



# The Oz Vincent Review

*Edition #66, September 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](mailto:ozvinreview@gmail.com)



OVR reader and VRV member “Pommie” Dave found the ideal way to celebrate his 50<sup>th</sup> with a bunch of chums at his local. Happy Birthday mate!

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 latest edition of OVR. Always – produced in a rush.

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*Martyn*

Melbourne, Australia.

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## Letters to the Editor

*Hi Martyn,*

*I am hoping your readers may be able to help me. Some time ago I received a photo of a Vincent Comet motor with a magnesium Norton gearbox fitted behind it. It looks like the engine plates are to fit into a featherbed frame.*

*This is a very unusual Norton gearbox and I now have the rest of correct model Norton, which I am in the process of restoring.*

*I am hoping one of your readers might be (or know of) the owner as I would be very keen to see if a deal can be done so as to restore my bike back to original specification.*

*Kind regards, Ken McIntosh, NZ*

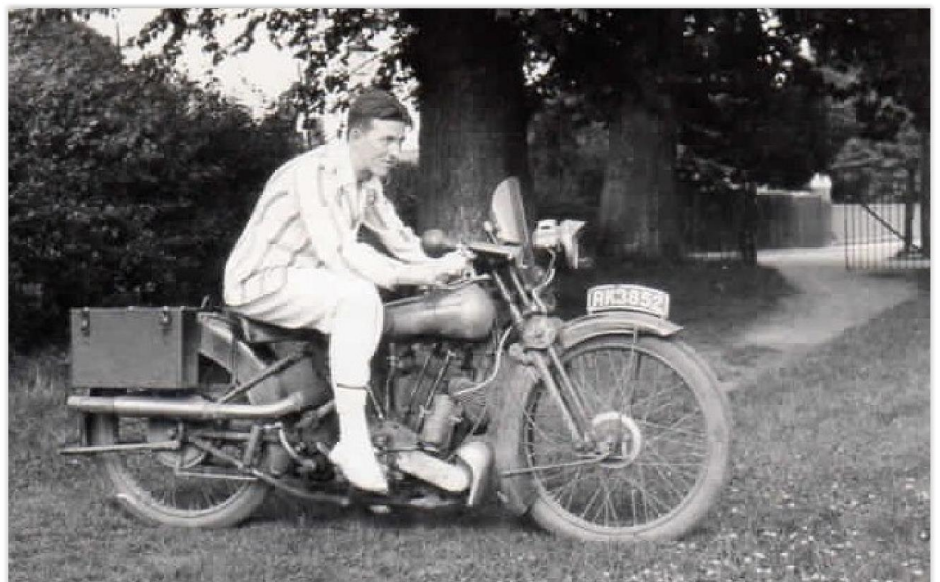
*Email [ken@mcintoshracing.com](mailto:ken@mcintoshracing.com)*



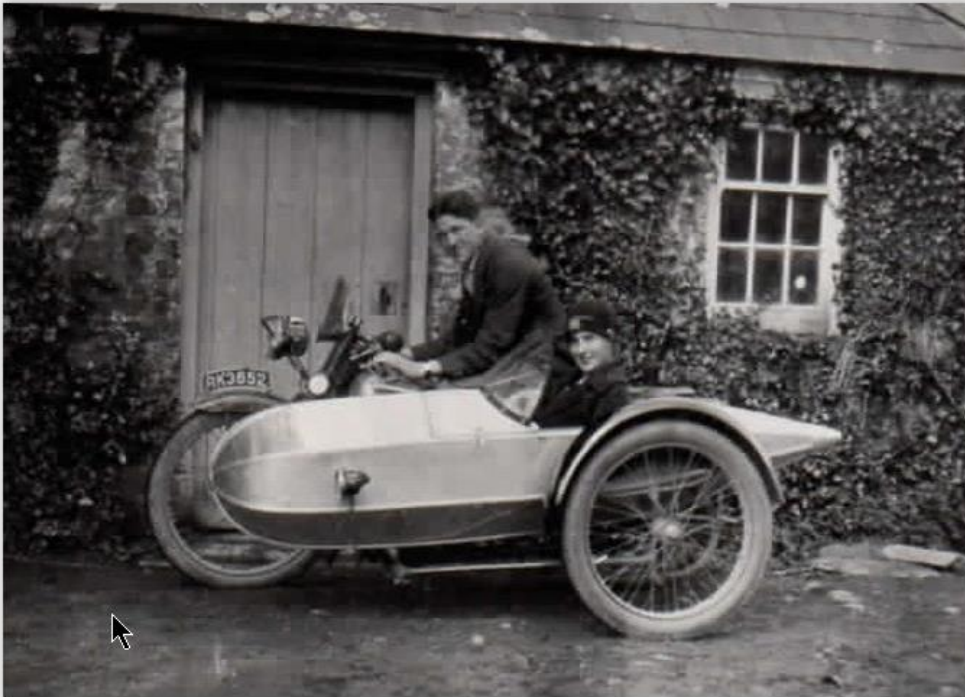
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## JOHN LOVE STEELE SCOTT'S MOTORBIKES

*This item, written by Nigel Steele Scott, first appeared in The Vintage Car, May 2019.*



In June July 1925 John went to England accompanied by his mother and father to enrol in medicine at Caius College Cambridge. They initially stayed in London in the guesthouse run by Kathleen's (his wife to be) aunt.



John purchased a Brough Superior Motorbike registered number RK3852 and subsequently identified as having been first registered in May 1925 in Croydon Surrey having been sold by the main Brough agents Bennetts at about that time. This suggests the bike must've been new or near new when John purchased it. This was one of the earliest SS100s (100 MPH at Brooklands

guaranteed) with the KTOR engine. This was the latest JAP overhead valve V-twin engine of 990cc. It was the most expensive and fastest motorcycle in the world at that time. The photographs show him on the bike in solo form, with a friend in the seat with sidecar attached and also at Ardmeen the Steele Scott family farm in Drumclaph Northern Ireland with his cousin Betty Scott in the sidecar.

Somewhere in the family there is a photograph of Kathleen on this bike and an apocryphal story that she tipped them both off while driving it or possibly a 2nd Brough that he may have bought at a later date (not confirmed). This 1st bike was later recorded in the hands of Jim Connolly who bought it secondhand from Bennetts but it disappeared before World War II.

As well as this Brough we believe there was a second at some time. He may not have kept the Brough for very long. While at Cambridge John met with and became friends with Philip Vincent, later of Vincent HRD who was up at King's College. He purchased a Vincent motorbike XV6971 from Phil Vincent which he told us was one of the first three motorbikes that Vincent made for himself, John and another friend. He also used this bike to visit the Steele Scott family at Ardmeen in Ireland

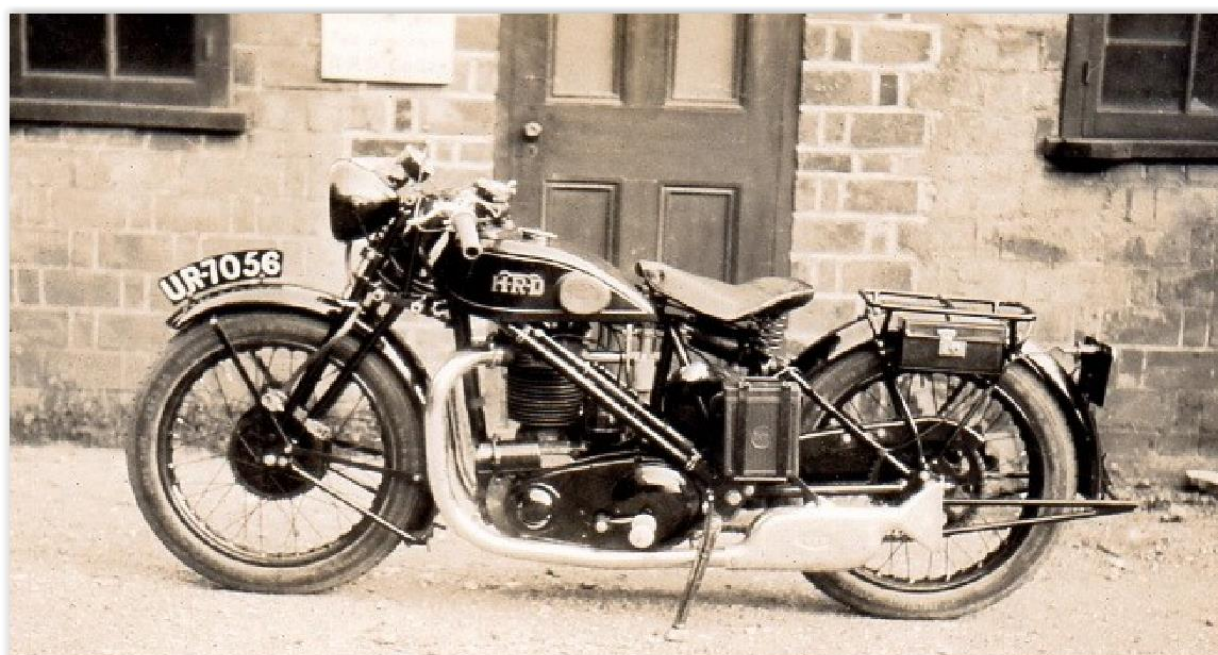


and the photograph shows him all kitted up ready to set off for Ireland. These must have been quite substantial expeditions at that time.

The photograph of 4 Vincents outside Vincent's workshop at his, or uncles? farm in Hornden on the Hill shows what appear to be four identical Vincent bikes fitted with differing sorts of lighting as final equipment. John's bike XV6971 is second from the right. Maybe there were four original bikes?



