



The Oz Vincent Review

Edition #67, October 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



In the May 2019 edition of OVR was the story of Bill Clarke, Vincent and WWII hero. While in Europe after the recent VOC International, OVR visited Benschop and the final resting place of those brave airmen.

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.

The Oz Vincent Review is an independent, non-profit, electronically distributed magazine 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

Welcome

Welcome to the latest edition of OVR. The OVR Copy Boy, David Bowen (ex of Stevenage where he was the first apprentice at the Vincent HRD works) is unwell at present and has consumed most of his approved sick leave. I'm sure all readers join with me in wishing him a swift and complete recovery.

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.

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

Martyn

Melbourne, Australia.

Email: ozvinreview@gmail.com

Letters to the Editor

Hi Martyn

I'm still a little surprised that an experienced vincent rider is breaking the chain to remove the rear wheel. I've never done this and I can't imagine why anyone does! After the brakes are disconnected and the axle is pulled it's just a matter of rolling the wheel forward and slipping the chain off. Brilliant

Ray, Australia

Dear Martyn,

As promised photos of 500 AJS motor that I bought many years ago. It was converted to water cooled and used as a bench testing unit by Phil Irving while he was working for Repco.



It has a speedway countershaft which was connected to a brake to put load on the motor. It has a turn handle to activate and release the clutch. It is mounted beautifully on a iron frame with rubber engine mounts to bolt to bench. It would have had a car style distributor coming out of the timing cover. It was used when Phil Irving was developing piston rings (I believe for the grey Holden engine). He would install the particular rings and then run engine at load and measure the amount "blow by" with a gauge coming of the clear tube from the crankcase. I hope you find this interesting as it has Phil Irving, Repco and GMH all tied up in one unit!

Regards, Bill Coleby, Australia

Another Vincent Riders Vic Ramble

Its July and the depths of Winter in Australia! Who wants to ride when its cold, wet and miserable!

We do! Get out on a ride before it rains. The bike needs a run; you need some fresh air in your lungs! Why not go out for brunch!

This was the plan for the 7 July. Get out, have morning tea and if the weather is OK, go a bit further.

We all gathered at the Caltex servo in Mill Park for a ride to the Flying Tarts Bakery on Kinglake Road for morning tea. If the weather was going to be OK we would go onto Yea for lunch. We had 3 members from the Vincent Riders Victoria turn up to ride, as well as 6 from the Iron Indian Riders Association.

Malcolm Ferguson, the Uncle of Angus Ferguson a VRV member, knew a route that went indirectly to Kinglake.

Malcolm was on a very nice Velocette Thruxton and we all dutifully followed him. The traffic along Plenty Road was as you would expect, very busy and we were caught at all traffic lights. When we turned off at Gorge Road the traffic thinned out and we enjoyed an easy ride to the Yan Yean Road through to St Andrews. Malcolm then took us down a road I have never been on, The road was Buttermans Track.. This road was a beautiful gently winding road that took us to Yarra Glen. If you do go down it look for the mini houses just off the road in the bush.

At the end of Buttermans Track we turned left at Yarra Glenn then headed towards Dixons Creek and through to Kinglake. A couple got lost at the roundabout going into the side streets before turning around, going through Kinglake and on towards Pheasant Creek. Just past Pheasant Creek is the Flying Tarts Café / Bakery. We all pulled in and proceeded into the bakery to smell, see and sample the delights they had on offer.

After enjoying their pies and pastries everyone sat around having a good old chat no one seemed interested in going further as it was warm in the bakery and there was plenty to eat. The general consensus at that stage was that it may rain and we would turn around and head for home rather than travel onto Yea.

Everyone gradually dispersed and headed for home. At this stage we found out that Phil White had forgotten his man bag and we had to find a way to attach it to Phil Pilgrims rack. Everyone had gone at this stage and Phil and I headed off towards Mill Park, the weather was still OK, bit chilly but no rain. The rain eventually came at about 4:00pm, every one was home by then.



Great way to enjoy a Sunday Morning as usual good people, nice bikes and a pleasant ride.

Thanks to those that came –

IIRA - Mark Barthelmie - 37 Chief , Richard Onyon and Denise – Kings Mountain Indian , Gary & Sandy Wilkins – Indian Chieftain, Phillip White – Drifter , Peter Kime – 61 Triumph Bonneville.

VRV – Martyn Goodwin – Vincent Comet, Angus Ferguson – CBF 400 Honda, Malcom Ferguson – Velocette Thruxton, Phil Pilgrim-Vindian.

Lining Up A Sidecar

This item first appeared in Classic Mechanics, 1957

The sidecar has made something of a comeback in recent years. Not only are there a couple of thriving concerns producing new chairs, mainly for fitting to Japanese machines, but the restoration and refitting of older units from the hallowed names of motorcycling's past — Blacknell, Busmar, Watsonian and the rest — has become a popular pastime amongst owners of suitable tugs like the Vincent twins, BSA A10 or Ariel Huntmaster.



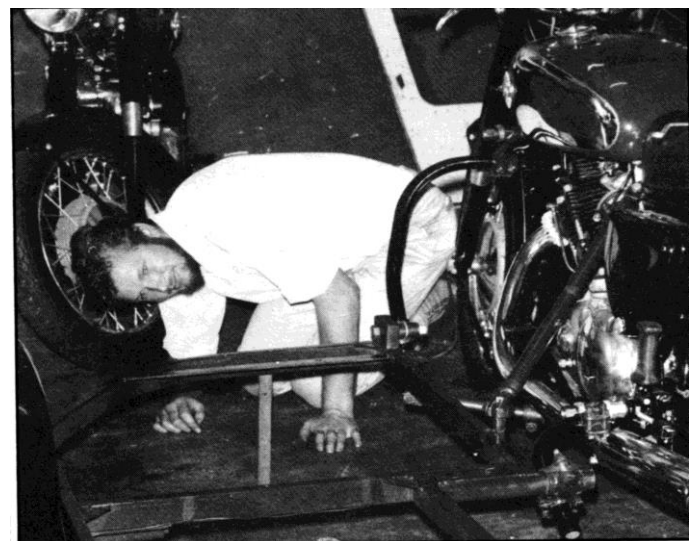
The art of refurbishing these once-proud personnel carriers deserves an article to itself but for those who have already

brought their chariots up to scratch, and are wondering how to attach chair to bike, a restatement of the basic lore pertaining to third wheel alignment may not go amiss.

