



The Oz Vincent Review

Edition #60, March 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



Cover Photo: Bob Allan, Section Organiser of the newest international VOC section, Vincent Riders Victoria (VRV), pictured with his wife, Joy at the 2014 VOC International. They will be leading the VRV contingent at the 2019 VOC International later this year. You can catch up with them there.

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.

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Welcome

Welcome to the first edition of our 6th year of publication! It also marks a milestone in the Australian Vincent community and that is the recognition of Vincent Riders Victoria as a fully recognised Local Section of the international Vincent H.R.D. Owners Club.

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

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Martyn

Melbourne, Australia.

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A Cracking Good Exhaust Story

I had just finished a fruitful day in the shed, with everything back in place. All was going so well till it came time to refit the exhaust when I discovered the reason that the bike had started “popping” on over-run on my last ride. The exhaust pipe was cracked radially for about 50% of its circumference right next to the flange that the exhaust nut bears upon.

I will not share with you my initial expletive filled thoughts; however, on reflection I remembered that it may be possible to reuse the pipe by forming a new flange and on checking there was sufficient pipe remaining to allow this to be done plus I was able to borrow a suitable flanging tool.



Pic showing exhaust with crack

The flanging tool is a large clamp that goes around the outside of the pipe, leaving approx. 1/4 inch of the pipe end protruding from it.



First I carefully cut the old flange off the pipe with a hacksaw, removing as little of the actual pipe as possible.

At this point it is wise to check the fit of the exhaust pipe nut ET84 in the head – after use it’s possible for the OD of the threaded portion of ET84 to be reduced in diameter, in extreme cases allowing the thread to ‘jump’ when attempting to tighten it. The solution with the nut free of the exhaust is to use a suitable expander tool to restore its correct OD – do it very slowly with frequent checking for fit in the head

Making sure that the exhaust nut was on the pipe *and the right way around* I then clamped the motor end of the pipe in the hefty alloy flanging tool, leaving about 1/4 of an inch of pipe protruding from it.

Photo of pipe in clamp

A gas torch was then applied to that 1/4 inch bit of pipe that protrudes from the flanging tool and once the end of the pipe was cherry red a ball peen hammer is applied, bending the end of the pipe out over the flanging tool, thus creating a flange. Black smithing is such a satisfying activity!



Once all cooled and with the pipe still held in the flanging tool and still in the vice, the face of the new flange was then “flattened” through the application of file work.

The finished new flange

The pipe, now cool, was then removed from the flanging tool and vice and again the gas torch was applied, again making all cherry red, in order to relieve any residual stress created during the flanging process. And the pipe was left to air cool.

Once cool the outside of the flange is filed into a size that will allow it to enter into the exhaust port on the head, ensuring that it is snug but at the same time of a size that will allow it to be pushed into place without damaging the threads in the head.



It was now just a case of a new exhaust gasket being put in place and then the exhaust refitted. The original exhaust gasket PT5 (spares drawing M035) is very flimsy – in its place I used a Yamaha gasket, Yamaha part # 3VD-14613-01 which I think does a much better job.

There is clearly a bit less room for the pipe that there was before I started this exercise, but it has clearance at all points – though if it happens again

I really will be up for a new pipe as there is no longer sufficient material left in the old one to perform another successful reflanging operation on it

With all back together I gave the kick start a gentle, experimental push and discovered that I had no compression. The spark plug was in place, there was clearance, all be it small, at the tappet adjusters, and the valve lifter cable had slack in it. A generous squirt of engine oil through the

spark plug hole made absolutely no difference – still no compression. So in the true spirit of the French Revolution my next step looks like it will be “Off with its head”.



Photo's of the gaskets here , In both the Yamaha is on the left, the original on the right

And there was me thinking that there was nothing left to go wrong. This is the never ending charm of a Vincent!



Footnote: I subsequently discovered there was nothing amiss with the head itself, the problem was with the inspection cap ET24 over the top of the exhaust valve. There was insufficient clearance inside it, so it was bearing on the top of the exhaust valve, preventing it from fully closing. My solution was to go through my stock of spare of ET24's till I found one with adequate internal clearance.



Photograph supplied by R. Culver

PAUL RICHARDSON & TED HAMPSHIRE OUTSIDE THE OLD WORKS

Look Back With Pleasure

A tour tale from Mollie Craven

First published in MotorCycling, December 1960



On the sun drenched Basque coast where even the most modest camera in the hands of the veriest amateur can be almost certain to bring off a shot worthy of a holiday picture book.

(Below) Thee writer in her "Wessex Chair" drawn by the faithful Matchless Twin, poses with a typical Portuguese fishing port as a backdrop.

OUR twentieth "Partitour" was planned to be a little more ambitious than the rest: instead of the usual cross-Channel ferry, our party of 40 riders was booked to travel by Royal Mail Liner for three days and nights upon the deep blue sea. And it was deep blue—early June, and a perfect start.

We all met on the Tilbury quay early on a Saturday morning—riders from all over Britain assembling with their pampered, well-groomed machines; most of them veterans from earlier Partitours calling cheerful greetings to each other. Around us crates were labelled for Rio de Janeiro, Buenos Aires and ports far south, and the steep hull of the liner also reminded us that this was no mere Channel ferry but an ocean greyhound, the "Highland Monarch," about to make one of the last runs of a long and gallant life.



At midday hawsers were cast off and we slid out from our moorings into the murky flood of the Thames. We lunched as the ship moved smoothly down the Estuary; in the afternoon we felt the brisker motion of the sea waves, shook off tugs and pilots, and the bows bit firmly into the North Sea. Before dusk we had rounded the white cliffs of Dover, and could see the cross-Channel traffic to either hand. Later, in the dark, the lit-up coast resorts of France and England twinkled brilliantly.