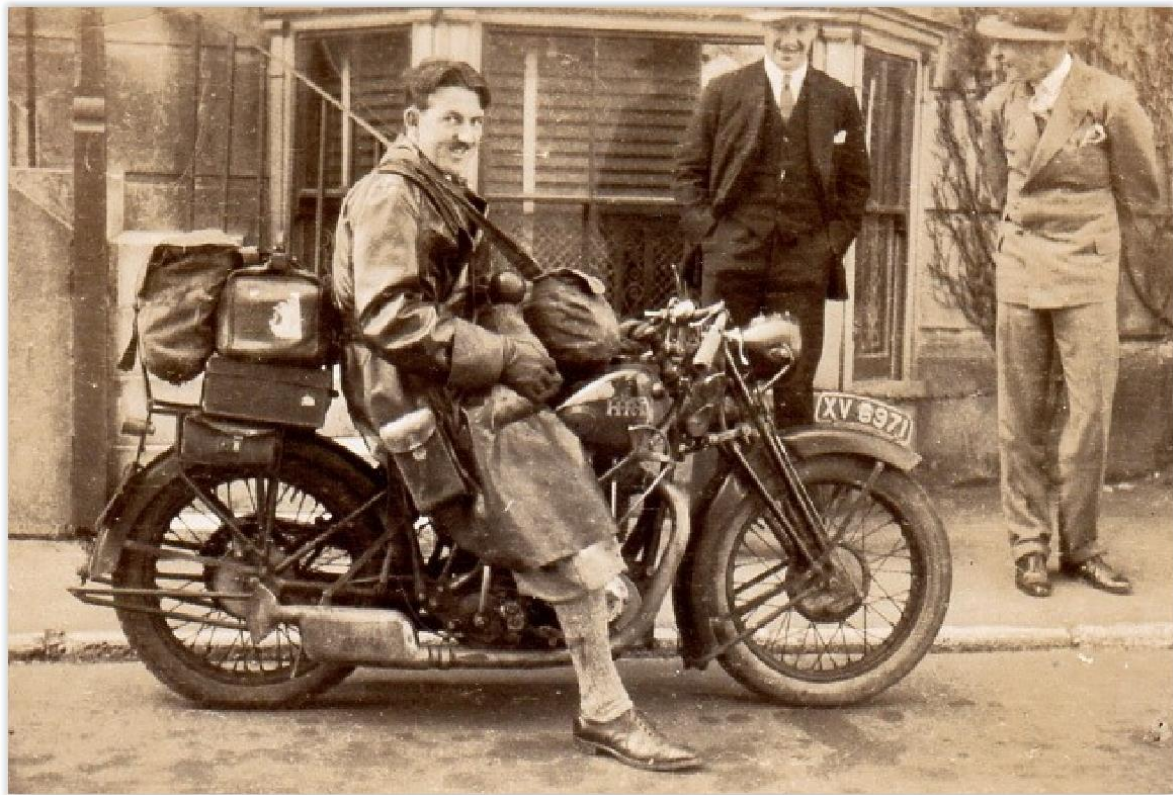
Before his father died John made a couple of visits to Australia during the long holidays in Cambridge and bought a Vincent back to Australia with him and sold it to his cousin Peter Cudmore. We have no knowledge of where it went after that. However the Vincent HRD club records the oldest known Vincent is in Canberra and maybe it could be this bike? Other photographs show him aboard several Vincents.



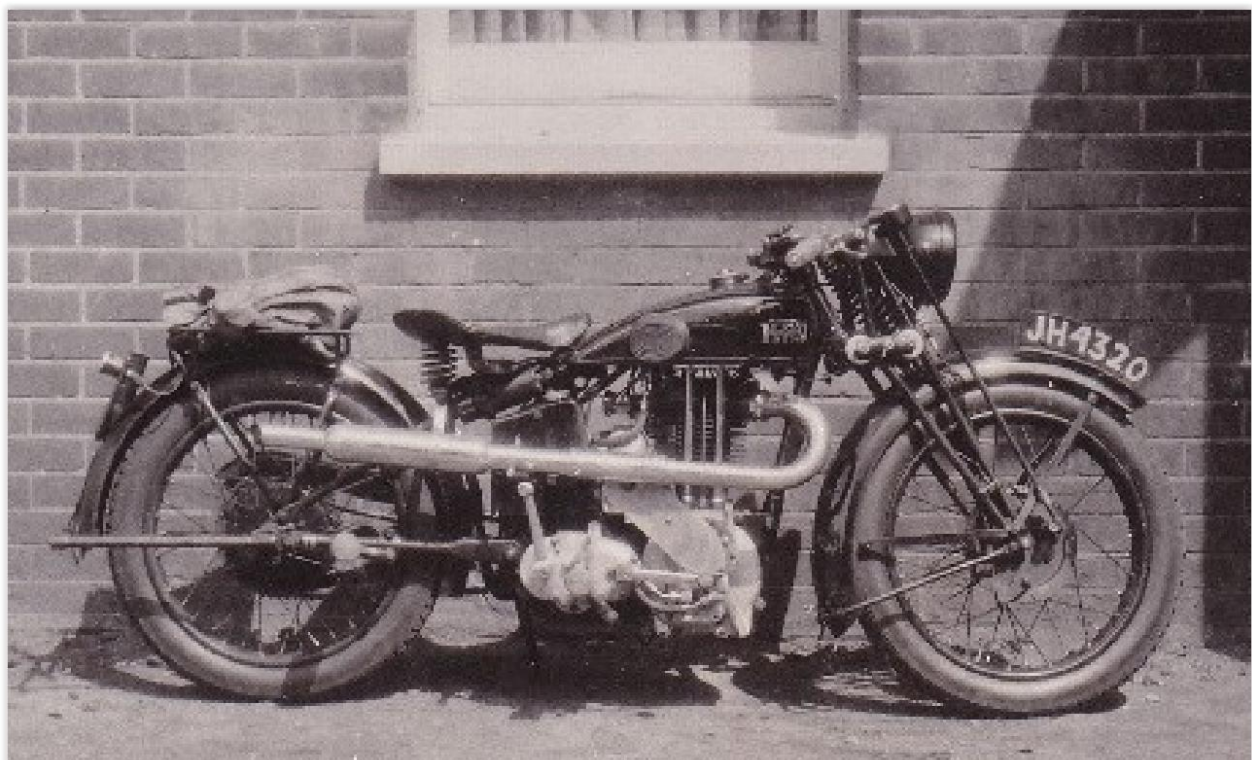
Another Vincent UR 7056 was used extensively during his undergraduate years as he completed his training at St Bartholomew's Hospital in London and we think that a second Brough Superior was purchased after he graduated and was doing his surgical fellowship in Edinburgh.

There are photographs of the 2nd Brough somewhere in the family.

**XV 6971 off to Ireland**



**JH 4320 Possibly in Adelaide?**



**1934 JH 8284 JLSS in wet weather gear Single cylinder OS exhaust polished tank**



**PICTURES:**

JLSS on HRDs Dates recorded in photo album of either JLSS or brother Robert. Robert, much younger brother in Australia would have got the photos from John.

1926 JLSS on Brough plus and minus sidecar and with Betty Scott in Ireland.

XV 6971 2 shots JLSS aboard one on way to Ireland. Robert records this as JLSS 1st Bike.

Vincent property at Horndon XV6971 2nd bike from right.

UR 7056 LHS and RHS shots twin exhausts but probably single cylinder PR OHV 3 od 4 valves?

UR 7056 2 shots with JLSS aboard. Robert records this as JLSS 2nd HRD

1933 AKL721 JLSS in Hill country High exhaust

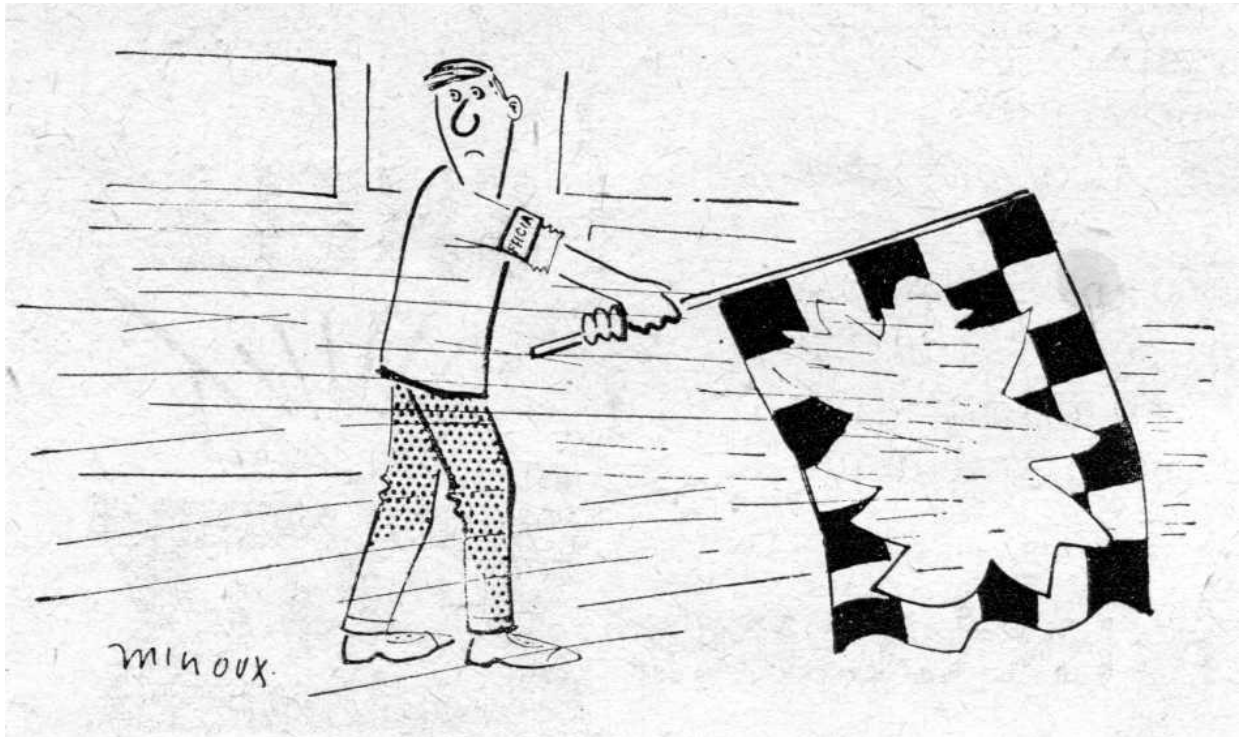
1934 JH4320 no rider looks like AUS backyard? Bike to OZ no sign of JLSS

1934 JH 8284 JLSS in wet weather gear. Single cylinder, OS exhaust, polished tank

1934 JH 8284 not JLSS outside garage with cobbled forecourt PR OHV

1930 UR 2334 2 photos Met a man travelling man the world? On an HRD

1933 AKL721 JLSS in hill country. High exhaust



# The Devil's FX Revenge!

In OVR #39 there was a lengthy examination of numbers – engine and frame number – and their providence that concluded with a cautionary warning against tampering with them. Subsequently, in OVR #60, there was an article about deception in the classic bike market where things are not always as they seem.