The first thing to consider is whether the bike is able to take the strain. I imagine that most would-be sidecarists have a beefy machine, generally over 500cc and with a good strong frame, but there are always a few individualists who want to stick a Canterbury Carmobile onto the side of a James Cadet. The general advice is— don't! An outfit must be able to maintain a reasonable rate of progress, especially on our crowded roads, and to attempt to get a low-powered or lightweight machine to withstand the not inconsiderable stresses imposed by a sidecar is folly. There was a very good reason why torquey old bikes were chosen for this duty— they were good at it.

The next point to consider is whether any of the sidecar-adaptation parts often offered by motorcycle manufacturers are available or can be found anywhere. One obvious option was drive sprockets of different sizes, to lower the gearing. Sometimes lower gearbox internal ratios were offered, but the simplest way of reducing the gearing is to find, or have made up, special sprockets.

Anyone who has piloted a sidecar outfit will tell you that the steering is very strange, and to accommodate the requirements of third-wheel steering geometry, many manufacturers provided front fork components. BSA, for one, gave sidecarists the choice of fork yokes with greater rake, while Royal Enfield made sliders which held the wheel spindle further forward than standard; in both cases the modification reduced the front wheel trail, making it less of a 'castor'



Chassis must be level across the frame, but higher at the front

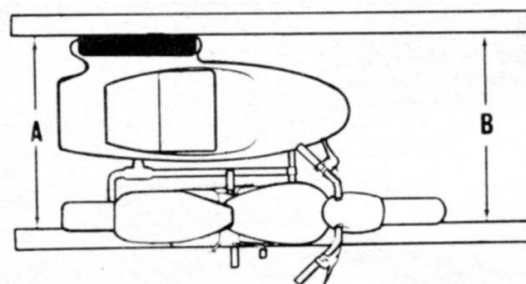
and increasing the inherent resistance to shimmying. A marque expert, or the relevant owners club should be able to tell you if such extras were available, and if they were it would be worth spending some time searching them out.

The most important factor in fitting a sidecar to a motorcycle is a flat floor on which to execute the operation; the second most important is patience and a willingness to experiment over a period of time. Because of differing requirements of bikes and chairs, and the effect of age on dimensions that were once straight and true, only outline information can be offered. To achieve optimum alignment, the charioteer must be prepared to try a series of measurements — and after all, fitting a sidecar is generally a once-for-all job, so it's worth spending some time on getting it right. On the other hand, anyone following these instructions will end up with a perfectly safe, rideable combination.

Taking the chair and bike onto the level floor, loosely connect the two via the attachments on the sidecar chassis. There will be at least three, and most often they go to the front down-tube (probably close to the steering head, where many bikes have a special cast lug), the saddle tube, the rear of the bike (often utilising the pillion footrest lug). Some manufacturers provide more attachments, wherever they seemed necessary. Don't forget, the bike must not be on its centre stand.

After loose attachment, the first job is to get the sidecar chassis parallel to the ground. This is done by checking the central cross tube on both sides. For the present, the bike should be kept dead upright. Next check the chassis height front and rear, with the chair empty. The front should be roughly 1 ½ in higher, to prevent frontal droop when loaded.

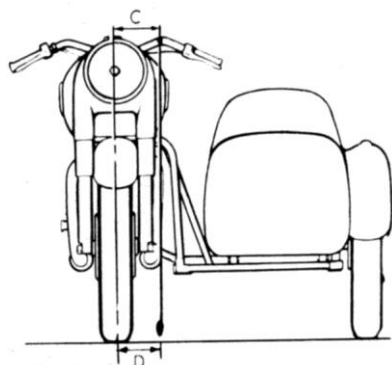
With the sidecar parallel and slightly tipped, as described above, the third wheel should be set parallel with the motorcycle's wheels (it goes without saying that the latter must be properly aligned). However, it should not be dead parallel, but must toe-in: that is, it must point inwards slightly at the front — the diagram shows this clearly.



Toe-in. Dimension A must be greater than B by ½ - ¾ inch.

The usual way to check toe-in is to rest two lengths of steel or wood on bricks or blocks. Place one parallel to (or preferably in close contact with) the bike's wheels, and the other against the sidecar wheel. Adjust the sidecar wheel so that it toes-in by ½ to ¾ in; this is achieved by adjusting the front or rear main chassis lugs.

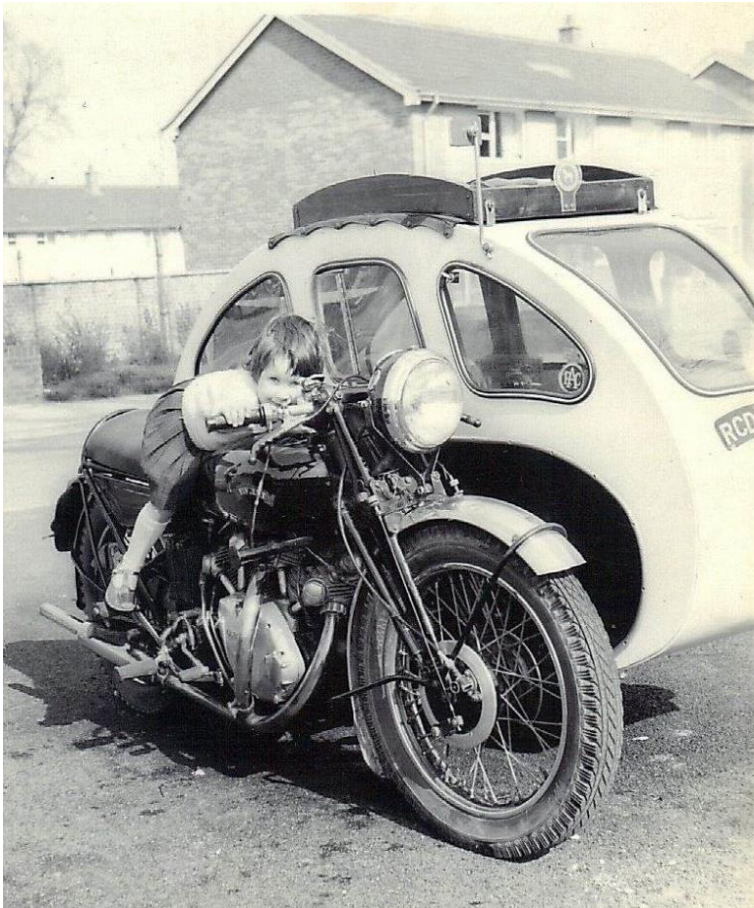
To compensate for road camber, the motorcycle must lean away from the sidecar. The easiest way of ascertaining lean-out is to rig-up a plumb line from a point on the sidecar side of the handlebar down to the floor, get the machine dead upright, then lean it out by 1/2 — 1 in. As the diagram shows, this is measured by getting the centreline to plumbline top distance ½ to 1 in greater than the centreline to plumbline bottom distance.