Next morning there was a brisk little breeze and brilliant sun as we rounded the curve of Brittany; flags were fixed in the chart showing our position; deck chairs were pulled out and colour cameras, binoculars and sun-tan lotion were in evidence. We were due to arrive in Spain slightly ahead of the time in which one could comfortably make the same journey by road; what with the cost of petrol, hotels and meals ashore, we reckoned that our sea journey had worked

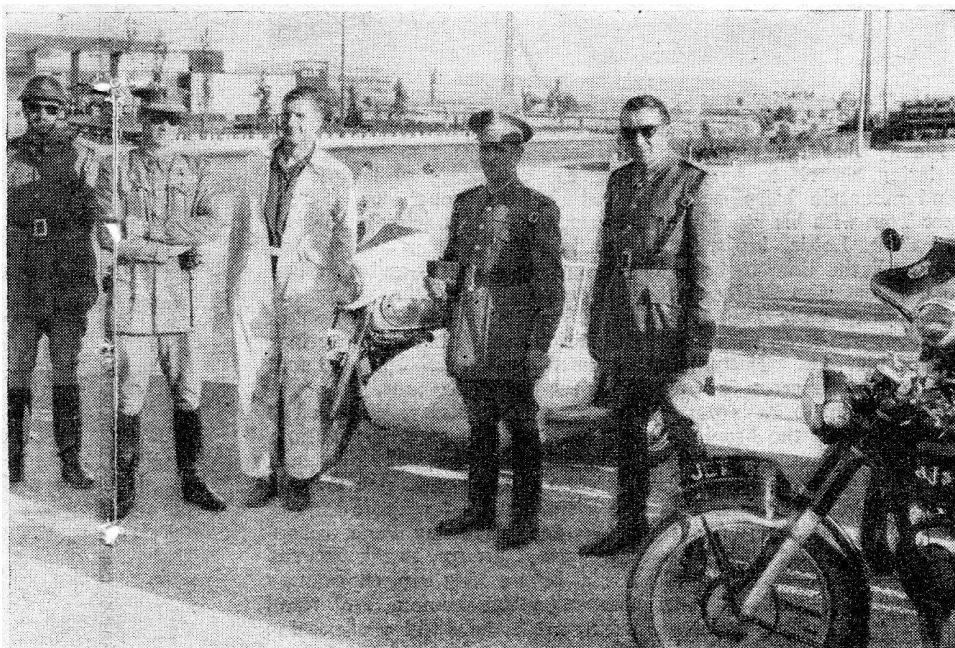
out very cheaply indeed. So we spent two blissfully lazy days on deck in the sunshine, with a tranquil, blue Bay of Biscay, quite unlike some earlier journeys I had made when it had fully lived up to its stormy reputation! On our third evening we drew into the bay around Vigo just before sunset, whilst the little islands stood clear against a brilliant red and gold sky. Our arrival was important—the fuss of a liner docking is always an event in any port—and we found our own party welcomed by the secretary and chairman of the Vigo M.C.C. who had heard of our project and were the first aboard to greet us. Being true Latins, they gallantly kissed my fingers, made a flattering remark—and then courteously ignored me for the rest of the evening! As my husband, Ken's, Spanish is very fluent, he was kept busy describing in detail the full beauty of every motorcycle in our contingent. Like many Continentals, they dearly loved and admired British machines, but the high Customs duty and import costs make such a model an expensive luxury.

We found that we had to use a great deal of tact to avoid having our plans altered ; we needed an early start the following morning. but the Press had been asked to come along and photograph our unusual landing-party! So our machines, which were being unloaded and kept " in bond " in the Customs sheds overnight, were all lined up on the quay whilst we stood beside them, smiling fixedly for the photographers.

The Royal Mail Line authorities had been most helpful about arranging to expedite our passage through the Customs, and Ken had helped by working out a system of labels on machines corresponding with lists of carnets, engine numbers and such things beloved by red-tape merchants everywhere. It was still early morning, therefore, when we left the quayside and waved farewell to the steep sides of the old " Highland. Monarch."

Into Portugal

Up the hill we all went, out of Vigo, and across. the narrow strip of Spain to the frontier of Portugal. This is the River Minho, here, an impressive natural boundary; it is one of the few frontier posts in Spain which handles traffic quickly! So our party was soon breaking up into its



Arrested ? Not this time ! Husband Ken chats with friendly police officers just outside Madrid. The restaurant sky-sign in the background spells out " Los Angeles "—but that city is much farther away!

familiar Partitour form—a dozen or so small groups of three or four machines, some pausing to take photographs of the picturesque little villages, Others brewing up tea under shady trees, yet others pausing to swim. Along this stretch of the Portuguese coast it is particularly dangerous to swim just' wherever fancy chooses; there is a tremendous undertow which is likely to pop the unwary bather up somewhere off the West Indies! The great waves

come crashing in to shore with the whole weight of the Atlantic behind them; when considering the immense distance to any land, and the ferocity of this great ocean on the unsheltered coasts of Portugal, one can readily understand how this small nation has produced so many famous explorers and sailors.

However, we all found safe beaches beside, little villages and holiday resorts; it is noticeable how in Portugal most of these little places are still entirely unspoiled and free from crowds.

On an earlier visit to Portugal, Ken and I had met a keen enthusiast who owned a large stable of fast machines—a twin Matchless, a Vincent, an Alfa Romeo and a French racing car! He had written to us frequently, and now met our party at our beach-side hotel at Povoia da Varzim. He broke to us the slightly disconcerting news that the Lisbon M.C.C. had planned a welcome for us, and wished to escort us through the city the next evening. . . . We were all given details of the rendezvous, and those members of our tour who had never before been the guests of such a reception were highly elated; the rest of us were perhaps more apprehensive!

The stretch of country through which we travelled north of Oporto is one of my favourites in Europe; it is very fresh and free from the curses of "development" of any kind; the villages are full of baroque houses and delightfully coloured cottages painted pink, blue, or yellow; the churches, too, gaily rococo in style, tend to be painted in bright colours; set against the dark hills, pine-woods and groves of fragrant eucalyptus trees, they are captivatingly different from those of any other country, and are most inviting for colour photography. On our second day's run we entered the area which is full of historic castles, ruins, churches, monasteries and the rest—for, small though Portugal is, her history is tremendous, and as modern building is limited mainly to the capital city, Lisbon, and the commercial centre, Porto, the fascinating villages remain almost medieval in aspect.

Oporto, or Porto (it seems to be spelled either way) is said to be the port which gave its name to the country: an unusual distinction, as it is also the home of the famous wine which makes the city's wealth. Oddly enough, the main part of the port-wine growing and shipping is in the hands of several British families who have lived in the city for generations. For our riders, however, such matters were of little interest: we had other things on our mind—rain and wet tramlines!



The climate of Porto is traditionally wet and clammy, and on our visit the solo riders thought bitter things about it. One of our members took a nasty spill which resulted in some damson-coloured bruises—a source of morbid pride to him for the rest of his holiday, especially when clad only in bathing-trunks!