**So what?** Well it seems that lessons about deception around classic vehicles, their rebirthing and 'renumbering' of parts are hard learnt.



There is a criminal case listed to be heard in the County court (Melbourne Australia) in October 2019 relating to a chap who *allegedly* created from scratch an *almost* perfect reproduction of a very very rare and expensive motor car prototype that was then passed off as the real thing, complete with extensive though allegedly forged documentation, forged/fake identification marks and numbers on component parts, forged number plates and such like.

Why is it in the courts? Well the chap involved has been charged with a string of serious criminal offences that revolve around the alleged fraud which in part had him sell his creation that he is said to have claimed was the real thing – a genuine and rare prototype - for over \$250,000. But its alleged it is a forgery cobbled together, all be it skilfully, from a disparate collection of almost worthless junk.

**What's Next?** The matter is listed be heard in the Melbourne County Court commencing October 28 2019 and given the mountain of evidence the trial is expected to run for up to 15 days. If convicted the penalty on the accused is imprisonment of up to 10 years. Ouch!

The trial will be open to spectators from the general public.



# The 2019 VOC International Rally

*This OVR contribution from the South Pacific's leading Garbologist, Alice Leney, first appeared in the 297<sup>th</sup> edition of NewZ, the newsletter of the VOC's New Zealand Section.*

As most of you will know, every four years the VOC has an International Rally. In 2015 it was in Italy – in 1995 it was in NZ – and this year it is split between Belgium and Austria. Back in 2016 some local reprobate with a famous red Vincent put the idea in my head to go to the 2019. So in mid-May, I found myself blasting around the Dorset countryside with my old buddy Melvin, preparing to take on the 'Continentials' and their dodgy fuel. [Ed: Melvin is Alice's bike]

A quick trip to Marcus Bowden in Cornwall to see how he was doing after he got re-plumbed by the local cardiac unit, and a visit to Melvin's minder in the early sixties – still living in Portsmouth at the house he bought with the money from sending Melvin on his way – and a bit of other chasing up of long-lost friends, and a 1,000 miles were in the bag before we hit the ferry.

The trip across France - head south from the Normandy ferry port of Cherbourg until we hit the Loire Valley, swing due east until south of Luxembourg, then head north – added another 800.

The first week of the rally was based at the Vayamundo Hotel in the Belgian town of Houffalize. This is the Ardennes area of Belgium of deep valley and high forest (yes, I thought Belgium was all boring and flat too) and spring was still coming on strong in early June.

The area is famous in recent history as the site of the last major battle of WWII, the Battle of the Bulge, where in Christmas 1944 the German army very nearly broke out of the Allied encirclement. Winter in these parts can evidently be vicious, and this was a bad one to add. This piece of history was apparent as the week of the rally was the same week that big celebrations were being held in Normandy to mark 75 years since the D-Day landings.



The Vayamundo is a big hotel on the edge of a small town, a resort from which people go and explore the hills and forests, and ancient towns of the Ardennes. Luxembourg is only a cow paddock distance away (and about the size of a NZ South Island high country station) and this is where France, Belgium and Germany jostle one another for room, with a border that has wandered a fair bit over the years.

The hotel was well equipped for the event, with a sweeping entrance perfectly suited to parking fifty oil weeping Vincents, and the bar was capacious enough to accommodate a week's bullshit, with a large Verandah for the serious big talkers. However, the hotel management were not quite so prepared for the oily oozings of such a rumble of Vincents (what is the collective pronoun for many Vincents?) and whilst cardboard drip trays were deployed in abundance, the Social Secretary may find he has difficulty arranging a repeat match. By Thursday evening the pressure washer was hard at work on the marble paving at the hotel entrance. No matter such niceities of oil etiquette, a good time was had by everyone else.

A typical day involved dragging oneself down to breakfast at 8.30 and casting about for a seat at a table with someone you hadn't had a drunken argument the night before about the correct way to fit a G57/AS3 using a hammer. Having found a spot and a large cup of coffee with which

to start the blood flowing again, make friends with the person sitting next to you and then: get them to help you fix your bike, or: they get you to help fix their bike; or: agree to go on a ride together so somewhere neither of you have any idea where it is.

This last point – assuming one's steed is fit for purpose – may require roping in one or two more



at the table, who it also turns out don't know where they are going either when you finally set off for your day's ride. Well, who cares when it doesn't really matter where you go, just look for the wiggly bits on the map, and then after a while look for a café/bar depending on time of day and general taste. No shortage of hostelry in this part of the world. The weather was generally beautiful and warm, some days positively hot, but a reminder it was spring when it turned cold suddenly.

The ancient nature of the area was bought home to us on one of the organised outings, billed as a wine tasting and river cruise, where we drank and ate to our fill whilst gently drifting up and down the Mosel River in a fog of local wine. Prior to boarding the boat, we had spent a couple of hours visiting the town of Trier, which was the largest city in northern Europe – I believe – during the Roman Empire.

The old Roman gateway dominates the centre of town to this day, in nearly as good a condition as the century it was built (they obviously had some serious Building Codes back then too) whilst the Churches had parts scarcely much newer. The Palace in the centre of town was magnificent – it is now the local government building, but beautifully restored – and in our groups of twenty with a guide we were definitely doing the Tourist Thing.

The Vincent count was a moving target: some people came and went; but I regularly counted forty something parked in a semicircle around the hotel entrance. A single A twin – HJO back from its World Tour and NZ recent NZ adventures; a fine selection of Bs, the usual gaggle of Cs and several Ds, nearly all naked.

Three bikes came from Australia, including a lovely outfit, and there was a great selection of Eglis and a half dozen Godet Vincents. Modifications were well evident in all categories, it would have been hard to find two bikes that were alike. And then Comets, one in particular made the trip two up, with luggage, from Ireland.

A crazy German bought an Excelsior Manxman: he had clearly lost his way and had ended up at the wrong event. Some interesting takes to be found on brakes and electrical generation in particular, and then lots of fine touches to run around the carpark and snap pics of for later reference.



The week was organised with admirable efficiency by the Dutch section, primarily the indomitable Tiny Volkers and her husband Peter, aboard a Vincent that judging by the stickers all over the panniers has been the equivalent to the Moon and back several times. The venue was



the Ardennes as I'm not sure if they have any hills in the Netherlands, though it is rumoured that there is a 50 metre high one that is half in Germany. Running for six days based at Houffalize, Monday to Saturday, after the first stage of the 2019 International we then had three days for the 600 miles or so run to Austria, and Stage Two.

We took off early on the Sunday morning, a 6am start into a very cool, misty morning. Breaking out the woollies after 10 miles – it was chilly! – We had a lovely run

along the backroads of the Ardennes, heading to a point to the west of the city of Luxembourg where we met the motorway heading south. The valleys were foggy, coming out into a bright sunrise on the hilltops. Windmills rose out of the mist, stretching away in a line into the distance, no apparent means of support.

Being Sunday, the narrow village streets were silent, apart for the gentle rumble of Melvin sneaking past the sleepy bedrooms, hardly a vehicle to be seen, even an hour after starting out. The downside of Sunday is no café open for a morning coffee. Reaching the motorway after 80k or so, a brisk burst through the tangle of junctions around Luxembourg and we were on our way heading to Metz, a general South Easterly direction.

Once well down the AutoPiste after another 100k a swing to the right sent us across the plains. Finally a small town provided a decent coffee (I'd HAD to stop at a motorway services, but it was pretty lame soupy stuff) and a chance to study the map, and find a way through to the Voges mountains which mark the west side of the Rhine Valley of southern Germany.

Roads were good for a while, the RN (Route National) being like a good NZ State Highway; but after a while the signs were telling me one way, and my head was telling me another. Following the signs (see above observations on French road signs) took us off on a roundabout route that I felt we could do better via some minor roads. However, we soon got bushed in a tangle of backroads: the map I had doesn't show all roads or all villages, so there is always room for a bit of experimentation!



After an hour or two, and a beer before all the Bar Tabac shut for the afternoon – a chance to study the map further – we found our way back to the general direction heading for the French Rhine town of Colmar, east bank of the river opposite the Black Forest.

We had been climbing gently from the plains of eastern France into the Voges mountains, and now the road started snaking and we found ourselves dropping towards the Rhine. The road was

busy: this is a holiday area, and a Sunday in June; lots of bikes out for the weekend, frequently in groups of a half-dozen or more.

The rear chain started to get noisy, so we stopped amongst the pines on the side of the mountain and tinkered with the tension. A bit more chain spray lube. Down across the Rhine, bridges over both river and canal locks handling the endless barge traffic as the Rhine is the freight way for Western Europe, and into Germany and the famous Schwarz Wald: the Black Forest. The day was drawing to a close, and rain fell fitfully. Time to find a billet for the night; a village Gast House fitting the bill nicely for 30 Euros, and dinner of local shot Venison in the pub next door whilst the rain picked up momentum and came down with more earnest.

Next morning was wet and misty: the plan was to go up the backroad to the Schauinsland Mountain, and then pick up the main east-west highway through the Schwarzwald that heads towards Lake Constanz. However, the morning was dull and drizzly; we snuck out of our digs at 7am, trying not to wake up Mine Hosts as although it was Monday, it was actually a holiday that day.

Although we were already on a backroad, the turn-off into the mountains to the east was clearly a ride into unremitting fog and drizzle, no fun at all. The road led into Freiburg, an ancient city of the Rhine, and one I got acquainted with some thirty years before when I had a German girlfriend for a while, who was from that area.



A small struggle to find our way through the town from the south side to the east, and then off down Route 31 heading over the mountains to Constanz and Bavaria. The first hour was light rain, patches of fog, and a greasy road, a great pity as it was perfect Vincent riding in dry, clear conditions. The upside was little traffic due to the holiday; but by the time we finally found a gas station with coffee we were over the top of the range and holiday traffic was building.