Lean out. This should be set so that C is greater than D by ½ - 1 in.

Both of the above dimensions may be subject to experiment; the following one offers an intrepid sidecarist much more scope for variation.

The sidecar wheel must run in front of the bike's rear wheel, but authorities give the optimum distance as lying anywhere between two and nine inches. Different distances give different



effects, and what will suit a light sports sidecar will not necessarily be best for a heavy double-adult one.

The greater the lead, the more likely the chair is to lift on left-handers and stick tight on right-handers; conversely, the less the lead the more stable the outfit will be on left-handers, but the greater the right-hand turning circle. It may, perhaps, be thought not very helpful to give such a wide variation, and those wanting a median setting can simply set up a lead of anywhere between four and six inches; only perfectionists will worry about the exact requirements of bike and chair.

You should now be ready — after checking all the mounting nuts and bolts for tightening — to take your outfit onto the road. Those who had combos in the old days will doubtless soon recall all the tricks of driving; novices should be prepared for a few surprises.

Side car trouble shooter

Fault	Cause and cure
Pulling to Left	Sidecar tyre under-inflated. Check pressure and inflate to manufacturer's specification.
" " "	Sidecar brake binding. Re-adjust brake for correct movement and operation.
" " "	Incorrect toe-out. Bad tyre wear. Align sidecar properly to 3/4 inch toe-in.
" " "	Incorrect lean-in. Re-set to specified lean-out of approximately 1 inch.
Pulling to Right	Too great a toe-in. Re-align combination to correct 3/4 inch toe-in.
" " "	Too much lean out on motorcycle. Adjust to 1 inch lean-out on machine.
Violent Dipping and Fork Bottoming	Fork leg springs too weak. Obtain stronger springs to take place of the originals.
Poor Hill Climbing	Combination over-gearred. Check gearing and lower the gear ratios on machine.
Vibration in Chair	Loose sidecar body or chassis fittings, seized suspension or hard tyre. Adjust as necessary.
Clutch Slip	Clutch springs too weak for load. Replace the springs with stronger units.

OVR Event Schedule, updated 26 September 2019

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
2019		
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	brianh1967@yahoo.com
Oct 20	VRV run and Lunch at Nillumbuk Winery, Smiths Gully	
Oct 27	Federation Picnic at Baw Baw, Victoria	Sec.vrv@gmail.com
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 22-24	VRV Annual Vincent Riders Dinner	brianh1967@yahoo.com
Dec 8	VRV Xmas gathering at Mitchelton Winery,	
Dec 8	Geelong Swap Meet, Broderick St, Corio, Vic	
2020		
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
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.	lesbeyer@internode.on.net
Sept 27	Bay to Birdwood Rally, South Australia	http://baytobirdwood.com.au/
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	



Recently a new improved brake shoe for your Vincent has surfaced from the creative minds of Neal Videan and Rodney Brown (or should that be from Rodney Brown and Neal Videan?).

Not long back it's said a foundry foreman when shown an original Vincent brake shoe twisted it in his hands, put it back on the table and said he would never want to ride a bike with this sort of brake. Maybe good for a moped but not for something capable of 70+mph!

The new brake shoes have a substantially thicker shoe surface plus increased thickness of the shoe web when compared to the originals and can be supplied with VB3000 linings from Vintage Brakes (USA) already bonded to them.

Original shoes were non-heat treated pressure injected aluminium. These new shoes are sand cast and heat treated, doubling the tensile strength of the material and delivering a more precise and accurate fit for purpose item. Then they are precision machined. But there is no accounting for the effects of old or damaged brake plates.

If you prefer, these new stronger shoes can also be supplied without any linings fitted.



Sold as a pair, they come complete with springs and the matching brake shoe face plates

These superb Vincent brake shoes can be purchased direct from Neal who advertises in just about every edition of MPH.

And as you can see from the photo, the brake spring mounts have been significantly strengthened as well.

In case you missed it, the new much stronger shoe is shown at the top, an original is depicted at the bottom.

[Click HERE for information on the VB3000 friction material.](#)

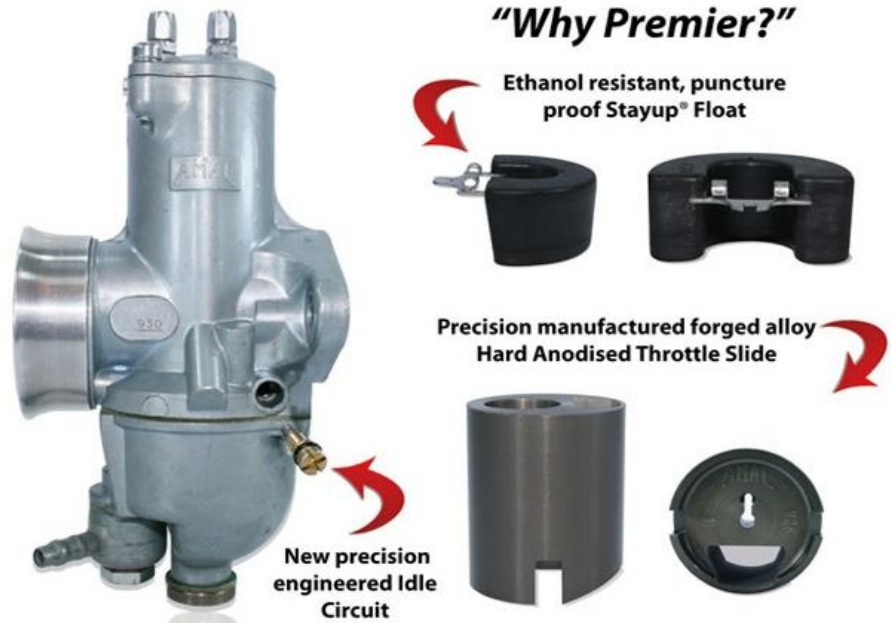
[Click HERE to request information from Neal Videan.](#)



Amal Concentric Carburettors - Float Level Does Matter.