Checking the route. A roadside conference near Estoril between the matchless outfits crew and the Vincent solo rider.

One feature of the Portuguese countryside is the charming wind-mill population; in some regions almost every hilltop is crowned by a cluster of jolly little windmills, white-painted,

with canvas sails; it is a country which would have kept Don Quixote busy, and they are certainly his style and period of windmill.

After a pleasant day's driving—despite some drizzle—we all met at a roadside cafe, designated rendezvous with the Lisbon Club, whose members chatted with us and introduced themselves and their own machines—a fairly mixed and representative international assortment! Then we were lined up for more Press photographs, and finally set off in a long, orderly line, with banners and out-riders. Ken and I were persuaded into leading place, with a banner-carrier—a lass of great courage holding a huge Union Jack on her pillion—ahead of us.

Some of our escorts had a rather terrifying style—nipping in and out as if at a circus, but it was all done with tremendous goodwill and dash. Looking backwards along our column, it made a most impressive sight, and I could well understand the obvious astonishment of the Lisbon population as we sped through their fine city on our way to the coastal resort of Estoril, beyond.

The Lisbon Club members seemed to be modest chaps ; with a brief farewell they left us at our hotel, and we all had a leisurely dinner in a roof-top restaurant with a splendid view of the elegant palm-lined promenade below us, and the wide sweep of the bay lined with luxury hotels. Estoril is very like Cannes ; as expensive and smart as the French Riviera, and somewhat similar in appearance. We spent two pleasant days swimming and lazing ; we also found time to drive out to Sintra, an historic town with Moorish fortifications.

On this journey our weather was not kind ; at Estoril it had not been midsummer heat, and as we left the skies clouded again. Our crossing of the Tagus, from Lisbon southwards, was grey and stormy. Despite this, the day's run was full of interest. Most of our party found time to visit the little fishing villages, because fishing is still one of the main industries of this maritime nation and the canning factories lie, as a rule, close to the small harbours. Hence the fact that on some roads, during wet spells, the surface is treacherous for solo machines: a fine film of fish-oil polishes the surface to skating-rink perfection!

Southwards the country changes, becomes more barren and dry. Groves of eucalyptus line the long, open roads, smelling aromatic and mingling with the scent of pines and herbs like rosemary and thyme. Cactus is used plentifully for feeding cattle, so that both " prickly pear " and maguay (the one with long, bluish spikes) dot the scenery and add a tropical look. Cork is grown throughout Southern Portugal—a tree resembling the olive in colour and growth, with reddish bands on its trunks where the cork has been peeled off for harvest. All these plants—unfamiliar in Britain —create a typically Southern appearance, and gorgeous too are the masses of geraniums in every cottage garden and in hedges around village squares, bright and cheerful in front of the ancient buildings.

Cape St. Vincent is famous as the point which juts farthest out into the Atlantic, and here King Henry the Navigator (his mother hailed from Lancashire) built the first College for Mariners; the sea foams and crashes on the steep cliffs, showing how dangerous is the coast which these hardy people have sailed for generations.

We spent a few nights at Praia da Rocha (the word praia means " beach "), and the remarkable rocks which give the resort its name rise from white sands, a place of great charm. Far across the straits it is possible to glimpse North Africa—or so we were told, it was too misty for us to do this! Also, by some unlucky chance, a current of bitterly cold water was flowing through at that time; as a rule, of course, this part of Portugal enjoys blistering heat in midsummer.

The coast road towards Spain crosses an estuary, by way of ferries, and by this route we entered Seville, one of the world's most famous tourist attractions but nevertheless still fascinating. Cordoba, where we night-stopped, is a lesser-known but also very beautiful and ancient place.

It is our practice, when arriving in a capital city with a large Partitour, to ask for police assistance with the traffic! Thus we have often had triumphal entries into Paris, for example,

also into Prague. On this occasion we were happy to welcome an escort of mounted police into Madrid, which, as there are plenty of confusing one-way streets, was a great saving of time and tempers! It also adds a spice of humour and pleasure, to sweep through the streets in such royal and escorted style, our long column far back into the distance, hooters and whistles blowing on our behalf, and surprised citizens not quite sure whether to cheer or run!

Our route was pleasant from Madrid—an all-too-brief glimpse of Toledo and the fine cathedral of Burgos, a few miles of the colourful Basque coast and the mountains. On this occasion we had reason to remember the mountains! Late in the evening, on our journey down into Santander, it was misty and began to rain in torrents. I transferred to the pillion of a Vincent, and left Ken plodding along with a misfiring " Hetty " (our Matchless outfit). On this trip we had changed to coil ignition, having had bad luck with our electrics for many years! This seemed, alas, like more of the same recipe; we had merely changed from troubles we knew, to those we didn't know! So, many miles farther on, John and our companions drew into a cafe for a break from the torrential rain, and a cheering brew of coffee. Time passed with no view of our white and red Wessex sidecar, no happy sound of a hearty big-twin roar. Eventually a half-drowned messenger arrived

to tell us that we were to continue to Santander, leaving the lame duck with his accompanying escort in the early darkness and the rain. . . .



An armed guard keeps watch while a recalcitrant magneto is sorted out with no end of helpful advice.

Finally they crawled down into Santander after midnight, Ken declaring himself to be jittery with the experience of negotiating blind mountain hairpins on the end of a tow-rope! The heroes were Tom with his big Vincent sidecar, acting

as tractor in the wet and dark, Lottie, his wife, tucked into her sidecar and singing lustily all the time to keep up the group's morale—and also two other riders who finally traced the trouble the next morning. It was nothing more than a cracked TV-suppressor. . . ! Needless to say, it was flung with some indignation and strong language into a litter bin, and " Hetty," unsuppressed, roared her approval and gave no further cause for anxiety for the rest of the tour.

An easy run to Paris was the last lap of the holiday. We dined at a restaurant by the Moulin Rouge, which led to some speculations when sea-lions were observed to be wandering across the pavement below our windows. . . ! The first chap to comment upon the odd sight was treated with unkind scepticism, until a few more startled diners " saw it too!" We spent two days exploring Paris, before we found our way back, in our usual small groups, to the Channel ports, home—and work again! It had been a long trip, enormously interesting and full of good companionship, humour and small adventures. To me, it remains clearest as a delightful confirmation of my liking for Portugal, a little country too seldom visited by our motorcycling fraternity.

it was selling! Several VOC members who attended the auction said they saw bikes that had clearly suspect numbers. That is a big worry.