Running down the eastern slope of the Schwarzwald bought sunshine, rising temperatures and vineyards. The Alps could be spotted way in the distance past Lake Constanz, into Switzerland. Near the top of the range we had passed the turn-off to Donaueschingen, the source of the Danube, Europe's longest river and a sister to the Rhine, the first heading eventually South East to the Black Sea, the other North West to the Low Countries. Holiday traffic is now in full swing, and attempts at avoiding some of the queues by picking the backroads did end up adding an extra 100km or so to the trip.

A late lunch stop in an ancient town square provided a chance to regain bearings, and a call the previously identified Crazy German with the Manxman, who had kindly offered a bed for the night should I end up in the vicinity. With excellent directions I arrive at his workshop in a very pretty little town in southern Bavaria.

Next morning I decide that, having seen the Alps looming in the distance, now is the time to put into practise the foresight of Mr. Vincent and lower the gearing for the coming mountain passes.

Wipping out the back wheel (it is actually NOT true that it can be done without tools as one needs to remove the chain spring-clip – difficult unless one has very strong fingernails – but also invert the brake arms) I find a broken spoke. Ah Ha! I cry. I have another spoke in the Spare Parts dept. Removing the old spoke is easy, no removal of tyre or drums required.

Oh No! I cry. The gauge is slightly larger and the replacement spoke won't go into the existing nipple; that means taking the tyre off to change the nipple.

The Crazy German comes out to see what all the crying is about. I have some old spokes somewhere in a box: got them with a bunch of stuff from Argentina in the 80s he muses... He waves me off in the general direction of a store room, the floor piled with a ramshackle collection of dusty old boxes; it looks like this is where he dropped them in 1983 or whenever it was. Ten minutes peering into gloom and dust and I find the box of spokes, and within a minute or two have a match for my spoke.

Two minutes after that the job is done and the wheel going back in. One has to hand it to those old boys that the spoke arrangement is so nicely designed that one can swap a spoke without taking the tyre off or the drums out (something I learned the only other time Melvin broke a spoke, but only after taking both tyre and drum off!).

On the road again by lunchtime, the Alps rise up before us and soon we are in fabulous mountain scenery, and within miles amongst patches of snow at the roadside. Over a pass that requires a 6 Euro fee and then the lovely tight bends, opening into longer sweepers, as we rolled down the mountain to the Valley below. A refreshment stop for a mid-afternoon beer under the awning of a mountain Gast Haus, and a couple of hours later we rolled into Wagrain.

Wagrain is a small Tirolean town, in a valley that runs out a few miles further up into mountain peaks and a walking track. The economic mainstay is winter tourism, but farms are all around.

Rumbling through the small main square, looking around for signs of the Sporthotel Wagrain, I was just thinking I better stop and consult the directions when a passer-by waved at me and pointed to the road heading up the valley. Indeed, another two hundred metres and a large banner on the side of a hotel built into the hillside proclaimed our destination.



This time parking was in a large covered carpark next to the main lobby entrance: they are clearly used to bad weather here.

After checking in and dumping gear into the room, the next stop was the bar, where the previous rabble of reprobates were mostly already imbibing of the local ale, plus a few new faces (new to me

anyway, but many of these folk know each other going back decades).

The rooms were fabulous, and the food and beers too. Breakfast and dinner included for six nights at less than 100 Euros a night, a very good deal having recently spent seventy just for a very ordinary room in a chain motel in France.

The organiser and host here was Michael ('Michi') Schartner, who is a well-known man in his local town of Wagrain, coming from a longstanding family and running his own



business there. He has a great motorcycle workshop in the town and is producing some wonderful creations from it, the current baby in gestation being a variant on the Egli approach to Vincents. He regularly organises Austrian Rally's, and those in the know travel quite some distance to attend them I am told. We soon learned why.

Again, the rally pack had a map of the local area for around 200 km radius, so plenty of detail. In addition, Michi had produced a set of laminated A4 sheets with day trip routes mapped out. We were set for a good week.

The Crazy German turned up again. We had tried to get his Rapide fit for service that morning at his workshop, but it clearly needed more than the couple of spare hours we had. So back to the Manxman.

In the morning I went off with him, as he said he knew good rides. He also needed a push start just about every time he stopped as it was a reluctant starter, being equipped with a small-bird-guzzling GP and a distinct lack of low speed tuning.

These indelicacies were compounded by a clutch that dragged so much it would have pulled Christ off the Cross with the lever hard on the bar. It only had one speed in fact: flat out. It was amazing for a 1938 350, when on the roads following the Manxman I never felt much slowed by it, except when we came to steep hills, when Melvin had no inclination to drop speed whereas the Manxman got to the point quite quickly where it had no choice.

The sprocket switch was a good idea in this country, and made a great difference to steep, winding mountain climbs. However, the clutch was hanging out of it, and so every set of lights and road junction – and there were plenty when running along the arteries of the valley bottoms – it was a case of rev the shit out of it or it would stop (no idle settings on a GP!). This is where I came in: as starter motor! I could park Melvin – who would usually idle away quite happily – and rush to the rear of the Manxman and push both Manaxman and Crazy German in an attempt to beat the lights.

Of course he often got away where I was stymied and had to wait for the next light change, so then I had to chase him a mile or two to catch up, so we could repeat the performance at the next set of lights/ roundabout / roadworks. It was a simple matter to know where he had gone, as he was running it on Castrol R, and the smell of burnt castor oil hung in the air for several minutes after he passed by.

At one stop – intended this time, as we wandered around some ancient salt-mining town built into the hillside beside a lake – I pushed this conglomeration of noise, smoke and smell (with a dash of insanity) across a car park so that he shot out into the road to find himself under the wheels of a tourist bus full of Chinese which I was sure was the end of both bike and man, but by some miracle they survived as the Manxman slithered with a roar from under the towering tyres. Bolting back to Melvin, I was accosted by a German couple on a BMW who wanted a picture of me and Melvin and the German gent



posing by the lake whilst the wife took the photos.

Three minutes later I was finally off to find the crazy German: I caught him on the narrow lakeside road rolling to a stop in a line of cars at traffic lights for roadworks, revving the Manxman furiously to keep it alive.

It spluttered and died. I looked around. We were stuck in a line of traffic. No hard shoulder. Traffic streaming past in the other direction from the queue previously sitting at the other end of the roadworks. Trying to bump start here looked to me like we would be running through the Manxman's nine lives a little too quickly, so I shouted at him 'Kick It!' Which he did. It started!

He tore off, up the outside of the queue as the oncoming had stopped, but the lights had already changed again by the time we reached the barrier so we carried on regardless, full tit past the workers, racing to the other end before their lights changed. We made it, of course.

Back in the bar that night, I deduced that if we could get the clutch to work on that thing, my chances, and theirs too, of getting through the week unscathed could be considerably improved. Thus, 6am the next morning, even before coffee was brewed, found us with file and rags in the gloom of the basement carpark attempting to extract a week's more life out of the remnants of the Manxman's clutch. As a result, I spent far less time leaping on and off Melvin at lights and junctions, and also probably saved myself a heart attack on some of the hottest days in a leather jacket. We had several rides out that week, typically 150 - 200 miles a time, and it got better as the week went on. He even let me have a go on it the last day! Fabulous.



Friday was a day-trip to see the famous Eagle's Nest mountaintop lair built by Hitler. The ride there included about fifty Vincents, and included a cake & coffee stop on a ridge road crossing between two mountain ranges, deep valleys running away into the distance north and south.

The actual access to the Eagle's Nest is via bus from a reception centre at the base of the mountain, and then the buses go in convoy up the single track, twisting mountain road, dropping us off at the top for an hour or two until we take a convoy down.



Apparently Hitler rarely went there as he couldn't stand the height, but one would feel King Of The World up there, it is a fabulous location in spite of the darkness of its history. It is also very austere, no luxury pad in the mountains.

The Final Day was one where all Vincents were parked in the little town square at Wagrain, and a band played, beer was drunk, tales were told and photos taken, whilst the public perused the selection of Steveage steeds on display. Again, total Vincent numbers were in the 50s, I counted 48 that day in the Square, some lovely bikes on display. Then Michi very kindly opened his workshop that afternoon for those of us on tour on our bikes to do any maintenance tasks.



By then Melvin had some 3,000 miles clocked up since arrival in the UK, and so a grease and oil change were in order. A new chain from the Spares Company had Melvin fettled for the next leg: back and forth over the Alpine passes as many times as we could before arrival in Paris on June 21st for the Tribute to Patrick Godet at the famous Montlhéry banked circuit south of Paris. But that is another story, for another day.



# OVR Event Schedule, updated 21 August 2019

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
<b>2019</b>		
Sept 8	VRV Annual General meeting & elections	<a href="mailto:sec.vrv@gmail.com">sec.vrv@gmail.com</a>
Sept 15	Ballan Swap Meet, Recreation Reserve Ballan, Vic.	
Sept 29	Bay to Birdwood Rally, South Australia	
Oct 4 - 6	Iron Indian Grampians Rally hubbed at Dunkeld. more info on VRV Web Site	
Oct 6	Pakenham Swap Meet, Old Princes H/Way, Pakenham	
Oct 6	HTPAA Antique & Collectable Tool Market, St Anthony's School Hall, 164-168 Neerim Rd, Caulfield East, 9am start till 12.30pm	
Oct 11-13	Motorclassica, Royal Exhibition Buildings, Melbourne, Vic	
Oct 19	VRV Bit on the Side Run, for outfits but singles also welcome	<a href="mailto:brianh1967@yahoo.com">brianh1967@yahoo.com</a>
Oct 27	Federation Picnic at Baw Baw, Victoria	<a href="mailto:Sec.vrv@gmail.com">Sec.vrv@gmail.com</a>
Oct 28 - Nov 12	Vehicle counterfeit fraud court case, Melbourne County Court – public welcome!	
Nov 16-17	Bendigo Swap Meet, Bendigo showgrounds, gates open from 6 am!	
Nov 22, 23 24	VRV Annual Vincent Riders Dinner	<a href="mailto:brianh1967@yahoo.com">brianh1967@yahoo.com</a>
Dec 8	Geelong Swap Meet, Broderick St, Corio, Vic	
<b>2020</b>		
Feb 3 - 18	2020 International Jampot (AJS & Matchless) Rally in New Zealand	<a href="mailto:matchlessnz@icloud.com">matchlessnz@icloud.com</a>
March 10-19	Tassie Tour 2020, held in association with the British Motorcycle Club of Tasmania.	<a href="http://www.tassietour.info">www.tassietour.info</a>
March 28-April 4	Australian Historic Motoring Federation 2020 National Motoring Tour, Albury NSW & Wodonga Vic.	<a href="http://www.ahmf.org.au">www.ahmf.org.au</a>
Aug 22	Tour De France – for old motorcycles; duration THREE WEEKS!	
Sept 21-25	Australian National Vincent Rally, McLaren Vale, South Australia! Timed to align with the Bay to Birdwood event for vehicles built up to 1960 which will be held on the following Sunday 27 Sept.	<a href="mailto:lesbeyer@internode.on.net">lesbeyer@internode.on.net</a>
Sept 27	Bay to Birdwood Rally, South Australia	<a href="http://baytobirdwood.com.au/">http://baytobirdwood.com.au/</a>
Nov 28 2020 – April 2021	Exhibition: <i>Motorcycles: Desire ~ Art ~ Design</i> . The exhibition will be at the Queensland Art Gallery Gallery of Modern Art (QAGOMA) in Brisbane, Australia	

## Another Look At Ignition Timing

AS engine performance has increased over the years, accurate ignition timing has become more and more important. While almost any engine will run with the ignition set somewhere near the correct point, even the most utilitarian unit will run much better with the timing adjusted precisely.