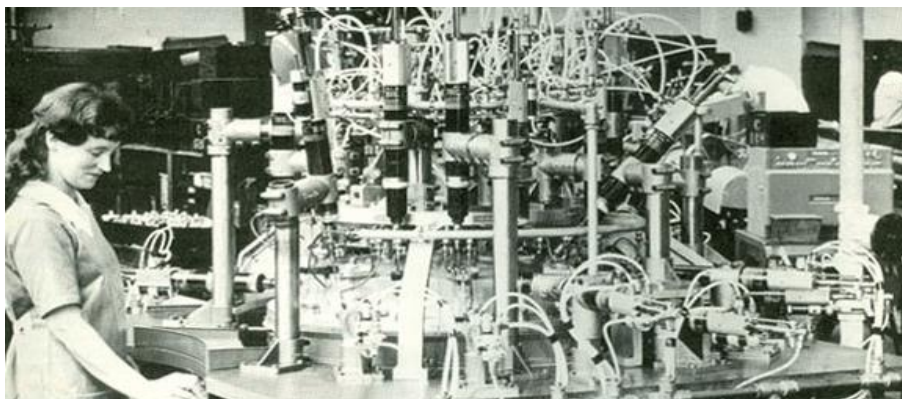
All of the current advice on tuning AMAL carburettors talks about the 5 stages of tuning and without exception none of the advice provided, including that published by the current maker of AMAL carburettors talks about the VITAL preparation for AMAL tuning and that is setting the correct float level before you attempt anything else!

The AMAL company was formed in the late 1927 when three manufacturers amalgamated – Amac, Brown and Barlow, and Binks – to manufacture carburettors and associated products under the name Amalgamated Carburettors Ltd. The name was changed to Amal Ltd in 1931 with the company remaining in business till 1993. In 2003 Burlen Fuel Systems acquired the business and the rights to the Amal name.



The Amal Concentric carburettor was designed by Amal Ltd in England, in 1967 and was designed to replace the Amal Monobloc carburettor which was then expensive and time consuming to manufacture and also "bulky" in size. In recent times the instrument has had a number of design improvements resulting in the AMAL Mk1 Premier Concentric instrument.

Today, the Amal Concentric is by far the most popular and reliable carburettor one can install on any vintage motorcycle. The simple design of the Amal Concentric makes it easy to tune, install and retrofit with a very friendly retail price.



Amal factory during the 1950's

What is float level?

The Amal "Stay-Up" float with metal tabs (adjustable)

Every carburettor (except some racing carbs) has some method of metering and shutting or preventing excess fuel from going inside the fuel float chamber.

A float is a simple yet effective design which is typically manufactured from plastic or a similar material that is ethanol or fuel resistant.

A "float" pivots on a pin which when fuel lifts the float and at a certain threshold it uses a float needle to shut the fuel off (or on) into the float chamber.



Although one might not think of this, a float is very similar to the way an old style toilet works. Water enters the chamber, fills and lifts the float, and at a certain level, the float shuts the water off.

Why adjust your float level?

The float level needs to be adjusted and optimized for a couple of reasons.

1. To properly shut off fuel entering the fuel chamber

On an Amal Concentric carburettor, if the float level is too high it will cause the float to interfere with the bottom of the carburettor and surprise you with a leaky carb. When this happens, the float will no longer be able to close the needle in the seat orifice to prevent fuel from entering the carburettor.

2. Adjust the float level to encourage a lean or a rich condition

When working with a new or used carburettor, it is best to start with checking and if needed setting the float level before you do any type of jetting. Get a group of bike owners together and you will learn that apparently identical bikes have very different settings in what seems like the same make and model of carburettor. This is a clear consequence of differing float levels across the different machines.

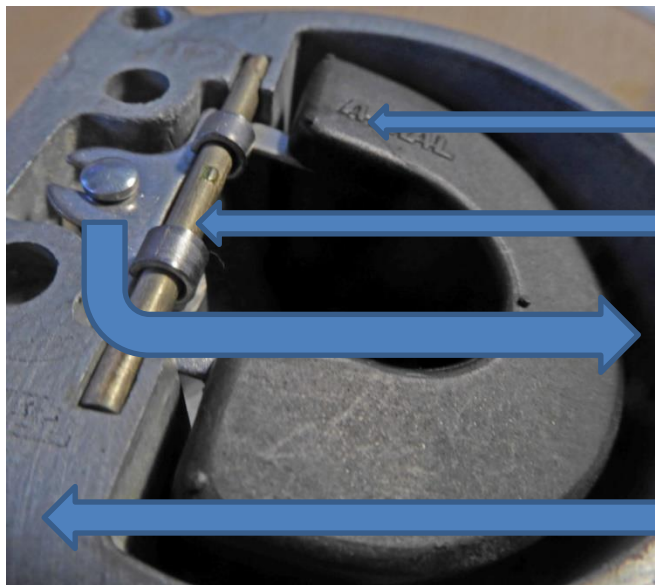
A high float height can cause a very rich condition while a lower float height can cause a lean condition. Since the Amal Concentric main jet is located in the float bowl, metering the fuel level will alter the running condition at a given point.... this also includes the pilot circuit.

3. Meter how much fuel enters and is retained in the float chamber.

Under racing applications it is not uncommon to have your fuel level "go low" or "starve". This typically happens when fuel is being used faster than the fuel entering the float chamber.

Identifying float related parts

Before we launch our tutorial on how to adjust the float height on your Amal Concentric Carburettor lets go over the basic parts and their specific functions.



1. Float - designed to shut-off / meter fuel coming into the float chamber
2. Spindle - designed to allow the float to freely "pivot" up and down
3. Needle - float needle is designed to shut off fuel that is coming through the needle seat orifice
4. Bowl - also known as the float chamber. Designed to hold and retain fuel inside the carburettor

FLOAT HEIGHT SPECS

Now that you know the basic parts and functions of an Amal Concentric carburettor we are ready to adjust the float height.

The first step is knowing where to set the float height. The correct fuel level for all Mark 1 Concentric carburettors is 0.21" plus or minus 0.040" below the top edge of the float bowl. *Thus when the needle valve is being held shut by the tangs of the float, the level of the fuel will be between 0.17" to 0.24" (4.33mm to 6.35mm) from the top of the bowl.* The problem with this is that if the stainless steel tang (part of the float assembly) has been disturbed in any way then the relative levels of the float, front to rear may have changed.