Now I hear the VOC Machine Registrar has been inundated with requests to confirm numbers of bikes AFTER they have been purchased at the Mecum auction, ironically these requests have come from onlookers, not buyers. From what I have been told there are going to be some very disappointed folks out there.

This can all be avoided if you check with the VOC before you buy. It's a free service!

Several years ago I sold a Series "A" Comet. It was matching numbers from the gearbox, oil pump to the engine. I sold it to a barrister for what was then a world record price. I asked him if he wanted to check the details with the VOC. "No" he said, "I trust you". What A Fool! It was actually totally correct but never, ever, rely on anything other than a VOC check.

So what about poor Henry? Well, the dealer he originally purchased it from said he would sell it on Henry's behalf for a commission. No mention of a refund, no sorry, not even "I will buy it back for the same price". I have tried to convince Henry to get the Police or Fair Trading involved but he just wants to move on.

Did I mention the series C Comet I purchased from Tony? Probably best left to another article or you could read my letter in MPH about 30 years back.

Remember, Don't Trust Anyone.

(The names in the article are fictitious, but apparently the incidents are not! - editor)

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An Insight from David Bowen, ex Vincent Employee.

Martyn, this stamping business would be a very difficult to check on, During my apprenticeship at Stevenage one of my varied duties was the purchase of the metal stamps used on the engine cases and the frames. The stamps used were ex MOD which were bought at the local Stevenage hardware store, Lyons Hardware, and I would be required to ensure that for engine assembly 3 sets of stamps were on hand, for cycle assembly 5 sets were required plus just 2 sets for the Service Department. Works repaired bikes did not have the UFM or RFM restamped. Most of the damaged bikes we received were badly damaged and returned to the works by dealers who were unable or unwilling to undertake repairs themselves.

Regarding mating numbers, Goods Inward would have their own set of stamps for applying the mating numbers on the crank cases as the castings were received at the works, then they sent them into the fitting shop who would later stamp the mating numbers inside the engine covers, possibly using a different set of stamps.

In respect of the stamping itself, it was all done by hand, so often there was no neat straight line and mistakes were made. There is a Shadow with the "B" in the engine number the wrong way a round; as mentioned in the VOC records.

All in all, this is fertile ground for fraudsters to exploit. As you said in the draft you sent me to review "Buyer be aware, very aware!"

Regards, David Bowen, ex Stevenage, now Australia.



OVR Event Schedule, updated 4 March 2019

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
2019	2019	
March 9-11	SCORESBY STEAMFEST, National Steam Centre, 1200 Ferntree Gully Rd., Scoresby	
March 10	Yarra Glen Swap Meet	
March 10	VRV Day ride - An enjoyable meander along little known country lanes taking in Christmas Hills, Yarra Glen, Kinglake and more	Events.vrv@gmail.com
March 15	VRV GM and dinner RSVP by March 8 latest!	http://www.olivetreehotel.com.au/
March 17	HTPAA Antique & Collectable Tool Market, St Anthony's School Hall, 164-168 Neerim Rd, Caulfield East, 9am start to 12.30pm	
March 22-24	VOC New Zealand Section Annual Rally, Roxburgh, Central Otago, New Zealand	cagsalad@gmail.com
March 24	Federation picnic at Mortlake	
March 31	Federation picnic at Wunghuna (near Shepparton)	
April 7	VRV Day ride to Geelong Botanic Gardens plus General and Committee meeting;	events@vrv@gmail.com
April 7	Vintage Motorcycle Club of Vic. Motorcycle Only Swap Meet. National Steam Centre, 1200 Ferntree Gully Rd Scorsby VIC 3	
April 13	Mirboo North Motorcycle Only Show and Swap Meet	Ph: 0491 106 888
April 13 - 15	VRV Autumn Colour and Alps Run (Melbourne-Bairnsdale-Bright-Melbourne)	martynjgoodwin@gmail.com
April 20	Gathering of riders in Vincent Regalia with their Vincents for the filming of "Speed is Expensive" at the Broadford Bonanza, Broadford, Victoria .	Contact VRV secretary for more info
April 19-21	Shannon's Broadford Bonanza; fun filled days of riding , no racing and lots of companionship	https://www.trybooking.com/book/event?eid=432162
Aril 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.	https://www.bsa.asn.au/html/events/abr/index.html

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
May 4	VRV gathering, General Meeting and BBQ	
May 4 - 5	Bendigo Singles and Girder Fork Rally at LLanley	
May 1 to July 22	No VRV scheduled events as many VRV members travelling to the VOC International Rally in Europe	http://www.voc.uk.com/net/int rally.php
May 10	Bayles Link Run: Classic Vintage and Veteran bikes gather together from all over Victoria at the Bayles Recreation Reserve in Bayles near Koo Wee Rup for this popular Triumph Owners MCC annual event.	https://www.tomcc.com.au/event/bayles-link-run-2019/
May 17-18	43rd Historic Winton	
May 18	Federation Delegates Meeting at Kerang	
May 19	Federation inaugural Picnic at Kerang	
July 28	VRV Pre-AGM Committee Meeting @ Secretary's Home	sec.vrv@gmail.com
August 17-19	VRV run to Wimmera Silo Art plus General Meeting,	sec.vrv@gmail.com
Aug 21-29	2019 Vincent Owners Club North Queensland Atherton Tableland Tour	mbarr@bigpond.com
Aug 24-25	BULLI ANTIQUE MOTORCYCLE WEEKEND, Bulli Showgrounds, Grevillea Park Road Bulli NSW	
Sept 8	VRV Annual General meeting;	sec.vrv@gmail.com
Sept 22	VRV post-AGM Committee Meeting – venue to be decided	sec.vrv@gmail.com
Oct 6	HTPAA Antique & Collectable Tool Market, St Anthony's School Hall, 164-168 Neerim Rd, Caulfield East, 9am start till 12.30pm	
Oct 19	VRV Bit on the Side Run, for outfits but singles also welcome	brianh1967@yahoo.com
Oct 22	VRV First Anniversary Event plus Committee and General Meeting	sec.vrv@gmail.com
Nov 10	VRV Day ride plus General and Committee meeting; venue to be decided at the prior General meeting	sec.vrv@gmail.com
Nov 16-17	Bendigo Swap Meet, Bendigo showgrounds	
Nov 22, 23 24	VRV Annual Vincent Riders Dinner	brianh1967@yahoo.com
Dec 8	VRV Xmas Function plus General and Committee meeting; venue to be decided at the prior General meeting	sec.vrv@gmail.com