On a highly tuned engine, neglecting the ignition timing can cause piston failure, and as the anti-knock content of petrol falls, ignition timing becomes increasingly critical on high compression four-strokes too. Symptoms of incorrect ignition timing include excessive kicking-

back during starting and hesitant throttle response, which mean that the timing is over-advanced (the spark is occurring too soon), or overheating and power loss on full throttle, which mean that the timing is over-retarded (the spark is arriving too late). At best, ignoring these symptoms will make the bike difficult to ride and wasteful of fuel. At worst, it can cause burnt valves and pistons.



Because modern machines are fairly sensitive to ignition timing, nearly all use electronic systems that have no wearing parts and are virtually maintenance-free. On the other hand, most classic machines were designed before the microprocessor age, and use a mechanical switch or contact breaker to trigger the spark at the correct moment in the engine's cycle. Normally, the spark should occur just before the piston reaches the top of the compression stroke. The exact point will be given in your machine's handbook, expressed either as a distance measured in millimetres or fractions of an inch, or as degrees of crankshaft rotation before top dead centre, or BTDC.

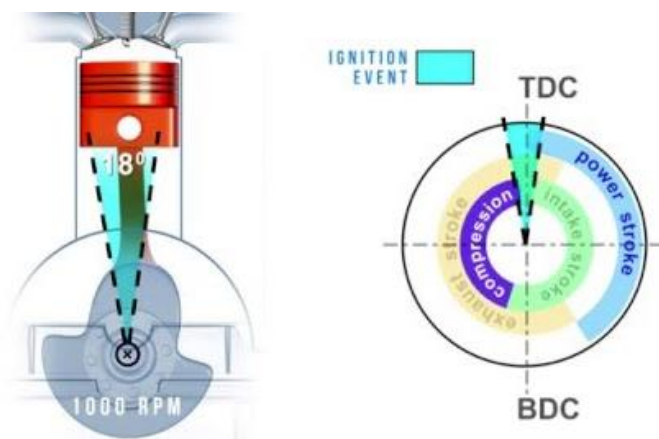
***For ignition timing settings for Vincent's, using modern fuels, see OVR number 42***

Top dead centre is the point in the crankshaft's rotation when the piston is static or changing direction at the top of its stroke, and the connecting rod is vertical beneath it. The spark has to occur just before top dead centre on the compression stroke to give the engine a chance to burn all the petrol/air mixture before the piston reaches the bottom of the power stroke. The less efficient the combustion chamber's design, the greater the time required.

For instance, a 499cc Vincent Comet on 1950's fuel fires at 38 degrees BTDC, while the more efficient Honda CB500T fires eight degrees later. For the record, a Comet on today's fuel fires at no more than 34 BTDC at full advance.

Setting the ignition timing is best tackled as two different operations. The first involves setting up the contact breaker to give the most efficient spark, and the second is to make sure that the spark is delivered at the right time.

The first step is to set the contact breaker points to the correct gap. The points gap is normally quoted in millimetres or thousandths of an inch. The contact breaker is usually located in a chest on the side of the engine, where it is driven by the camshaft on a four-stroke, or in front of or behind the cylinder barrel on earlier machines, where it may form part of a magneto or distributor. Remove the cover to expose the assembly, and take out the spark plug(s) to make the engine easier to turn over. Rotate the engine carefully, until the contact breaker points are at their maximum gap. This can be measured using a feeler gauge of the correct thickness, and reset if necessary by following the procedure outlined in your workshop manual. This usually involves loosening a securing screw, altering the gap by turning another screw or otherwise

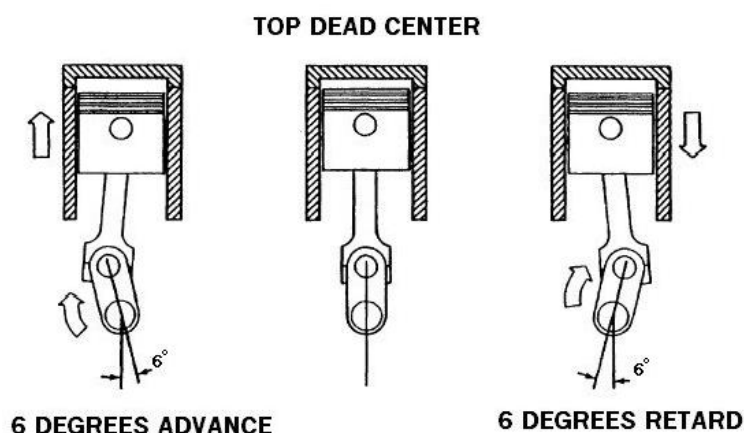


moving the fixed contact's mounting, and then retightening the locking screw. The gap can then be checked using larger and smaller feelers. For example, if the correct gap is 0.015in, then it should be impossible to insert a 0.016in blade, but easy to insert a 0.014in one. Sometimes, the gap is expressed as a range: 0.012- 0.015in for instance. In this case, you should set the gap to the smaller figure, as the gap will widen as the points and heel wear during normal service. You must then reset the gap when it becomes wider than the larger figure. If the points' faces are dirty or pitted, they must be cleaned, or the points replaced. The gap must be checked after, rather than before, doing this, and you must take great care to replace all wire terminals and fibre and metal washers in the correct place, or the machine will not run at all.

When fitting new points, don't forget to wipe their faces to remove the protective coating of grease applied at the factory. Wear can be reduced either by applying a little light grease to the contact breaker cam, or a drop of light oil onto the wick provided on some machines. Excessive pitting of the points may indicate that the condenser is breaking down, so replace this, too, if there is any doubt.

Having obtained the best possible spark, you now have to make it happen at the right moment. The next step is to set the timing with the engine static.

To do this, you have to be able to tell exactly when the points open, and the spark is triggered. This can be done in a number of ways. The traditional method is to use a cigarette paper. This is placed in the contact breaker so that it is trapped by the points. Hold the paper in one hand, and turn the engine over with the other, again with the plug(s) removed. The moment at which the paper can be pulled out is the moment when the points open. This works for magneto's and points n coil ignitions.



There are other, more sophisticated, methods.

If you have a magneto you can use a magneto timing box (buz box) that will tell you the EXACT point at which the points open (and close). See OVR Number 9 for more details.

If you use a form of Kettering ignition (points and coil) a light bulb and battery and some lengths of wire and crocodile clips can be used to rig up a timing light, which will be switched on and off by the points closing and opening. Alternatively, a circuit-test screwdriver can be used. Connect the earth wire to the engine and touch the low-tension terminal on the contact breaker with the blade. As soon as the points open, power will flow through the tester, and the bulb will light.

Next, you have to set the piston to the point at which the spark should occur, so you can check that the points are opening at exactly the right moment. Most engines have timing marks stamped on the flywheel, which have to be aligned with a given point on the crankcase. If your machine is a four-stroke, remember that it must fire on the compression stroke, so make sure that you have clearance on both rockers, indicating that both valves are closed, when the points open. However, some older machines don't have timing marks, or when setting the ignition timing on a particular bike for the first time, you may not be sure which of the marks stamped or scribed on the flywheel relate to ignition timing.

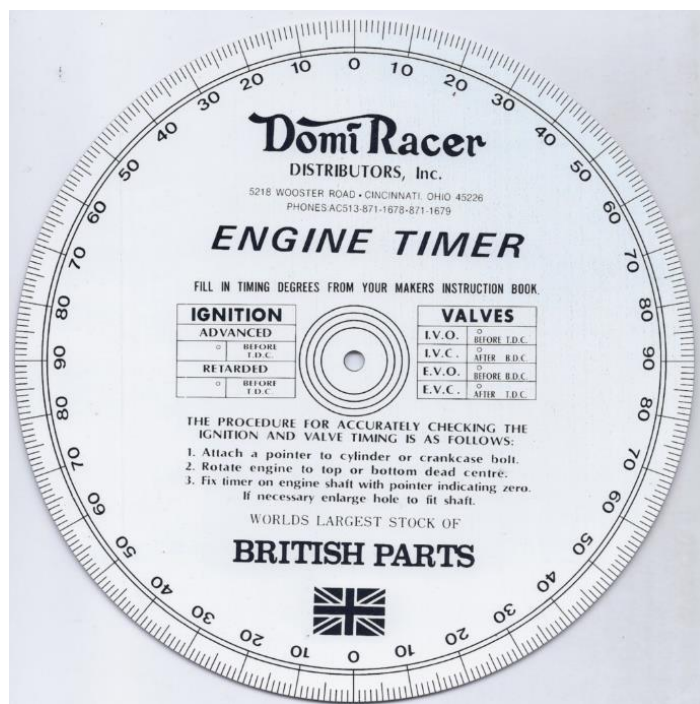
It is then useful to be able to find top dead centre and measure a given distance away from it accurately.

To find top dead centre you will need an engine timing degree disc and a rod thin enough to be inserted into the cylinder via the spark plug hole (a wheel spoke is ideal). Hold the rod so it contacts the top of the piston and, with the machine in gear, the degree disc fitted to the end of the crankshaft and a suitable pointer attached to the engine, slowly turn the back wheel until the piston reaches the top of its travel. If any resistance is felt, or anything fouls the rod, gently turn the engine back until it is released and try again with the piston closer to the top of the stroke.