The only *accurate* way of setting the float level and thus the fuel level is by attaching a piece of clear tubing to the bottom of the float chamber thus allowing you to measure the actual level of the fuel. A float chamber drain plug can be modified to mount a suitable spigot, such as an old jet, to attach the sight tubing as shown. In this case I used an old plastic float bowl plug and applied epoxy to the spigot fitting to ensure it was fuel tight.



Route the sight tubing in a vertical position alongside the float chamber, then fill the float chamber with fuel through the fuel line

If the fuel level is in the correct range, the fuel will rise in the float bowl AND the tube to a point between 0.170" and 0.240" , below the top edge of the float bowl.



Make sure the float does not "lift" the spindle as it will throw-off your readings - use a weight as shown.

To facilitate the process you may choose to put two scribe marks on the outside of the float bowl.

One at 0.017" from the top edge and the second at 0.240 inch from the top edge



If you notice that the fuel level in the bowl is not correctly reflected in the clear fuel line, you may have an "air bubble" trapped in the line. Remove the air bubble by installing or drilling a larger hole in the spigot or main jet, or let the bowl "sit" and the air bubble may clear itself out.

Make sure both hoses (fuel inlet and your 'sight' tube) are as vertical as possible



Once the fuel level has steadied it should be between the two scribe marks.

If you are making the check with the carburettor still fitted to your machine you can start the engine and ensure the fuel level remains within the correct parameters.

Performing the adjustment

If your float level is outside of the two scribe marks then you must bend the tab (very very gently) on your Amal "stay-up" float.

Keep checking your work until you get your fuel level to a point between your scribe marks.

Always double check your work!



What's Next?

Now having confirmed that the fuel level in the float bowl is at the correct level you can proceed to tune your carburettor as described in great detail in the official Amal Mk1 Hints and Tips manual [CLICK HERE to see it.](#) You may also find the AMAL Tuning guide of help [CLICK HERE to see it.](#)

VINCENT HRD OWNERS CLUB QUEENSLAND SECTION **TABLELANDS TOUR 2019**

Contributed by John Webber, Australia

The Queensland Section of the International Vincent-HRD Owners Club (VOC) generally hold rallies in South-East Queensland, but at the National Rally which was held in Maroochydore in 2018, they suggested that Members from North Queensland organise a rally in their area. The organising fell to about 6 members in the Townsville area.

After forming a committee with Murray Barr as Chairman, it was decided to hold the rally on the Atherton Tablelands, from the 21st -28th August, as this was considered to be the best time of year for such an event. After a trip to the area, the Big 4 caravan park in Atherton was selected as the hub for the rally, and expressions of interest were received from members from as far away as Tasmania.

The Rally started with A *Meet and Greet* at the Caravan Park on the 21st with a total of 29 people and 14 Vincents from Queensland, New South Wales and Victoria and various other bikes for those who could not bring their Vincents.

On the Thursday, a short ride to Herberton and a visit to The Historic Village, with lunch in Herberton, and a ride back via Wondecla finishing the day. On Friday, a ride down the Palmerston Highway to Paronella Park and lunch at Mena Creek, gave the interstate and Southern Queensland visitors a view of what was on offer in this part of the world.



Saturday was intended to be a rest day, but The Local Highland Restorers Club had invited us to Join them for breakfast at the Whistlestop Café in Yungaburra, where we met a Cairns Vincent Owner bringing the total number of Vincents present to 15, probably the largest assembly of Vincent motorcycles ever seen in North Queensland. After breakfast and visits to the Markets and Bookfest, we went to see a collection of Ducati motorcycles and other bits and pieces in Malanda, before returning to the caravan park in Atherton.

Sunday morning again saw us at the Whistlestop Café to meet the Highlanders, before going on a tour of the area around Lake Tinaroo, including a visit to the Afganistan Avenue of Honour, which was created by the local people, after a Local was killed in Afganistan. We had lunch at the Pearamon Hotel, before returning to Atherton.

Monday was the big ride of the week, leaving early and riding via Mareeba to Mount Molloy for breakfast. This was followed by a ride down the Rex Range, which is a superb ride, both because of the winding road and the magnificent scenery, to the Captain Cook Highway, and then into Port Douglas for lunch, where we also took in the sights.



We then rode down the Captain Cook Highway towards Cairns, where the road runs along the shoreline, then up the Kuranda Range and back to Atherton via Mareeba. The total distance for the day being 260 Kilometers.

Tuesday we were invited to join the Highlanders on a ride to Dimbulah, via Channel Road. This was an interesting ride, as

despite the country being reasonably flat, there were numerous sharp bends, before we reached the Mareeba- Dimbulah Road.

In Dimbulah, we visited the Camp 64 Café which is owned by Owen Davies, a bushman and author. He has an interesting collection of machinery and other bits and pieces on display.

We were treated to a demonstration of some of the older motors he has restored, before returning to Atherton.

On Wednesday, the last day of the rally, we headed to Ravenshoe for smoko, and then travelled on to Innott Hot Springs for lunch, where some of the attendees to a dip in the hot baths. We then returned to Atherton and ended the rally with a dinner at the Barron Valley Hotel.



Many of the visitors from Interstate had not been to the Atherton Tablelands, and were impressed with both the scenery and the roads, which were ideal for motorcycling. There were no accidents and no mechanical breakdowns and the weather was perfect the whole time.

Round Aussie on a '22 Martinsyde



Reckon a 100 mile trip on a vintage model is enough? Well in 1984 Neil Bromilow covered nigh on 10,000 miles – alone and with no backup crew whatever – on what are still some of the loneliest roads in the English speaking world, in just 32 days. Here is the tale as told by Peter Groucott.

LATE in the afternoon of July 5th, 1984, in the tiny settlement of Elleker on the south coast of West Australia, history was made. Neil Bromilow had returned from his "ride around the block". Some block!! It's called Australia, and Neil's ride on a 1922 678cc Martinsyde vee-twin had covered no fewer than 9,933 miles.

Moreover, he had done it almost entirely alone, with no involvement of any form of commercial or governmental support.

Why? Two reasons, really; Neil had wanted to attend the 60th Anniversary Rally at Goulburn, New South Wales, commemorating the first Australian Motor Cycle Grand Prix — but above all, 1984 marked the 60th anniversary also of the first round-Australia journey by ANY kind of motor vehicle. That trip had been made on a 348cc Douglas by fellow West Aussie, Arthur Grady, of Freemantle; and Grady really had done it the hard way. Entirely alone, and almost entirely on bush tracks and unmade roads, it took him five months.

