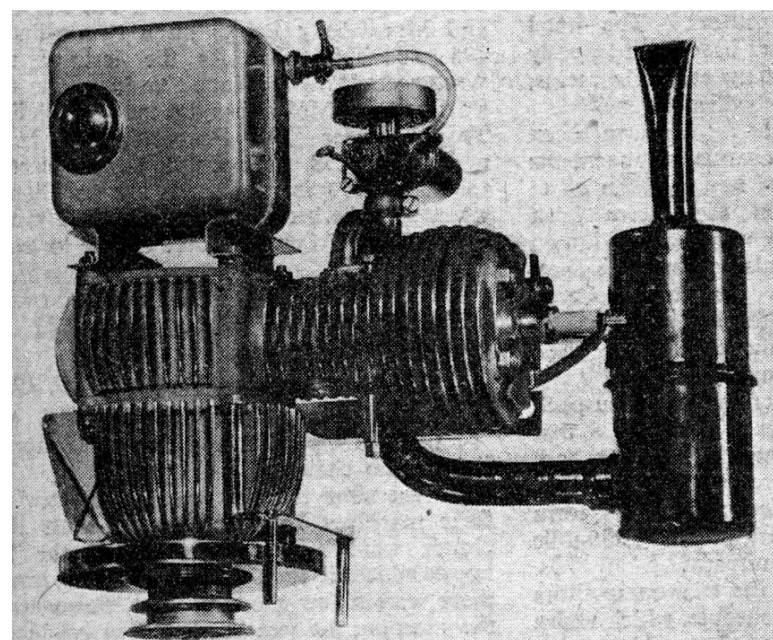
Carburetors are also relatively simple and robust, and while they might not always operate at peak performance, they will function well enough to get a machine down the road even while far out of tune. They propelled the motoring world for nearly 100 years, the small devices that took a simple principle and carried it far into the future, and us along with them.

Vincent Universal 2 Stroke Motor Revisited.

Since the reproduction of the Instruction Book and Spare Parts manual for the Universal Two Stroke Vincent Motor in past editions of OVR several people have asked me for further information. I am not surprised, but it must be borne in mind that an industrial power unit is not necessarily unsuitable for a motorcycle; at one period several different makes a lightweight were fitted with an engine originally designed for lawnmowers. The 75 c.c. Vincent, however, presented considerable possibilities.

A lot of questions can be answered by giving you a picture of the engine. What first strikes one about it is the finning, which has been extended all round the crankcase and the cover of the direct-drive rotating magneto. Light alloys are largely used, giving a total weight of only 24 lb. for the whole unit, despite its heavy flywheel, which, alone, tips the scales at 5 lb. All the ports in the sleeve, which is pressed in, are precision machined, and the reciprocating parts finished to an exceptionally high standard of accuracy.

The unit is designed for either vertical or horizontal installation, and it was further designed to evolve into a twin-cylinder version, with a choice of vertical, V, or horizontally-opposed arrangements. It was subsequently used in both single and twin cylinder configurations in the



ill-fated but revolutionary Vincent Amanda watercraft.

A B.E.C. carburettor is used, which was been found to give exceptionally easy starting under all conditions. By far the most interesting characteristic, however, is the power output. That is 1.2 b.h.p. at the peak of 1,200 r.p.m.; the compression ratio, by the way, is 6: 1.

That c.r. is modest; the maximum b.h.p., less than might be expected from a 75 c.c. two-stroke, and attained at an engine speed that is unusually low. All this adds up to an very relaxed , reliable and under stressed motor



1955 Vincent Amanda Water Scooter

Country: Great Britain
Engine: Air-cooled single-cylinder 2-stroke
Ignition: Flywheel magneto
Power rating: 2.1 hp
Bore x stroke: 50mm x 50mm
Displacement: 100cc
Fuel system: Single slide type carburetor
Transmission: Centrifugal clutch drive to propeller
Top speed: 15mph

The unit however is a novelty, at any rate so far as motorcyclists are concerned, presenting characteristics with which they are unlikely to be familiar.

Engine design is approachable from more than one angle. For instance, the designer may aim at producing a general-purpose unit that will give a fair standard of performance over a long period, with a minimum of maintenance. Alternatively, he may concentrate on performance to the exclusion, more or less, of every other consideration. Yet, again, he can elect to restrict the power output, deliberately, with the object of providing a motor that can be used on full bore indefinitely, being to all intents and—purposes " unburstable." That last was Vincent's choice.

The initial test of the prototype engine, Phil Vincent said at the time, was a run of 125 hours on full throttle, at the end of which it was showing 10% more power than when it started. Stops, for such minor matters as plugs, were only momentary.