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
2020		
TBA	Australian National Vincent Rally	
Feb 3 - 18	2020 International Jampot (AJS & Matchless) Rally in New Zealand	matchlessnz@icloud.com
March 10-19	Tassie Tour 2020 , held in association with the British Motorcycle Club of Tasmania.	www.tassietour.info
March 28- April 4	Australian Historic Motoring Federation 2020 National Motoring Tour, Albury NSW & Wodonga Vic.	www.ahmf.org.au
Sept 6	VRV Annual General meeting; venue TBA	sec.vrv@gmail.com
Nov 20, 21, 22	VRV Annual Vincent Riders Dinner	Sec.vrv@gmail.com
2021		
Sept 5	VRV Annual General meeting; venue to be advised	sec.vrv@gmail.com
Nov 19,20, 21	VRV Annual Vincent Riders Dinner	sec.vrv@gmail.com
2022		
March	Tassie Tour 2022 , held in association with the British Motorcycle Club of Tasmania. Register now for priority entry!	www.tassietour.info
Sept 4	VRV Annual General meeting; venue to be advised	sec.vrv@gmail.com
Nov 18,19,20	VRV Annual Vincent Riders Dinner	sec.vrv@gmail.com
2023		
TBA	VOC International Rally: Is it too early to dream?	

**Planning an event? Any other event we should know about?
Contact OVR to have it listed here**

RECORD BREAKER LOOKS AHEAD

Unblown "Twin" is Near its Ceiling: Next Move Calls for Big Step-up in Power, says Bobbie Burns

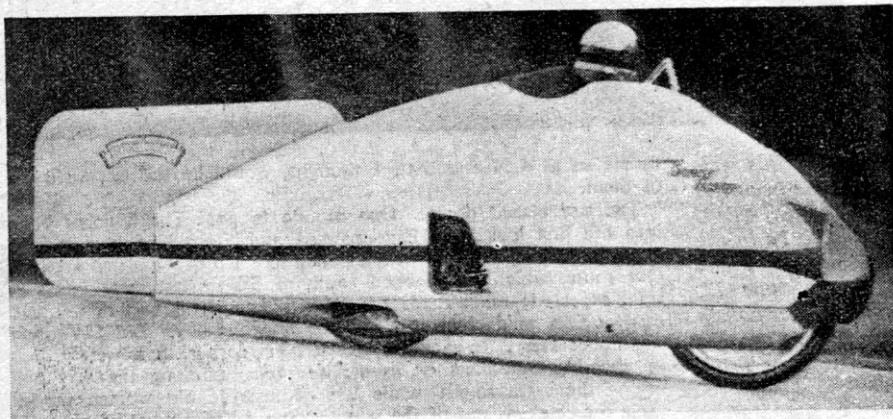
FUTURE trends in the design of record-breaking machines were discussed by Bobbie Burns, interviewed soon after he and Russell Wright had set up new "world's fastest" figures in both sidecar and solo classes on their unsupercharged 998 c.c. Vincent at Ohoka, New Zealand, as reported in *Motor Cycling* last week.

Burns told me that he felt the potential maximum for the large-capacity, unsupercharged twin-cylinder engine had practically been reached. He pointed out that the 498 c.c. "blown" twin NSU which formerly held the solo record had developed nearly 110 b.h.p., but had weighed more than his own 998 c.c. unit. It would seem that to reach speeds near the

From our
**NEW ZEALAND
CORRESPONDENT**

Russell Wright (left) and Bobbie Burns inspecting a suspected leak in the fuel tank while preparing for the record run.

(Below) The tail of the Vincent comes down under torque reactions as Wright builds up his revs. on one of the runs.



200 m.p.h. mark a radical increase in power was inevitable, as he believed subsequent tests with normally aspirated engines would prove.

About the recent attempts, he said that only rain at the time of the runs would have caused a postponement, as the 21-ft.-wide road surface was of coarse chipped granite and afforded excellent traction, even when wet. The approach from the east gave a two-mile run to the first timer, which consisted of twin photo-electric cells beamed across the road, and 1.85 miles from the opposite direction; in all the record attempts the fastest run had always been made with the short approach, due apparently to a very slight drop in the land.

Wright had not ridden the unit since his previous unsuccessful attempt, in February, but had merely tried the position on the day before the record to accustom himself to a slight change made by a smaller fuel tank and thinner saddle. Owing to the bulk of the steering head, the tachometer could not be fitted in a readily readable position, and gear changes at the higher speeds (top gear was engaged, at 170 m.p.h.) were made by assessment of engine note. Changes were

made with a knee-operated lever attached directly to the selector spindle. Due to difficulties of balance at low speeds, full use could not be made of the 5:1 bottom gear with the machine in solo trim, but watchers were treated to some interesting controlled "roadabatics" when Burns screwed the power on to the combination.

Locked Suspension

The rear springing was deliberately locked for all trips, provisionally, to assist third-wheel handling and mounting. This, coupled with 60 lb. of wind in the bladders, would seem to have been a trifle harsh on the teeth, but no comment was made by either rider. Only one front tyre had been used since the outset of the record trials last December, and externally it still appears as new—certainly a triumph for Avons.

The slight wobble, observed as Russell left the section on his last run, was caused, he believed, by closing off all power too rapidly, and was easily corrected with a burst of throttle and a more gradual decrease. A Methanol mixture fuel was used at a consumption of 20 miles to the gallon, but the tank was still filled and both plugs changed at the end of each run.

Burns said that a slight gain might have been made with the combination by using a 2.8 top gear, as he was peaking too readily on the 3-to-1 third, and the 2.51 solo high gear was possibly ambitious. Be that as it may, records have been broken and new ones made, and the back-yard world-beaters can sit back and talk of what might have been with a slightly superior air. As I left them still mentally feeding on large handfuls of throttle, Russell pulled open a cable addressed to "The Fastest Motorcyclist in the World." It was a message of congratulations signed by Wilhelm Herz, NSU rider, whose record he had broken!