Since then, however, his name had become largely forgotten and Neil Bromilow thought it about time some form of proper homage was paid to the man.

To go back to the beginning, in 1974 Neil had discovered a frame which he thought might have been a Martinsyde. Writing to the VMCC in England, he received confirmation that it was indeed from a Martinsyde 678cc Sport; from England, too, he obtained an engine, gearbox and tank, and with the aid of Brampton Biflex forks from an AJS twin he built the model up to rolling

chassis level —but before he could complete the machine he got wind last year of a complete 1922 678cc Martinsyde for sale in Lincoln.

Chris Tait, of the Martinsyde Register, bought it for him, broke it down into large lumps, made a crate and shipped it out to Australia together with a mechanical oil pump, and the oil tank of a 1923 Martinsyde Quicksix. At that stage the bike was hand-oiled and bog-standard, but Neil rebuilt it to



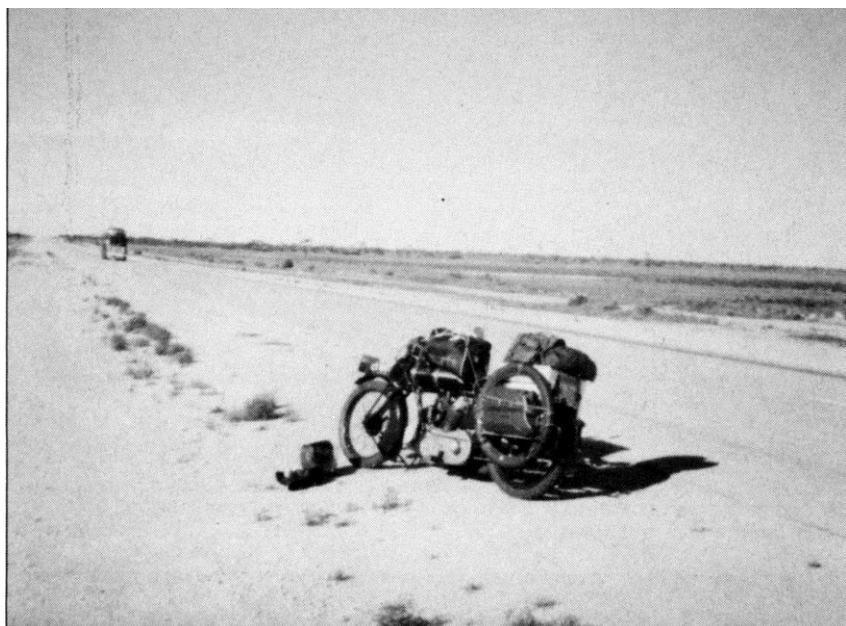
mechanical oiling. With the marathon ride in prospect he made a pair of oversize pannier fuel tanks to the original Martinsyde style, and painted these in the correct colour and lining. The only other deviation from original spec was the substitution of a pair of 19in BSA C 10 wheels, thereby at one swoop disposing of the problems of vee-block brakes and hard-to-find beaded-edge tyres.

The small change in effective wheel size reduced the ground clearance slightly and, of course, lowered the gearing but with a fully-laden bike this last proved to be an advantage.

Throughout the trip the Martinsyde returned over 50mpg in spite of the load it was carrying and a cruising speed usually in excess of 40 mph. In the far north-west of West Australia there still remains an un-tarred section of National Highway 1, and for about 170 miles the surface is of intermittent patches of bare rock separated by stretches of deep red dirt and sand.

One of the Martinsyde's less endearing features is its steering geometry, for the exaggerated fork rake makes it a pig to navigate at low speeds. So when Neil reached the dirt highway he found himself forced to take a very firm grip on the handle-bar, retard the spark, and just chug along in top at greatly reduced speed. The bike responded by giving 90mpg!

The bare rocky bits played mild havoc with the rear wheel, and when nine spokes were found to be broken, Neil lost three hours carrying out a roadside wheel rebuild.



Looking east from the halfway point on the 90 mile straight on Eyre Highway – the "Nullabor Road" from West to South Australia.

Due to several last-minute equipment problems, the Great Ride had started a day late, which meant that getting to the Goulburn Rally — 2,441 miles away — was quite a serious task and, of necessity, some very long days were spent in the saddle.

Remember that the machine had no lights, making all travel a daylight-only business. Towns — or even roadside petrol points — were in many cases over a hundred miles apart. There were treeless plains, arid rock, spinifex-

covered desert, tropical rain forests, jungle, farmland, town and city riding, and just plain old Aussie bush country. It took him eight days, mostly at around 350 miles a day, to reach Goulburn — and he arrived with less than 30 minutes to spare before the event got under way.

The first part of the Rally was a run "to blow the cobwebs away"; he hadn't the heart to tell the organisers that HIS cobwebs were already well and truly accounted for!

At the end of the two-day rally he was given a nocturnal lift to Sydney where a new rear tyre was fitted, but the only prior need to open the toolkit was 2,330 miles earlier, when new valves showed signs of sticking.

Leaving Sydney on Day 11, Neil put in his shortest one-day mileage of the whole trip, only 73 miles; but Day 12 found him well up the east coast with another 260 miles covered. Next day, 234 miles took him to the southern border of Queensland; then 234 miles more to Brisbane, where well-known vintage personality Paul Reed had arranged a TV interview.



Rider and map showing the route taken. Inset on the map is a rough outline of Great Britain to the same scale.

Neil's overnight stop beyond Brisbane was Maryborough where, too late in the day to travel further, he was refused permission to spend the night in a local caravan park because, said the manager; "We don't want any bikies here!" That sobering experience meant a roadside kip in the ol' sleeping bag —certainly no new experience, but the only time in the whole ride that an alternative choice was denied him.

At Rockhampton, 15 days gone and 3,673 miles from the start, the Martinsyde was showing small signs of distress, and a valve-grind was carried out. Next day, pressing on again, he clocked 392 miles to reach a small town with a name straight out of the Goon Show, Bobawaba. Neil intended to call on some old "back home" friends at Cairns —off the route and only 350 miles away! All the way up the Queensland coast the countryside is hilly and densely covered with tropical forest, something quite new to Neil and he was duly impressed.

Then it was back-tracking to join central Queensland's east-west highway at Townsville, and the last taste of coastal air for several days. It was, also, his last contact with known friendly faces for ahead now lay the utter loneliness of the true outback — just a thin black ribbon of very rough road, with sparse and tiny settlements along its length.