Philip Vincent claimed that, installed in a lightweight motorcycle, it would give a constant road speed of 35-40 m.p.h. with more than 100 miles per gallon of petrol.

And for those who wondered – this Universal Vincent 2 stroke motor is NOT what was used in the Vincent Firefly; that was a cycle-motor made by Miller (of electrical fame) and rebadged by Vincent which in itself is a surprise considering the poor quality of its manufacture.



When Vincent was king of the roads

MANY people when they walk past The Thomas Alleyne School in Stevenage Old Town will notice its beautiful old buildings. But what many people may not realise is that some of these buildings were home to the makers of the world's fastest motorcycles.

Vincent Motorcycles manufactured motorcycles in the Old Town from 1928 to 1955. Philip Vincent originally bought the HRD (Howard Raymond Davies) name because of its good reputation – Howard Davies was one of the few people to win a TT on a bike of his own manufacture. The business started in 1928 with around 12 staff, employ-

ing about 200 at its peak.

The Vincent Black Shadow became one of the best known motorcycles of the 1950s, but at a Vincent Owners' Club dinner in the summer of 1955 Mr Vincent announced the closure of the company due to heavy financial losses.

One week before Christmas 1955, the last Vincent came off the production line.

However, even though production stopped, enthusiasm for the brand did not.

David Jones, 73, who describes himself as "a total Vincent maniac", said: "Just after World War II they were selling the bikes for over £300, which was a lot of money in those days.

"People were prepared to pay because it was the fastest thing on two wheels. Between 1947 and 1970 they would knock spots off everything – they were the first superbikes really. If you ask someone in America about a Vincent they will immediately say 'that's the Black Shadow'.

"They also made a pre-war bike called the Rapide, that started out in 1937 but it all got knocked on the head because of the war. After the war they redesigned the Rapide, which had a top speed of 110mph, and a year later brought out the Black Shadow, which was

an even faster version – a sports version, if you like. That had a top speed of 125mph. It became the superbike of our generation.

"I think the company found it hard to get the price right, it was expensive. It was the mass produced car which killed the large motorcycles. Rather than having a sidecar added people just brought a car, which was a year round thing."

Mr Jones owned a Vincent from 1959 until the mid-1980s. He had one sent out to Australia where he was working and trusted its reliability so much he rode it 2,000 miles across Australia from Melbourne to Perth in 1960. But after a year he decided to come home and brought his beloved bike back with him.

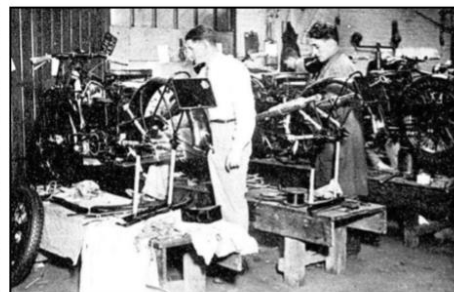
He said: "My wife was not as enthusiastic about the bike as I was. When we toured France and Austria and we had to brave the elements, my wife said to me 'we do have two cars at home you know'. I think she has been tolerant of it over the years.

"One of the differences I would say is that they were so well made and designed. Sixty years later they are still around, where modern bikes are not designed to last."

Mr Jones sold his bike in the mid 1980s. He said: "I haven't



■ David Jones' first Vincent, a 1951 Comet, on which he rode across Australia in 1960



■ The Vincent factory in Stevenage
Picture courtesy of Stevenage Museum



■ David Jones (right) in Australia on his 1950 Rapide

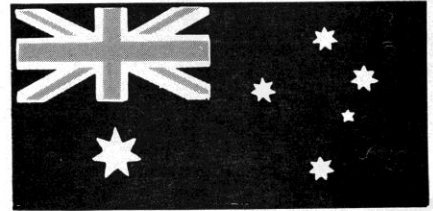
seen it since but I am pretty sure it still exists. It's a bit like an old girlfriend – you shouldn't meet again."

Today the Vincent Owners' Club is the largest single-branded motorcycle club in the world and the motorcycles among the most sought after.

Enthusiast Bob Culver, from

Letchworth GC, said: "Basically they were hand-built and expensive. Bikes that are made like that tend to be exclusive, like an Aston Martin. Vincent was quite innovative, he had some unusual ideas. Quirky is not the word but it gave them an identity, they were different."

CLASSIC AUSTRALIA



Auction bubble bursts

by Derek Pickard

DREAMERS, hopefuls, pedestrians and casuals pile in every time. They watch the bikes paraded up front, snigger at the bids and then go away again only to return for the next event.