Make a note of the figure indicated by the degree disc, and then continue to turn the engine until the piston starts to move downwards. Note this figure too. The position midway between the two figures is exact top dead centre. Now set the engine to the top dead centre position, and turn the degree disc alone until the zero mark corresponds with the pointer you have attached to the engine.

If no degree figure is available for your machine, you can set the timing using the rod that you used to find top dead centre. To do this, rotate the engine to TDC, and put a reference mark on the rod at the point at which it appears above a convenient feature, a cooling fin for example. Without turning the engine, withdraw the rod, and make another reference mark above the first at the appropriate interval. For example, if your points should open at 3/8in BTDC then the second mark must be 3/8in above the first. Reinsert the rod, and turn the engine backwards by rotating the rear wheel until the second reference mark is in the position that the first one was at TDC. Then check and adjust the points as above. If you have a dial gauge, this can be used instead, as it gives a very accurate measurement. If the machine has more than one cylinder, make sure that the points you are adjusting relate to the cylinder that you are measuring.

To ease starting, nearly all four-stroke motors have variable timing which retards at low speeds and advances to give full power as revs increase. The critical on the road setting here is the figure on full advance. On older machines the timing is varied by the rider, while on more modern bikes it is automatically governed by engine speed. On machines with manual adjustment, set it to full advance before checking the timing against the correct figure. On bikes with automatic timing, you will have to turn the points cam against a spring loading and lock it there while you check the timing.



Whether your bike has automatic or manual advance and retard, make sure that the engine is on the compression stroke with both valves shut before you start.

The situation is complicated by the points being driven at half engine speed, rather than directly from the crank.

Backlash in the timing gears or chain can sometimes give a false reading, so the engine should always be brought to the correct mark by turning it backwards with the rear wheel or forwards by the kickstarter, or by rotating the crankshaft directly. Never turn it forwards with the wheel or backwards by the crank.

On some early British twins, two sets of points are often fixed to the same backplate, and it is impossible to adjust one without moving the other. In this case, the best position will probably be a compromise between the ideal setting of each pot, but you can vary the timing of one cylinder a little by adjusting the points gaps. Closing the gap will retard the timing, opening it will advance it. Providing the gaps are still close to the manufacturer's settings, this is a good tactic.

Whatever bike you own, it's worth remembering the following points. Always adjust, clean or replace the points before attempting to set the timing. And after you make ANY changes or adjustment to the points then you MUST check/set your timing

Lastly, although your bike may have been built in the days when a cigarette paper and wheel spoke were the most sophisticated timing devices available, there is no reason why you shouldn't get much better results from dwell meters, dial gauges and strobe lights if you can.

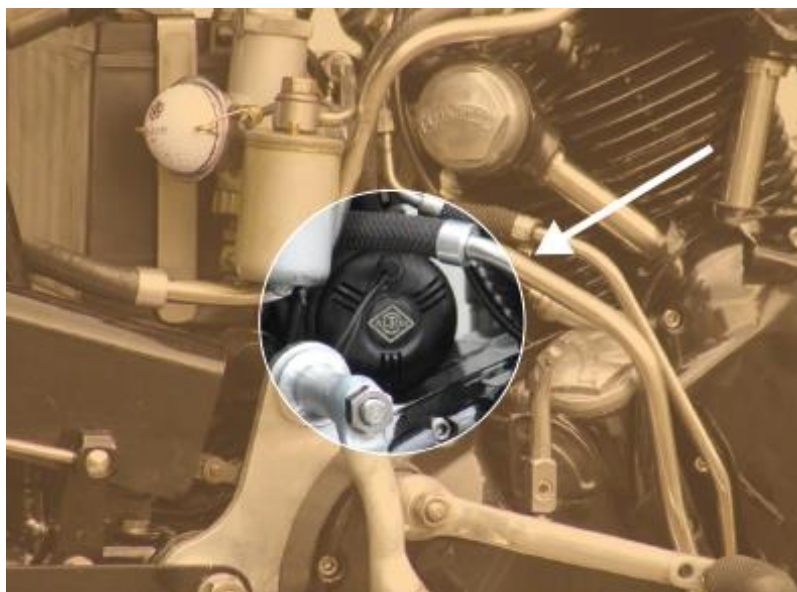
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## PODtronics Voltage Regulator & Misfiring

Do you have electronic ignition – including a ‘modern’ BTH magneto and are you having a problem with engine misfiring when under load but not at idle?

This can sometimes be caused by problems with the charging system. OVR reader Stephen Kelly the designer of the internationally renowned Tri-Spark electronic ignition favoured by many including Godet Motorcycles (France) has identified a potential performance issue with the original single phase PODtronics Regulator, model POD1-1-HP.

These are a favoured replacement voltage regulator on many older classic British bikes and are also presently supplied as the standard regulator with popular and reliable ALTON range of alternators (pictured).



Apparently the original PODtronics single phase voltage regulator is capable of creating excessive electrical noise interference or EMF ‘noise’ in the Megahertz range with spikes exceeding 5 amps – and this is more than sufficient to cause issues in some connected electronic ignitions especially if you have also fitted a Lithium Ion battery to your bike.

Podtronics devices are now part of the broad Vincent centric product range marketed world-wide by Coventry Spares Ltd of the USA. There have been thousands of these original Podtronics regulators sold since Bob Kizer started selling them nearly 40 years ago. They have been used in street and racing applications with Boyer Bransden, Vape, Pazon and other analog and digital electron ignitions without any problems until the issue involving Lithium Ion batteries was raised with Coventry by Stephen.

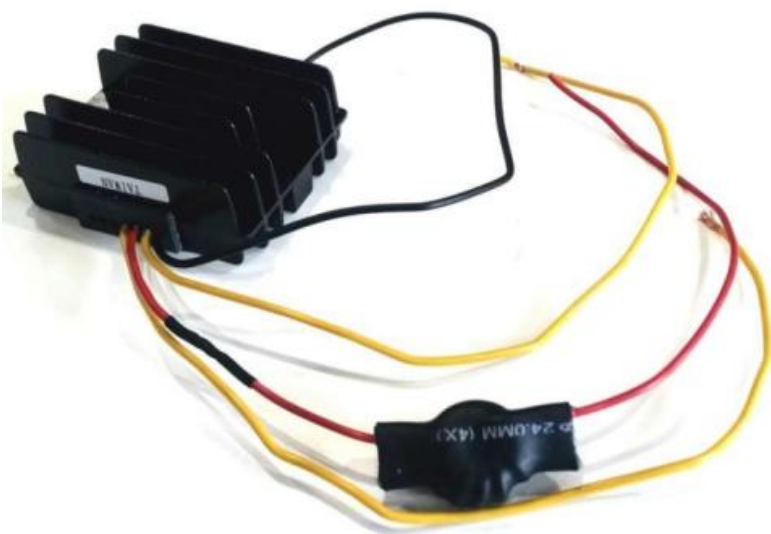
Coventry Spares advise that while the electrical noise level for this particular unit is higher than the newer Podtronics POD4-1-HP-Max which includes a capacitor, it has not been shown to be a problem with the systems listed above, or when using a conventional lead acid battery.

If you are having misfiring issues and have an original Podtronics single phase regulator fitted Stephen recommends running the engine with the alternator disconnected briefly to see if the problem clears.

If the problem does go away then the misfiring may be related to the regulator.

Tri-Spark Ignition Systems have developed a filter to eliminate the noise problem that they now attach to every Podtronic Model POD1-1-HP regulator they supply. Tri-Spark also sell the filter as a spare part.

Stephen advises that it is ONLY the original Podtronic POD1-1 regulator that is not suitable for use with Tri-Spark Electronic Ignitions without the filter, which should be installed as close as possible to the regulator, as shown.



There is **another solution** recommended by both Coventry and Tri-Spark.

Extensive testing has shown that the newer Podtronic Single Phase regulator, model POD-1P-MAX which incorporates an internal filter capacitor (which by the way Tri-Spark also stock and sell) does NOT generate the electrical noise interference.

The regulator with the electrical noise problem is identified as Podtronics Single Phase Voltage Regulator - Single Phase POD1-P-HP 12v 200-watt Rectifier/Regulator.