SALTBOX SCRAMBLE

GLORIOUS sunshine pleased some 4,000 spectators at the Double Five Kent M.C.'s Saltbox Scramble at Biggin Hill last Sunday, but the competitors would have preferred some overnight rain for clouds of dust blanketed the 0.9-mile course during the 20 events.

Riding the track for the first time, Ken Heanes reached second place on the sixth lap of the first Senior race before dropping out. At the same time M. Stone disappeared from the lead, leaving Johnny Giles to go on and win, with Johnny Clayton second. Heanes made good in the second Senior event, leading Harold Lines all the way to win. Gordon Jackson had an unlucky day; he broke a throttle cable in event 5 and lost a chain when leading, 100 yards from the finish of event 6.

Provisional Results

First Senior Final (10 laps): 1, J. Giles (500 Triumph); 2, J. Clayton (200 Francis-Barnett); 3, R. Nash (500 Ariel). **Winner's time:** 17 min. 57.2 sec. **Double Five Members' Handicap (3 laps):** 1, E. Pope (350 Matchless); 2, V. Ballerini (350 Triumph); 3, R. Randall (350 Matchless). **Winner's time:** 6 min. 6.4 sec. **First Junior Final (6 laps):** 1, G. White (500 Ariel); 2, P. Smith (500 A.J.S.); 3, M. F. Sackett (200 Dot). **Winner's time:** 11 min. 36 sec. **250 c.c. Handicap Final (5 laps):** 1, M. F. Sackett (200 Dot); 2, W. Hemsley (250 A.J.S.); 3, J. E. Clayton (200 Francis-Barnett). **Winner's time:** 9 min. 39.8 sec. **Second Senior Final (10 laps):** 1, K. Heanes (500 Triumph); 2, H. Lines (500 Ariel); 3, J. Giles (500 Triumph). **Winner's time:** 17 min. 48.8 sec. **Second Junior Final (6 laps):** 1, D. Fawleigh (500 Matchless); 2, G. White (500 Ariel); 3, P. Welch (500 Triumph). **Winner's time:** 12 min. 9 sec. **Non-Winner's Handicap (5 laps):** 1, R. Randall (350 Matchless); 2, D. J. Spooner (350 Ariel); 3, D. C. Palmer (500 B.S.A.). **Winner's time:** 10 min. 52.6 sec.

A Letter to the Editor,

Or, A Breath of Breather Air

I am Nigel Spaxman from Richmond B.C. Canada. Having always admired Vincent motorcycles in 2001 I bought a rough collection of parts from which over about a 13 year period I built a Vincent to ride. It is mainly an early B Rapide but I have built it as a C Shadow. It has a C Shadow UFM, Girdraulics, and is painted all black. Every bearing, bushing and shaft in the engine is new as well as the pistons, liners, cams, and followers. I enjoyed the process of this build very much. I now have more than 10,000 miles on this bike and most of the bugs are ironed out. The bike has taken me back and forth to work, and also on some 1000 mile trips with a passenger and luggage. It is a beautiful machine to ride. It was my dream to build this bike not buy it. Anyway Robert Watson says “ you don't really own a bike until you have held the crankpin in your hand”. I have always enjoyed motorcycles and most of my bikes have been bought as basket cases or projects requiring substantial work. Often I have found that by starting with incomplete basket case motorcycles I can build really nice machines, but I have never bothered to stick very much with standard specifications. The best way to get a completely standard bike is to buy one that is already that way. Often I find some interesting ways of doing things on my bikes. I have always been someone who can think outside the box.

With the Vincent I was less restricted than with my other builds, because I didn't have to worry much about spending so much money that I could buy a similar bike cheaper. Vincents are expensive so I could spend more money. I stuck pretty close to standard specification because I think that the Vincent is one of the nicest motorcycles ever made. There are a lot of very typical modifications that local Vincent people advised me were wise. I fitted sealed intake valve guides, and an O ring chain, a McDogualator and electronic ignition. During the process of this build I relied a lot on the advice and some help from the late John McDougal. He built my crankshaft assembly for me and fitted new oversize sleeves in my cylinder muffs. I did many other of the procedures using John's advice. I sleeved my main bearing housings back to standard, and fitted all new spindles to the crankcases, using John's advice and methods. Sometimes there were other methods I could have used but I stuck pretty closely to John's ways most of the time. Some of the problems I had later were to do with not listening to John carefully enough.



A McDogualator kit

While building this bike I read everything I could find about Vincents. I relied on Richardsons, Know Thy Beast and the parts book. I read everything in MPH written by Neville Higgins. I also read everything I could find written by Phil Irving. I have ended up knowing a lot about Vincents.

Some stuff I figured out myself from first principles and also from what I knew from my work on Triumphs, Nortons, Ducatis, Hondas and BMWs. During my career in Engineering I have often been able to find simple solutions to designs that no one else thought of. I think that is what I have done with the Vincent breather.

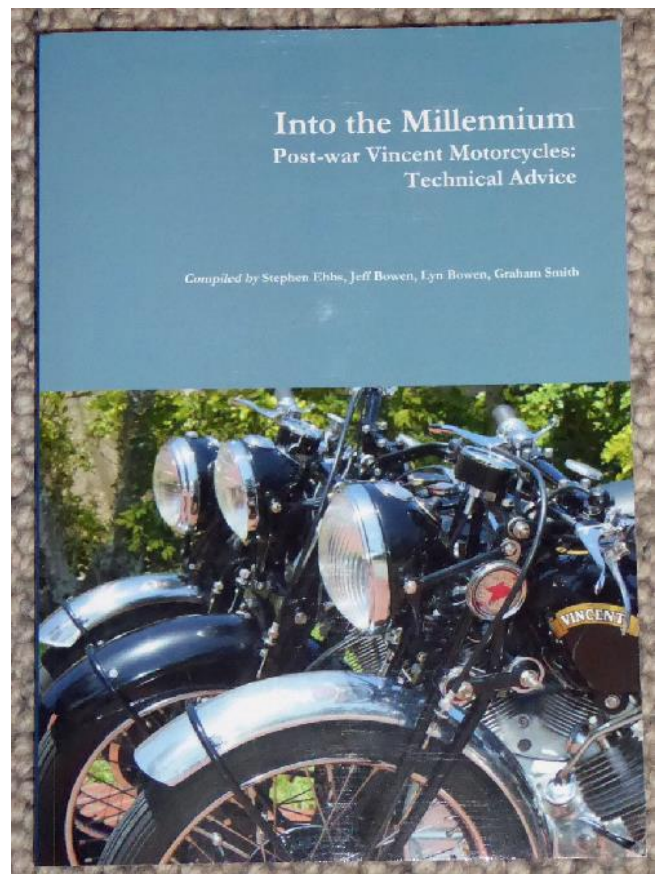
One of the things that is written about almost more than anything else on Vincents is crankcase breathing. That must be because a lot of people have problems with it. If you read about BMWs,