Day 20 on this, the Flinders (later Barklay) Highway got him to Richmond, 301 miles on and all fuelled-up for another dawn start. Next day Our Hero got into Camooweal at 6pm, thoroughly stiff and sore after a bone-jarring 405 miles. There, he was so demoralised that (he says) had there been a railway station, he would have put the Martinsyde on the train and come home!

Still, from Camooweal it was not so many more miles further to the Northern Territory border, and much better roads. Cheered, he was able to notch up a much more enjoyable 384 miles on Day 22, to reach Wauchope Hotel. That's right, HOTEL! Not a town, not even a settlement, just a pub in the middle of nowhere — but a pub with its own landing strip, and patrons calling in for a beer or two by air and road.

From there it was an 800-mile detour to Alice Springs, but Neil was determined to get there, and it all proved very worthwhile. He chanced upon members of the local Veteran and Vintage Car Club, where he was made most welcome and was given the opportunity of qualifying, officially, for one of the club's highly-prized Overlander awards.

For that he had to travel a documented minimum distance to or from 'The Alice' of 1,500 kilometers. As he was aiming for Darwin, 1,507 km away, it was all fairly straight-forward. In due course the hard-earned badge arrived at Neil's home and is now among his most treasured possessions; it was only the 36th Overlander badge ever awarded, the first ever won by a West Australian, and the first ever by a motor cyclist.

Throughout the trip Neil had made a practice of phoning home every second night, but up in Northern Territory he was discovering he was in the land of telephones which took yer cash but failed to connect. By now his camera had taken such a pounding that enroute photos were no longer possible. Mosquitos were now far too plentiful and attentive, and another travelling hazard was the delightful custom of roadside petrol sellers of refusing to supply small amounts on a credit card— an awkward financial situation for a lone traveller who didn't wish to carry a large sum.

By Day 27 he was looking forward to meeting friends and seeing the sights of Darwin, but following Murphy's Law every-thing went awry. Hoped-for contacts couldn't be reached, much-needed extra funds from the VMCC of WA were not available, and dealers who (he had anticipated) would have fitted an air cleaner for the dirt roads ahead, didn't want to know anyone who wasn't on a Japanese bike.



Welcome to Darwin – a most inappropriate sign, as it turned out, with motor cycle dealers unhelpful and funds short.

Totally disenchanted with Darwin, Neil retraced his tracks to Katherine after 354 frustrating miles, but there a friendly garage owner boosted his spirits with the loan of workshop facilities, and Neil was able to rig up a makeshift air filter (a woollen sock) and do some routine maintenance on the magneto points.

In the closing hours of Day 27, he crossed into the home territory of West Australia, and one day later he was heading down the North-West Highway to Hall's Creek — site of the first gold discovery in WA but, also, the beginning of the Dreaded Dirt Road.

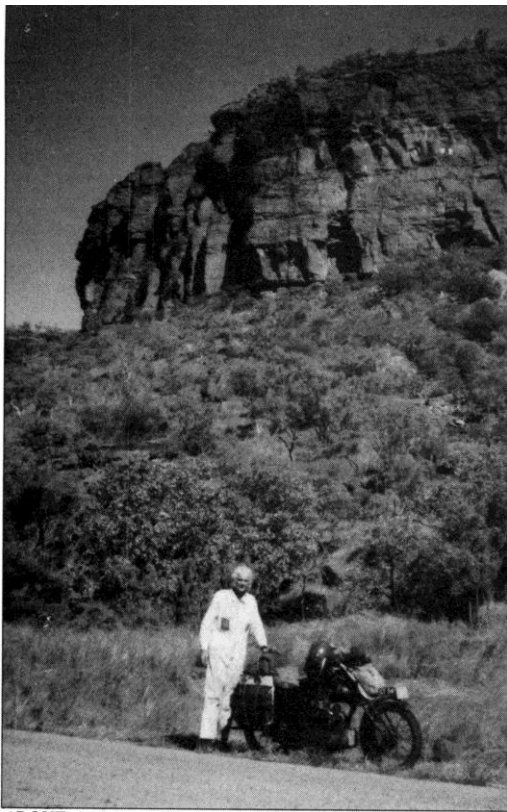
To say that section of the highway added to his aches and bruises would be a massive understatement. It accounted also for the broken spokes, yet despite the hard going he made remarkably good time, and put the dirt road behind him before calling it a day at Fitzroy Crossing. At the Crossing there were only three broken spokes, and Neil decided to press on

through Day 29 and take a chance. However, when another very rough patch broke a further half-dozen spokes there was nothing for it but a roadside rebuild, a three-hour delay which played havoc with his time schedule.

In order to reach the home of club mate Cyril Eames at Karratha, Day 30, he reckoned, would have to be the longest yet —as indeed it was, with 478 miles of quite literally concentrated dawn-to-dusk riding.

When no Martinsyde appeared at sundown, Cyril went out to find the missing rider (not too difficult, as there was only the one road!), and for the last few miles the Martinsyde was groping along behind the headlights of the Eamesmobile.

Why the urge to press on? Well, July 5th was Neil's birthday, and he had made up his mind to complete the run by then. Day 31 took him to five miles short of the banana-growing capital of Carnarvon, then it was 310 miles onward to the home of club mate Bob Robinson — but before that was reached there was a meeting with a Perth TV crew, which had been sent out especially to meet Neil. The resulting footage, and Neil's very good commentary were featured in a State-wide programme the next evening.



ABOVE A picture taken by an unknown passing motorist. Neil stands before a typical rock outcrop near Victoria River, Northern Territory.

Day 32 meant a relatively easy 282 miles to Perth, and a group of VMCC of WA members had arranged to meet him and escort him for about 30 miles into the capital. But the other Perth TV station had a crew out to meet him, too — and Neil arrived so well ahead of time that he all but caught everybody on the hop. Still, all worked out OK in the end. It just happened that that night was the club's regular meeting, and as the Martinsyde stood in the clubroom begrimed with dust of all the mainland states of Australia, Neil kept the crowd enthralled with the tales of his exploits.

Next day, his 33rd, Neil knew he was on the home stretch to Elleker, for the further he went the colder and wetter it became. Then, at last, the Great Ride was over— 9,933 miles of it, on a bike which steered so chronically that there was no chance to relax at any time.