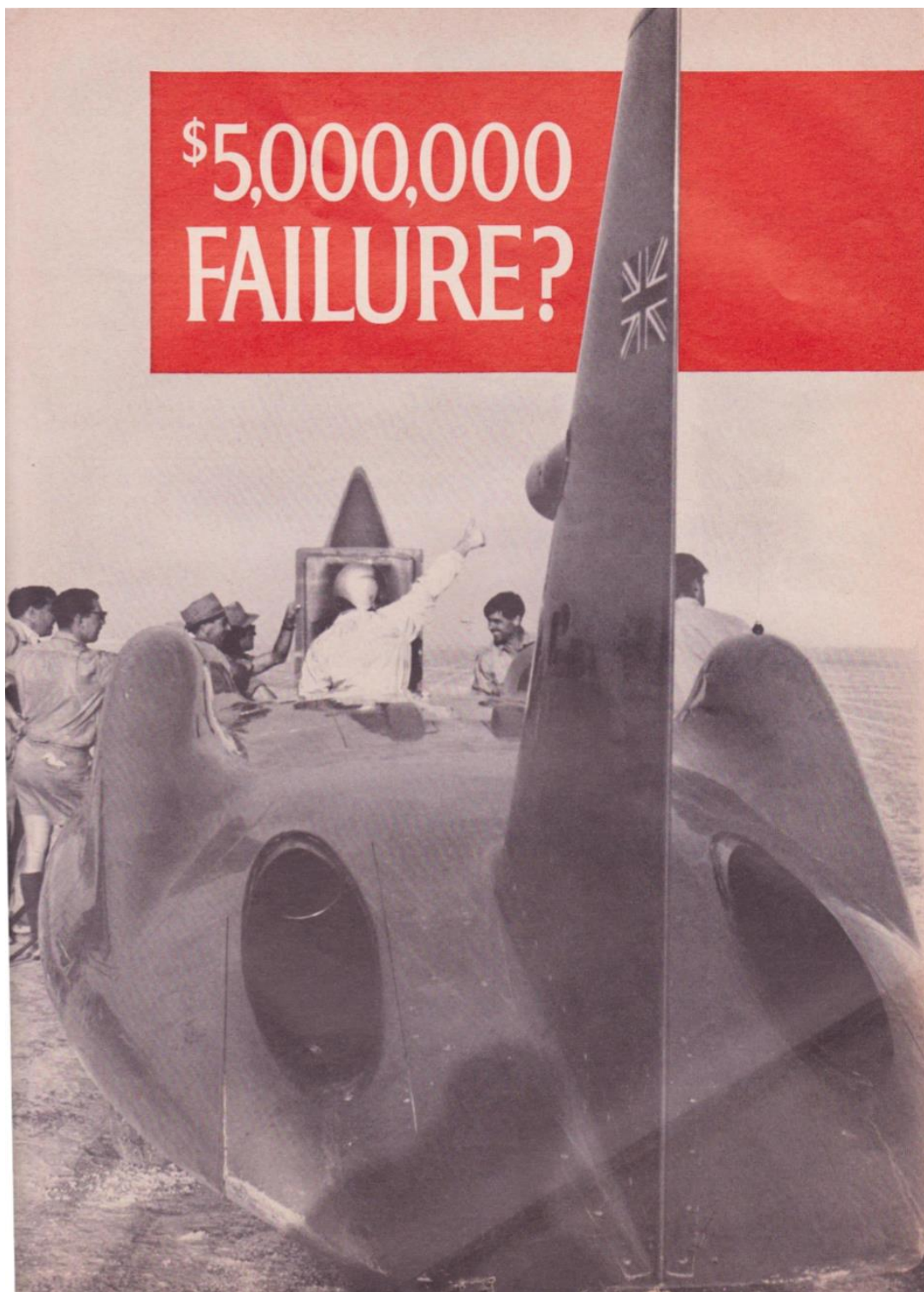
The regulator WITHOUT the electrical noise problem is Podtronic POD4-1P-MAX 12V 200W Single Phase Rectifier/Regulator with built-in capacitor.

For more information on the Tri-Spark Electrical Noise Suppression Filter and/or Tri-Spark ignitions, Stephen may be contacted by email to [sales@trispark.com.au](mailto:sales@trispark.com.au) or visit [www.trispark.com.au](http://www.trispark.com.au) .

For more information on the full range of PODtronics regulators email Coventry to [johntioc@aol.com](mailto:johntioc@aol.com) or visit <http://www.coventrysparesltd.com/> .

Coventry besides Tri-Spark, distribute Boyer, Pazon, and Vape electronic products and have not received any reports of the same problems with customers using the original POD-1-P with these ignitions.

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**Time, Money & Effort** – and plenty of each – went into the 1963 Bluebird record attempt, and all they got for their efforts was wet, salty and discouraged!

By **Phil Irving** (of Vincent-HRD fame) with photo's by Horst Baumann

*Contributed to OVR by Lou Collodetti, First appeared in Road & Track, 1963*

Any good map of Australia shows a number of blue patches named Lake this or Lake that, the largest being Lake Eyre, lying nearly 500 miles north of Adelaide. However, none of these are

lakes in the ordinary sense of the word, as they are dry most of the time and only fill up at intervals of ten years or more.

Lake Eyre, which lies 40 feet below sea level, has a thick salt crust over the southern part, known as Madigan Gulf. It was this salt crust which led to its selection by Donald Campbell for his recent attempt on the Land Speed Record with Bluebird, despite its remote situation and the difficulty of getting there. Two things influenced the choice: one was that a course of up to 1 S miles in length could be marked out, whereas the maximum now available in Utah is about 10 miles, and the other was the nature of the salt. Andrew Mustard, the Dunlop technician who had accompanied Campbell when the first Proteus Bluebird was wrecked at Bonneville ([click HERE](#) to see that disappointment) found that in some parts of Madigan Gulf the salt was heavily intermixed with sand deposited on it when the surface was damp, a circumstance which normally occurs strangely enough, during the heat of the afternoon. After removal of a thin layer of pure salt crystals, the brown surface exposed gave a coefficient of adhesion of up to 0.85, whereas the best figure recorded at Utah was 0.65.

Tire adhesion is one of the vital factors in this form of record breaking because as speed increases, more and more of the available tire thrust is spent in overcoming air resistance so that less remains to provide acceleration or to maintain directional stability. It follows that the higher the speed, the less the rate of acceleration can be without danger of wheelspin and loss of control. That means, in its turn., that you must have a long acceleration run during which the acceleration rate must be decreased as the speed rises. Stopping a turbine-powered car also presents quite a problem, as there is practically no overrun resistance: the brakes have to absorb close to 5 million foot pounds of energy in a single stop from 450 mph and in so doing the surface temperature of the discs comes very close to the melting point. The rate of heat generation is so enormous that air cooling has little effect.



So, despite all the difficulties in store, the possibility of getting 18 miles of high-quality surface seemed too good to miss. However, there was one snag. The surface, though generally, flat, was dotted here and there with salt "islands" ,formed either by local upheaval of the crust in areas up to 30 yards long and perhaps half that width, or by incrustation of objects such as small branches or even dead rabbits!

The average rainfall thereabouts is 5 in. a year so surface water is all but non-existent. Salt is difficult stuff to move and after various abortive experiments the only satisfactory way of removing the large islands was found to be by milling them off with a rotary milling cutter pulled at very slow speed behind a tractor. Mapping out the course which contained the fewest islands was not easy, and after one false start, another course termed the Bonython run (after Warren Bonython, one of the few authorities on the lake) was marked out.



Meanwhile, the South Australian Government weighed in with some much-needed support, first by grading 35 miles of road from Marree, the end of the standard-gauge section of the railway from Port Augusta, to Muloorina sheep station (ranch to you), then another 30 miles to the shore of the lake, which is where the transport problem really became difficult. As with most salt lakes, the crust is thickest at the centre (up to 12 in. in Madigan Gulf) and peters out to nothing at the edges. Underlying the crust is water-saturated blue mud with practically no sustaining power, and it was necessary to build a 400-yard causeway out from the shore to reach salt thick enough to carry 10-ton loads in safety. This job was done by a Government road-making unit.

The Government graders then started clearing the surface salt of the Bonython run, and trouble started almost immediately. One grader broke through the surface and left a gaping hole after it was extricated. Then of all unexpected things rain fell, about 1.25 in. of it flooding the newly-graded run and ruining most of the work. Finally a trailer picking up loose salt from a milled-off island broke through and the effects of getting it out showed that the whole area where the island had been was dangerously thin. A decision was reluctantly made by Campbell and David Wynne-Morgan, the project controller, that this runway was too dangerous for the record attempt and another one had to be selected. Unfortunately, by this time the graders had been ordered away for repairs to public

"roads" which had been badly affected by the rain, which has almost never been known to fall in the months of April or May. A further menace also appeared on the horizon. when water from very heavy rain in Queensland was reported to be approaching through rivers at the northern end of the lake and nobody knew quite when this would arrive and cause general flooding.

Shortly after Easter, 1963 the whole of the equipment and personnel concerned had arrived in the area by rail, road and air.

Besides Bluebird, transported from Marree on a low-loader, there were five Fordson tractors, with various attachments including two Howard salt-millers; two Commer 5-ton trucks; a Humber Super Snipe car for tire adhesion tests; several Commer vans for refuelling and carrying radio equipment; and a host of Land Rovers used for servicing Bluebird, running around

generally and for transporting the British Petroleum film unit; plus several other assorted vehicles belonging to reporters and photographers.

All told, there were some 80 men at Lake Eyre, either in the houses or in caravans. Then a mechanized unit of the Army and a detachment of police arrived,

bringing the total up to around 150, which later swelled up to over 200, making the problem of food supply somewhat tricky when the road south became impassable on two occasions. The Post Office had also established a temporary radio station, linking us with Adelaide, but for most



*Donald's wife, Tonia, holds his walking-around-on-the-salt shoes; another, clean pair is kept in the car.*



of the time atmospheric disturbances made this line sound as if one were talking in the middle of a parrot house.

The site of the first base camp was about 5 miles from the causeway, on firm salt near a graded landing-ground constantly used by two Piper aircraft. Bluebird was taken out from Muloorina on a semi-trailer, attached to an ex-wartime Ford 4 x 4 prime mover. After a few miles this decrepit device lost its motive power and the whole lot was towed the rest of the way (often through sand up to 8 in. deep) by an Army wrecker, the 30 mile trip taking about 5 hours. The car was unloaded via a salt ramp with steel girders laid on top, then housed in a large tent, with a workshop alongside. A dump of various grades of fuel and oil also had been established at this spot, which seemed ideal until a few days later, when rain fell again. Even more fell at Muloorina, which became temporarily isolated. Then when the base camp itself became covered by about 2 inches of water, Donald decided to move the car back to shore for safety. He drove it back to the causeway (by then seriously softened by water) where it stayed in splendid isolation for some days. At this stage, there was sometimes up to 2 inches of water on the salt as far as

the eye could see. This would almost disappear in a few hours if the wind was in the south, then reappear when the wind changed.



Following the abandonment of the Bonython run, a new course was marked out and work commenced on it. Unfortunately, this lay on an area mainly composed of white salt, and several test strips were prepared by various methods in order that Andrew Mustard could determine

their relative effectiveness. This was done by means of an Elfin racing car, a vehicle built in Adelaide for Formula Junior events, powered with a 1500-cc Ford engine which gave it a top speed of around 140 mph. The tires were of the same construction and material as those of the Bluebird, but built to half-scale. The testing method used was to lock all four wheels with the brakes at maximum velocity, taking the deceleration figure from a recording Tapley meter.

As the northern floods still seemed to be a menace, time was becoming precious and they had to discover the quickest method of obtaining the best result. This was found to be by dragging steel girders over the surface at about 5 mph behind the tractors.

Actually, two courses were marked out, one 10 miles long for initial low-speed runs up to about 200 mph and another 15 miles long for faster runs and the actual record. This entailed dragging a total length of 25 miles for a width of 80 yards, and naturally took some time. Also, a large salt island had to be milled off the middle of the practice run, which operation took nearly two days, as over 50 tons of salt had to be cut, picked up in the trucks and carried some distance away. As Ken Norris, the designer, wanted the surface to be level to within 0.25 in. in 100 feet, some careful work with a level was required. By the time the island was levelled off the salt under it was again becoming thin and weak, but not enough to prevent the strip being used for a couple of practice runs of up to 240 mph.