Ducatis and Triumphs this subject is hardly mentioned. The best stuff I have read about crankcase breathing is on the Norton forum by Jim Comstock. There are numerous modifications or completely new systems that people use on Vincents. Even the factory changed the breather system on the series D machines. John suggested there was nothing wrong with the original system, that was what his bike used and it works, provided the engine is in good condition, so I decided to take his advice. I didn't take his advice without taking into consideration all the other systems everyone else was writing about, and also keeping in mind the systems on other motorcycles. After riding the bike for about 2,000 miles I decided to experiment with my own timing of the standard breather. I am pretty sure that the timing I use now resulted in less leaks than the standard timing and I have no intention of using the standard timing again.

There are two articles in "40 years On" from old MPHs and also some information in "Into the Millennium" which inspired me to experiment a bit. I know I am not the first person to do this. One problem is often the very best mechanics are often not the ones who will write anything down. There are some exceptions, Phil Irving being the most famous one in the Vincent world. Also Neville Higgins has written a lot. The two articles of most interest to me was the one written by Carl Hungness " Engine Breather Altering Timing of" 608/17 Also Neville Higgins comments about that article 608/19. It was Dick Busby who was making this modification decades ago, I am not sure what he was doing really. It has still not been properly described in MPH as far as I know. You can easily read these articles by doing a google search if you don't have 40 years on.

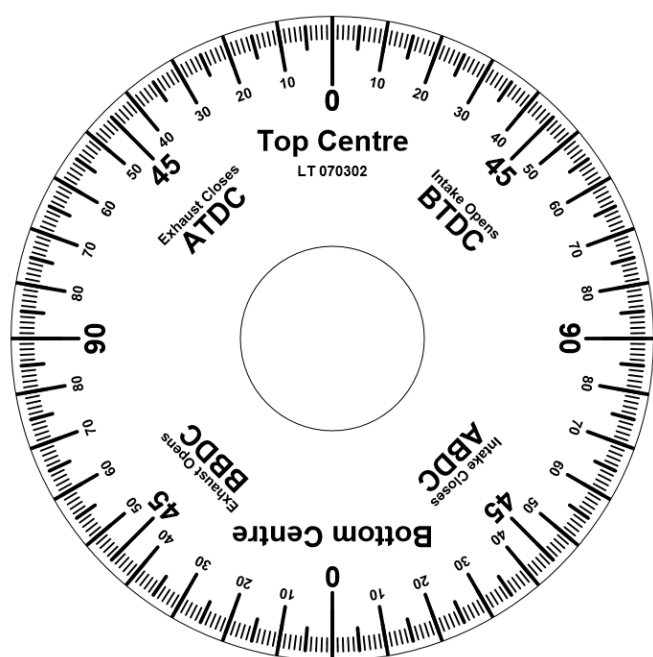
Neville Higgins did a great job of describing how the breather is supposed to work, but I don't agree with everything he says, maybe Dick Busby had it right although Carl didn't quite describe it properly. Neville, to describe how the breather works decided it was simplest to describe the twin in terms of the crankcase volume as being like a big single with a maximum volume when the crankpin is pointed straight up between the two cylinders and the minimum volume when the crankpin is pointed straight down. I agree with that idea. The standard timing for the breather, opens the valve roughly when the crankpin is 45 degrees past the point of maximum volume, and closes the valve roughly when the crank pin is pointed straight down (minimum crankcase volume). Then he goes onto say that this is as it should be. As the valve is open during the period of reducing crankcase volume. Then he goes onto say that in Carl's article Carl suggests advancing the timing by 30 degrees, which he doesn't agree with (I don't either). What Carl says says is a bit mixed up, but the important part is he says to pull out the breather gear and turn it two teeth anticlockwise. That is advancing the breather timing about 30 degrees. What I have found is that retarding the timing of the breather is what needs to be done to get the breather to work better.

The thing is the breather doesn't need to open whenever the pistons are moving down or the crankcase volume is decreasing (as Neville suggest). What the valve needs to do is open whenever the pressure in the crankcase is higher than atmospheric pressure. If the valve is open



when the pressure is lower than atmospheric air will go into the engine instead of out. The goal of having a timed breather is to achieve an average crankcase pressure lower than atmospheric pressure, by letting air out. With the stock timing when the valve opens at the 45 degree position after maximum crankcase volume, it is likely that the pressure would still be quite low. The volume in the crankcase at this point is around 85% of the maximum. Even if the crankcase average pressure was at atmospheric the pressure would not come up as high as atmospheric until the point of crankcase volume of 50% (that would occur at 90 ATDC). The highest pressure is sure to occur at the position of minimum crankcase volume, but this is the position when the standard breather closes! It closes way too soon. The valve should definitely be open for a bit longer around the bottom of the stroke. Probably the standard timing setting lets air into the crankcase (instead of out) during the first 45 degrees of it's opening.

I think the best timing might be to have the valve open for the standard duration of about 140 degrees but with that timing centered on the bottom dead center position of the crankpin. I don't think with this timing there is any advantage in increasing the duration of the opening either. It might even work better with a bit less duration!