Classic motorcycle auctions in Australia have become a spectator sport. They are cheap entertainment – both for the buyer and seller. This situation has developed over the last few years since the introduction of regular specialist auctions by a Melbourne motorcycle enthusiast, David Langridge. A true entrepreneur, Langridge started by hiring a large hall, attracted a handful of bikes and went from there.

That was seven years ago and Australians hadn't seen anything like it before. Classic and veteran buffs turned up from all over the place to buy and sell both bikes and parts. Successful auctions became established in Sydney and Melbourne.

Within a couple of years, Langridge's auctions became regular fixtures, and the entry was always impressive. For just a couple of bucks people got to browse through an interesting catalogue, look over a tremendous line-up of bikes and watch all manner of machinery change hands. It was a great day out. When booming, the auctions became top social events not to be missed, and the range of machines in the car park more than equalled what was on offer inside.

Crowds packed in on two levels – there was seating upstairs, and standing room only downstairs in the huge hall. Langridge organised his own catering, and many claimed to attend just for the bargain-priced food. Top Vincents and Nortons came and went for fistfuls of dollars as quickly as a rusty Ajay back wheel brought only a couple of bucks.

Big dollars went the way of top machinery. Examples include \$17,000 for a Vincent Black Prince; \$16,000 for Jack Ahearn's five-speed 500 Manx; \$15,000 for an ex-Surtees 350 Manx; \$12,000 for a Matchless G45 and \$16,000 for a recent MV 750 four.

Vintage bikes that have gone under the hammer include a 1905 Kynoch (believed to be the last left in the world) and a 1919 Evans two-stroke. Examples of typical prices are \$3,500 for a 1939 Nimbus; \$2,000 for a 1927 Big Port AJS and \$3,500 for a 1935

500cc Sunbeam R95 racer. Bikes which have proved the hardest to sell are the recent model specials, no matter how well they are built. This includes all Tritons, and even Egli-Laverdas.

Later model classic racers have differing appeals. An ex-Chas Mortimer 350 Aermacchi went for \$4,500 three years ago, but a good looking 250 Bultaco TSS attracted very few bids, as did a monocoque-framed Ossa GP250 a year before.

Grey porridge sold for anything from \$100 to \$2,000.

Very soon these auctions became the pace-setters for prices, and the situation attracted as many critics as followers. Inevitably, real problems began to occur. Sellers started demanding huge reserves, and many bikes were entered by people who weren't serious about selling. They simply enjoyed their machines being exhibited in front of everyone in the knowledge that the bikes would never change hands due to the size of the reserve. A day of racing among the hard scratching classics lost out in favour of a day's parade at the auction. More than one enthusiast got so carried away with prices that a special buying trip was made to Britain to secure a haul of bikes.

As quickly as it had caught on, the auction fever began to die. The bikes turned up and the halls were packed, but little sold. In next to no time the once booming scene went completely flat. Hardly a machine on offer had anything like a realistic reserve attached to it. Some bikes kept re-appearing while their owners hoped that someone might pay well above the true market price. Motorcycles that once fetched around \$15,000 began to attract nowhere near that amount, and many top classics were put in front of the crowd only to draw no monetary offers at all.

After two prominent auctions went that way, word got around that the once booming bubble had well and truly burst. Many blamed the frequency of the events and the way sellers had unrealistic expectations of potential prices. But the man behind most of the auctions, David Langridge, insists a correct overview is that the situation had to level out.

'Two auctions a year have been too many. One big one is more like the

right frequency,' he says.

'I'm sure that at that rate this business will settle down. The last year or so has been a little unfortunate, but it'll survive. I'm confident of that because the interest is there. People are always ringing my office enquiring about the next auction. And, let's face it, over 1,000 people packed into the South Melbourne Town Hall for the last one. They saw a range of classic motorcycles that was second to none. We had both real quality and quantity.

'Basically, the demand is there because of the large number of middle-aged men wanting to get back into motorcycles with the kind of bike they had in the fifties and sixties. Add that to the increasing amount of car collectors showing interest, and I can look forward to future auctions with confidence.

'One thing that is clear is the investment issue. Whereas these bikes may have been shrewd buying five years ago, today they are not. Prices aren't going to keep increasing in the way they once did. Today's buyers are enthusiasts who genuinely want to own a real classic.

'The recent drop in the value of our dollar has made buying bikes from Britain far too expensive. They are cheaper here now. So they buyers who previously shopped overseas will also look to local supply. All in all, I'm sure one good annual auction in Melbourne will be a successful formula.'