These runs also enabled the "turn-around" drill to be gone through thoroughly, which was very necessary. It takes a fair bit of coordination to change 4 wheels, refuel, recharge the air cylinders for brakes and the driver's breathing air and generally check everything over before the return run, all within a time limit of one hour. They also enabled some rather disgruntled press photographers to get some pictures and gave the police a chance to try out their methods of

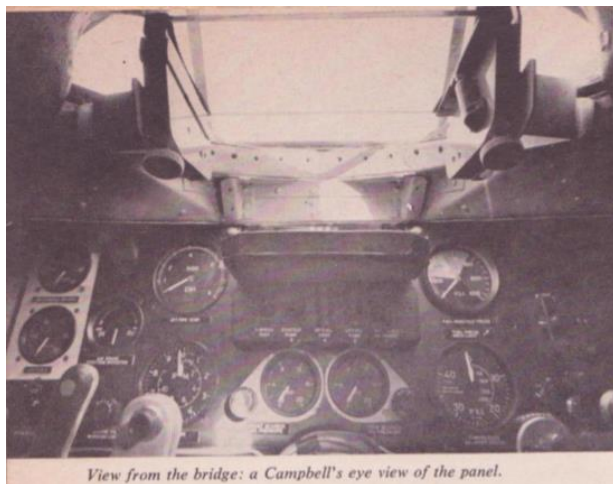
controlling the crowd which undoubtedly would have arrived by car and plane if the record actually had been attempted. The runs also helped Ken Norris assess the effect of bumps of known height, by means of recording accelerometers mounted in the car.

All told, 8 runs were made on the practice course, during which time the final course was being completed by dragging and milling off several salt islands of assorted sizes, but just as the 15 miles were practically completed, three weeks after Campbell had arrived, rain again fell, covering part of this run with water. However, Campbell took the car out, in a strong side wind gusting to 25 knots, and with the fuel control set to provide only 25% torque, accelerated to 170 mph in 1 mile and 240 before the third mile, but then had to throttle back owing to the presence of surface water. Heavy rain also fell some miles away, bringing with it a distinct possibility that the Frome river, encircling Muloorina station would come down in flood and cut all communication between the lake, the station, and the road south toward Adelaide. [CLICK HERE](#) is see footage of the 1963 attempt . *Did you spot Phil Irving?*

The intention was to increase the throttle setting to 40% torque on the 14th for some quicker runs, and possibly go for the record in four or five more days, but such was not to be. The course was still under water on that day and the weather forecast was so gloomy that Campbell decided that night, in the interests of safety, to get the Bluebird and all heavy equipment off the salt. This operation was conducted at midnight, Campbell driving the car for some 6 miles in a circular course, guided only by the headlights of other vehicles, then through several inches of water up over the muddy end of the causeway on to comparatively dry land. The repeated falls of rain water had softened the salt near the causeway considerably and in the darkness several vehicles broke through and were left until daylight.

Getting these de-bogged and the rest of the lighter equipment off next day was quite a problem, as the entire area near the causeway end was breaking up, but eventually, besides Bluebird, there were 16 trucks, vans and cars, 5 tractors, 8 trailers and a whole heap of assorted gear on shore. Campbell's

insistence on getting off was not thought highly of by some at the time, but the decision was a wise one. Had the evacuation been left for another day, some of the stuff might still be there.



*View from the bridge: a Campbell's eye view of the panel.*



*The work of preparation is endless.*

Even so, the problem was not over. The road in to Muloorina now was so bad that even the Army's 6 x 6 trucks, with chains on all wheels, could not get through the first three miles, though they did succeed in churning up the mud so badly that nothing else could get through either. Fortunately, the weather cleared and in a day's time it was possible, but only just, for tractors and Land Rovers to get through, and then the big evacuation started; even then, it took several hours to travel the 30 miles. While this was going on another ramp was constructed from sand, with the girders laid on top, in order to load Bluebird on to the Ford semi-trailer, and on Saturday, May 18th, the journey in to Muloorina commenced, along a track largely composed of mud and ruts anywhere up to 18 in. deep.

The equipage, again towed by the Army wrecker, reached the station at 4 P.M., at which time the crossing over the Frome was dry. Eight hours later, the threatened flood arrived, and only a couple of hours after that the water was nearly half a mile wide and about 10 feet deep in the centre. As the track south toward civilization also traversed the river at a point two miles downstream the entire Bluebird team and vehicles, plus the Army and police detachments, were marooned on the station for some days, although quite a number were flown out, as the air strip was well above water level.

The Bluebird's main attendants, Ken Norris, Leo Villa and Maurice Parfitt, stayed with the car to get the salt out of her system, and there she still is, awaiting further developments.

What these will be, no one is quite sure. The salt on Lake Eyre will not be fit for any serious record-breaking until about February next year at the earliest, and possibly not then if the next "wet" season is really wet. At the time of this writing (June 1963) Campbell is looking for other possible sites, but even if there are any, the nearest would be over 1000 land miles away and even more inaccessible than Lake Eyre, which, but for this heartbreaking stroke of bad luck would have been as good a place as you could find anywhere.



*The Fordson, bogged down at the end of the causeway.*



**Footnote:** A year later, on 17 July 1964, at his second attempt, Donald Campbell set the land speed record of 403.10 mph (648.73 km/h).on the dry salt pan of Lake Eyre in the Bluebird car. [CLICK HERE](#) to see the record broken at Lake Eyre. A potted history is available [IF YOU CLICK HERE](#)

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## Wanted: To Buy: FT 163

I am Looking for FT163 Magneto Cover plain or in black for my Vincent Twin. If you have one to trade please contact me by email to [mirkothun@hotmail.com](mailto:mirkothun@hotmail.com)  
Best regards, Mirko Thun, Hamburg, Germany

## For Sale: 1997 Ducati 600SS

Superb example of Italian design and engineering, with just 4,000 gentle Km on the clock – At A\$7,500 be quick or miss out! Email [cordy@iinet.net.au](mailto:cordy@iinet.net.au)



## For Sale: Meteor Engine, complete with Display Stand

Just the thing for your next project, ideal for use as the basis of a custom trike. Not a model – it is the real thing. This Rolls-Royce V12, 27,024 cc (Yep 27 litre) Meteor engine from a Centurion Tank that produces 650 bhp @ 2,400 rpm and 1,450 lb/ft of torque can be yours for a trifling A\$11,000. Email [cordy@iinet.net.au](mailto:cordy@iinet.net.au)



## For Sale: Taps n Dies

¼" to ½" HSS BSF tap and die kit made in EU, just the thing for your Vincent, also available in BSC (CYCLE THREAD) A\$230. Contact [vindian1952@gmail.com](mailto:vindian1952@gmail.com)



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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@outlook.com](mailto:nvidean@outlook.com)

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

**Coventry Spares Ltd**, USA: Fantastic service and deep product knowledge plus extensive range of excellent Vincent Spares and tools. Ships Worldwide. See website for more information <http://www.thevincentparts.com>

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

**Tri-Spark Ignition**, based in Adelaide, Australia. Modern electronic ignition systems with models for all classic (and modern) bikes and the current system of choice by Godet Motorcycles (France) for installation in their superb Godet-Vincent machines. For info go to [www.trispark.com.au](http://www.trispark.com.au)

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

**Union Jack Motorcycles**, Australia: Full range of Triumph, Lucas, Amal and Venhill control cables. Ships worldwide. More info at the website [www.unionjack.com.au](http://www.unionjack.com.au) or phone +61 3 9499 6428

**VSM**, Holland: 2x2 leading shoe brake kits for Vincents; high quality 30mm wide 4 leading shoe system. Email [vspeet@vsmmetaal.nl](mailto: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](mailto: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](mailto:phpeh@hotmail.com) Located in Chicago IL USA.

## Nuts n Bolts:

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

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

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

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

## ***Restoration Services:***

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

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

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

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

**Ace Classics Australia** is a Torquay Vic. based Restoration business specialising only in British Classic and Vintage Motorcycles. Complementing this service, they provide in-house Vapour Blasting, Electrical Repairs and Upgrades, Magneto and Dynamo Restoration plus Servicing and Repairs to all pre-1975 British Motorcycles. They are also the Australian Distributor and Stockist for Alton Generators and Electric Starters. Phone on 0418350350; or email [alan@aceclassics.com.au](mailto:alan@aceclassics.com.au) . Their Web page is [www.aceclassics.com.au](http://www.aceclassics.com.au)

**Terry Prince Classic Motorbikes**, Australia: Specialises in development and manufacture of high performance components for Vincent motor cycles. For more information visit the web site [Click Here](#) or telephone +61 2 4568 2208

## ***General Services :***

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

**Ringwood Speedometer Service**, Australia: Experts in the repair and restoration of all motorcycle, automotive and marine instruments. Smiths chronometric 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.melbournmotorcyclefairings.com.au/>  
Ph 03 9939 3344

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# California Dreamin Rally 2019 – October 4<sup>th</sup> – 6<sup>th</sup>



## Fire it up...

Well folks, it's time for the 2019 California Dreamin' Rally! Once again, we'll rip up and down the coast and leave our mark in the Santa Barbara Wine Region striking fear in the hearts of Los Olivos. Ok, not really. However, it is time to dust off that vintage motorcycle and get ready to enjoy another wonderful weekend in the sun. The Socal Vincent Owners Club welcomes the Norton & Ariel Owners Clubs to join us, here are some details:

- The rally HQ is located at O'Cairns Inn & Suites located in Lompoc which provides good accommodations, cooked breakfast and a decent price. Please note there is a cutoff date, so book soon.
- The special pricing at the Inn requires the code NORVIN when making reservations.
- There will be a dinner gathering on Friday evening at Scratch Kitchen in Lompoc to kick off the weekend, reservation is set for 7PM, maps and ride details will be handed out at this time.
- Saturday will start with a ride to the Solvang Motorcycle Museum as well as lunch at the historic Cold Spring Tavern on the old Stagecoach Road.

preston blevins

RSVP 562.708.9773

or

[pwblevins@cox.net](mailto:pwblevins@cox.net)