On my bike (a Vincent Twin) I set the timing by using a degree wheel and blowing in the breather pipe. I set the degree wheel so it read 0 when the rear cylinder was at 25 ATDC and the front 25 BTDC I set the opening of the valve at about 90 degrees ATDC and the closing ended up at about 50 ABDC. This is about three teeth retarded from the standard position and really four teeth might have given an even better result, maybe I will try that next year. If you want to use settings from the TDC setting of the rear cylinder the figure to use would be 140 ATDC opening of the valve. Setting the timing of the breather in this way will make it act a lot like a reed valve would work. I have talked to some of my Vincent friends about this and sometimes mentioned it on some forums but no one seems to believe me! It does work. For

some reason the factory seems to have gotten this detail wrong, and this has caused a lot of trouble since then. It may be because of this mistake that the factory changed to the D system. The D system shouldn't really work better than a properly timed breather. There is one other mention in MPH of this type of breather timing modification, it is "Engine Breathing" Sid Bibermann 756/10. He mentions a Steve Hamel built Comet race motor with breather timing opens 65 ATDC and closes 25 ABDC. (which is a slightly less radical change than I made)

If you have a Vincent that is like Carls was and you can't get the oil to stay inside I suggest you set the breather timing as I have and try it out. I have not succeeded in keeping all the oil inside my Vincent, but I am getting close. I am sure this breather timing helps. The timing is not overly critical, but the original timing is probably at least 45 degrees away from optimal. I don't believe in just moving the timing a few teeth as Carl did, as you never know what you are starting with. On my engine (a twin) for example I have the breather spindle installed with the slot pointing straight down instead of forwards as it is supposed to be. The standard marks won't work on my engine. You have to measure it as Neville says. It seems as though it is difficult for people to understand it but please try.

I know a lot of people resist my reasoning and they believe that the breather has to be open all the time while the pistons are descending. It might seem that my reasoning only works when it is

assumed that there is very little blow by past the rings as is the case on my bike that has completely un worn bores round bores, new liners, and low expansion pistons, fitted with 2 ½ thou. clearance with thin moly sprayed rings. What about an old engine with Specialoids in worn bores, old rings and substantial blow by. That bike might work better with an elephants trunk or a reed valve system. However if it is going to run with the standard breather it will work best with the timing I specify. The reason is that the breather is only open for 140 degrees, that 140 degrees needs to be when the pressure is highest. That higher pressure is going to occur while both pistons are near BDC. Probably this change will make more of an improvement on a machine with a lot of blow by than on a machine with hardly any blow by.

Anyway maybe some of you can read this a few times and try to understand it. If there is a part you don't understand then ask me (via OVR) and I will try to clarify it. I know a lot of bikes run ok with the standard breather settings, but this made an improvement to mine. Maybe you can convince me I have gotten it wrong but I doubt it.

AND – Another letter to the Editor, this time from the VOC!

Hi Martyn,

I'm the VOC Machine Researcher and I was wondering whether you could put this short piece in your next edition for us.

Regards

Jon Lambley

No problems Jon, and here it is!

The Vincent HRD Owners Club (VOC) has two volunteer members maintaining & updating the VOC Database, as well as being the contact for you to verify your bikes identity or a bike that you're thinking of buying. You DO NOT need to be a VOC member to use this service!

The purpose of our role is to protect the integrity of the Vincent marque, you and your machine and more importantly, your hard earned cash.

We are;

Simon Dinsdale - registrar998@voc.uk.com

Jon Lambley - research998@voc.uk.com

We in the international Vincent H.R.D. Owners Club are concerned at the moment about the number of machines that haven't had their identity checked recently and the number of machines out there that have a questionable identity. On top of restamped numbers, we are even starting to see fake dating certificates and other forgeries, so please do your own due diligence BEFORE buying by contacting us.

This is a **free service** offered by the international Vincent-HRD Owners Club and you can purchase copies of your bikes factory record (if we have it) and obtain a dating certificate for your bike.



Since 2006 the VOC researcher's and registrar's have been using photographs to help identify machines, rather than using the old method of relying on written or verbal evidence. This has resulted in us having over 9000 images on the database, which we fully utilise when checking machines against the factory records.

So please, make sure you get your bike or any bike you're thinking of buying, checked out.

So, what do you need to do then ?

1. Obtain good clear photographs of your Upper and Rear frame numbers, the engine number and the engine crankcase mating numbers.
2. Gather all the information you have on the bike i.e. who owns it now and previously and where it is now. Then finally....
3. Email either one of us with your photographs, name, address and your VOC membership number. **Note: you don't have to be a VOC member to get a bike checked.** However, if you're a member you get discount on the cost of obtaining a dating certificate, discount at the Spares company and you get a monthly club magazine.
4. Once you've sent us everything, we will take it from there and update you as soon as we can.

Please get your bikes checked, it's important.

Thanks

Jon Lambley, International Vincent-HRD Owners Club Machine Researcher

1951; Vincent Works Truck loaded up for Monthery



L to R – Unknown French rider and his 'partner', Danny Thomas, Phillip Bruce, Jack Lazenby, Dave Ratty and John Surties.

Photo: courtesy of David Bowen, *OVR Cub Reporter*

Buy, Swap n' Sell

If you have anything that you want to buy, swap or sell you can now do so, free of cost, in this section of OVR. All you need do is send a email to the editor of OVR with the text of your advertisement. OVR will NOT be providing any editorial or corrections. Of course OVR cannot accept any responsibility for anything to do with the items advertised – that's a buyer/seller matter. Items will be listed in 2 consecutive editions of OVR.

For Sale: Modern gaskets for the Vincent.

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

Post war Vincent twin gasket set includes:ET106, PD14, ET105, 2 each ET102, ET182/1, ET1801 and 2 each ET181. US\$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.



For Sale: Grey Flash Replica

This Grey Flash replica in beautiful condition both cosmetically and mechanically Very well known bike with the Vincent owners club and much admired by all who have had the privilege to look at this masterpiece of engineering. Built in 2014 Taken to the series A rally at Amptill that year, first time started, by Peter Barker and has been in storage since.

The spec includes: – Alloy Tank which is believed to be an original ex Works Grey Flash item, correct Close ratio Albion Gearbox, Twin finned Electron Front Brakes, Lightening Mk2 Camshaft, polished engine internals, the unique girdraulic fork has been lightened by machining a large groove down the back of the station plus masses of drill boles in the non loan bearing areas all exactly as the original and all for extra weight saving.



This Grey flash is a superb replica and is definitely not just a Comet in a 'Fancy Grey Dress' Virtually undistinguishable from the original, the obvious clue being the frame and engine



numbers; If one of the 37 ever came to market it would sell from anything between one and two million pounds. This very well known machine comes with a very large history file and great province.

Bike is located in the UK.

Contact mickbowen50@yahoo.co.uk for more info.

The ex Works original Grey Flash tank, signed by John Surties

Wanted:

Inner and outer chain cases for Excelsior Manxman 1936 350 please contact bowendj@bigpond.com

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

VSM, Holland: 2x2 leading shoe brake kits for Vincents; high quality 30mm wide 4 leading shoe system. Email vspeet@vsmmetaal.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

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

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

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