Langridge has been criticised by some for pushing up the price of classic bikes in Australia. He hasn't done that: his involvement in auctions came at a time when prices were rocketing anyway. He's not even a dealer – he's a genuine motorcycle enthusiast who's as happy on a long trail ride as riding a veteran. His work in introducing auctions into the Australian scene is no more than inevitable sign of the times – classic bikes are worth big money here as they are everywhere.

If there's one criticism that can be rightly levelled at everyone with our kind of machinery, it's that we're all too paranoid about prices. We all think we're clever when getting a bargain, but we want to blame others when the buying price is high. The law of supply and demand applies to classic motorcycles, too.

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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.



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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

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

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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

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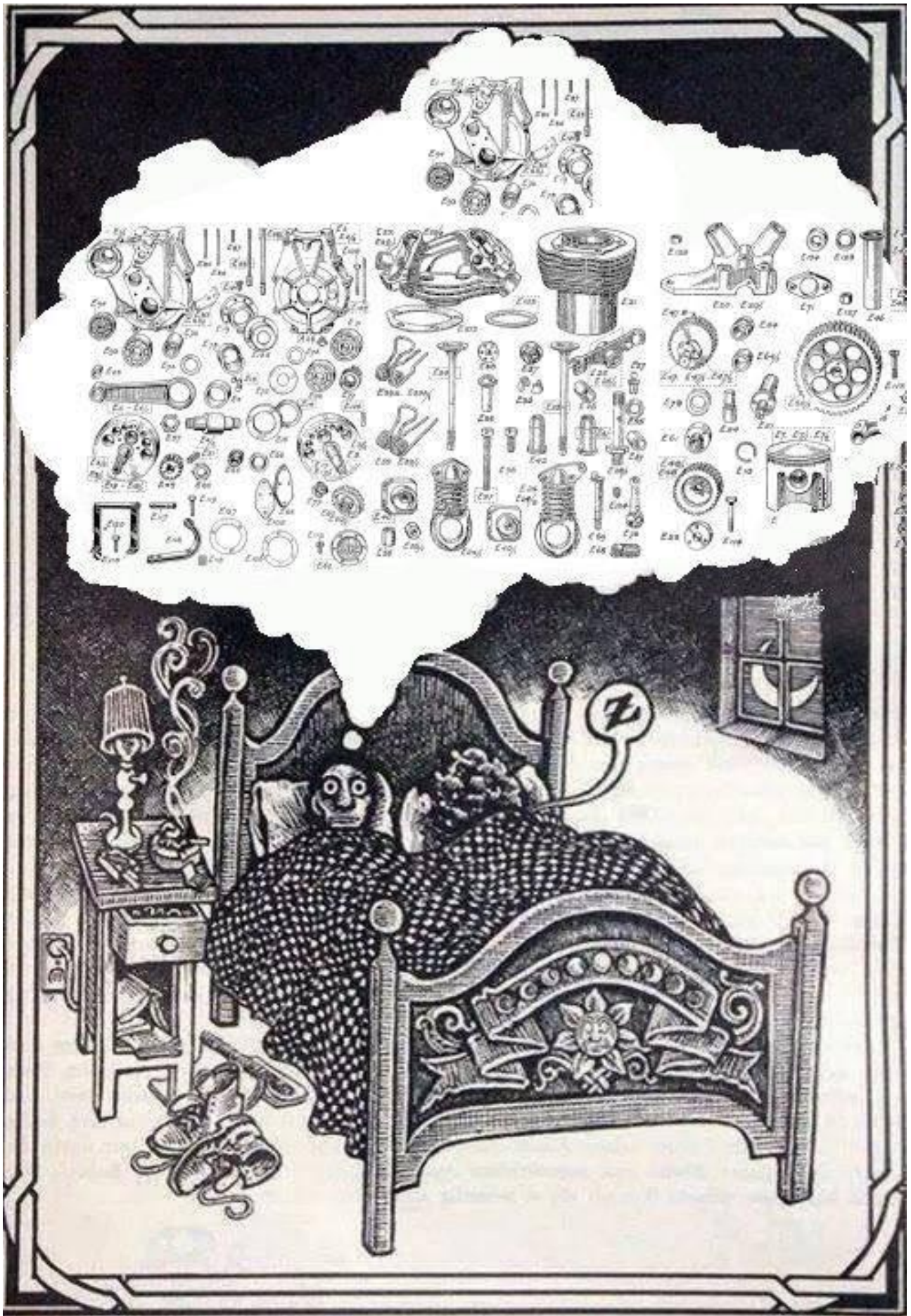
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