It was a little while later that he received the most pleasant surprise possible; a congratulatory telegram from the son of Arthur Grady, the man who had made his round-Aussie ride 60 years before. Neil had been quite unaware that any son of Arthur existed, but here was the evidence:

"CONGRATULATIONS ON YOUR ACHIEVEMENT AND FOR RE-KINDLING FOND MEMORIES OF MY FATHER'S SIMILAR ROUND AUSTRALIA ADVENTURE. BEST REGARDS. E.W. GRADY"

Oh, and about the Goulburn Rally. In that event Neil was the winner of two awards. One was for the most technically interesting machine. The other was for the entrant who had travelled furthest to the meeting; well . . . he would be, wouldn't he?

BUILDERS of the Martinsyde bomber of WW1, Martin & Handasyde, of Maybury Hill, Woking, Surrey, turned to peacetime motor cycle manufacture to keep their works occupied. Designed by Howard Newman, it was a 678cc vee-twin with unusual exhaust-over-inlet valve operation. Later the range expanded to include a 348cc single, 498cc twin, and the sporting Quicksix. A merger with the old-established BAT company came in 1924, but production ended a year later. Fifteen motor cycles (and, in Finland, one aeroplane) are known to survive.

The Beastly Black Beauty.

An OVR Original from Stuart Archibald, Australia

There's an almost universal truism in the bike hobby; those of us who've devoted so much of our lives to riding and working on motorcycles can remember the pivotal moment when the bug bit. It may have been when an uncle came around with a shiny new machine – it may have been hearing the unmistakable sound of a tuned v-twin for the very first time.



For me it was Energol at Oran Park, 1981. As a fledgling photography student (back when film speed and exposure meant something) I was assigned the task of capturing a high-speed subject at high speed. I was a western-suburbs kid raised on thunderous V8s – the high watermark of the time embodied by Brockie's A9X Torana (mum's Sunbird being a paltry suburban tribute) – so my first thought was "head to the track." The ATCC didn't happen to line up with my deadline so I shot whatever was there – in this case a full programme of historics.

I easily got myself a great position at the beginning of the main straight and snapped away – careful not to burn through all 72 exposures I had available. My Pentax KX1000 at the ready as frame after frame I caught Harley Xs, Triumph Ys and even the odd Indian Z. The sound and speed were intoxicating and as the day wore on my technique improved...

And lucky it did, because after lunch the money shot presented itself. Full-tilt, full-noise, full-on – a Vincent Black Shadow, scrapping the pegs and

looking a million bucks. It was the perfect encapsulation of the 'rev-head' me and the 'arty' me. What a Beast! What a Beauty! That was it: I wanted one.

Seven bikes and 37 years later and I finally got there.

Through a trusted referral network, I took the opportunity to acquire my personally perfect Vincent; that rare combination of incredible racing pedigree, touring capability and aesthetic perfection. In this case a 1951 Touring Model Series C Black Shadow. Ready to cover real-world distances, all black and just as beautiful as capable.

Given that my introduction to the marque was at an historics meet (and being 1981 an historical meet at that!) I was always on the hunt for a bike with excellent history. And this Black Shadow, long-named Vera, had all that.

Vera, F10AB/1B/7388 & RC9288B/E, is a series C Black Shadow despatched in rare Touring Trim from the Stevenage,



Herts factory to a dealer called Millars of Mitcham, Surrey, on 16 August, 1951 with the registration PPL 501. Millars supplied electrical components to Vincent.

According to the VOC Register an /E at the end of the frame number means the bike was originally fitted with ball bearings with a retaining lock ring for the wheel bearings rather than the usual taper rollers. In the early 50s several types of wheel bearings were used due to a lack of imperial taper roller bearings.

The original Surrey Council Buff logbook shows Vera was registered by Comerfords Ltd, Porstmouth Rd, Thames Ditton, Surrey on 24 August, 1951.

William Edward Victor of Thames Ditton registered the bike on 11 September, 1951. William delivered yachts to the French Riviera and with each trip he would put the bike on the yacht to France for a speedy ride back to the UK.

The second owner was Kenneth Ashby Landon of Watford, Herts. Ken registered the bike in 1955 and kept it until 1978. Ken was a reconnaissance Spitfire pilot who evidently shared my love of beautiful high-performance machines! A fabulous period picture of Ken with the bike shows the original touring trim and a sidecar he fitted.

Robert Hiels took possession in 1979. He was a helicopter pilot and held onto Vera for an astonishing 31 years.

After passing through collector hands in the early 2000s Vera arrived in Australia – with full historical lineage intact.

Eventually the bike made it into the hands of long-time enthusiast Brian Shaw. Brian's love of Velocettes and Vincents (among other great machines) gave me the reassurance I needed to finally take possession of my ultimate bike after such a long journey. At last, my long-held aspirations became real; that flash around Energol was captured on more than just film.



My time with the bike has completely lived up to and exceeded all those long-standing expectations. The enjoyment of riding hand-made excellence; the pride in seeing the uninitiated admire it for just being beautiful (it caught more than a few eyes at the inaugural Sydney Harbour Concours d'Elegance).

But I know that history is just a journey, a narrative that goes on regardless of any individual. And as things change in my own journey, I just hope that the story of Vera can be carried on by someone else, someone with their own passion for history, beastly performance and beauty.

ED: "Vera may be up for sale; please email ozvinreview@gmail.com for further information".

Harsh Words or What??

From R.Bacon, first published in Classic Bike, 1982

THOSE who know will tell you that you can only be thought an expert on the Triumph sprung hub when your workshop roof has at least two holes in it, produced by the springs as they rocket out on their way to freedom! Not for nothing do the inner castings carry a warning not to dismantle them without the proper tools.

The hub was first seen in use in the 1946 Manx Grand Prix which Ernie Lyons won, and was offered as an extra on 1947 models. The design, however, dates back to 1938 when an experimental type was first tried out, and in the next year a patent application was filed. In later years owners may have wondered why, but the factory intention was for it to go into the 1941 range.

The hub design was aimed at meeting parameters of minimum unsprung weight and minimum added weight and cost. There was also the need to fit it to the existing frame, a constraint that gave Edward Turner few options. In fact he managed to meet all the criteria, for the unsprung weight was at an irreducible minimum for any given tyre, rim and set of spokes. The all-up weight was increased by 121b, and the new hub would fit straight into any frame back to 1938. On the score of cost and good engineering, however, Turner was perhaps less successful for there were some awkward parts in the assembly, and wheel support was rather tenuous even before the parts began to wear.

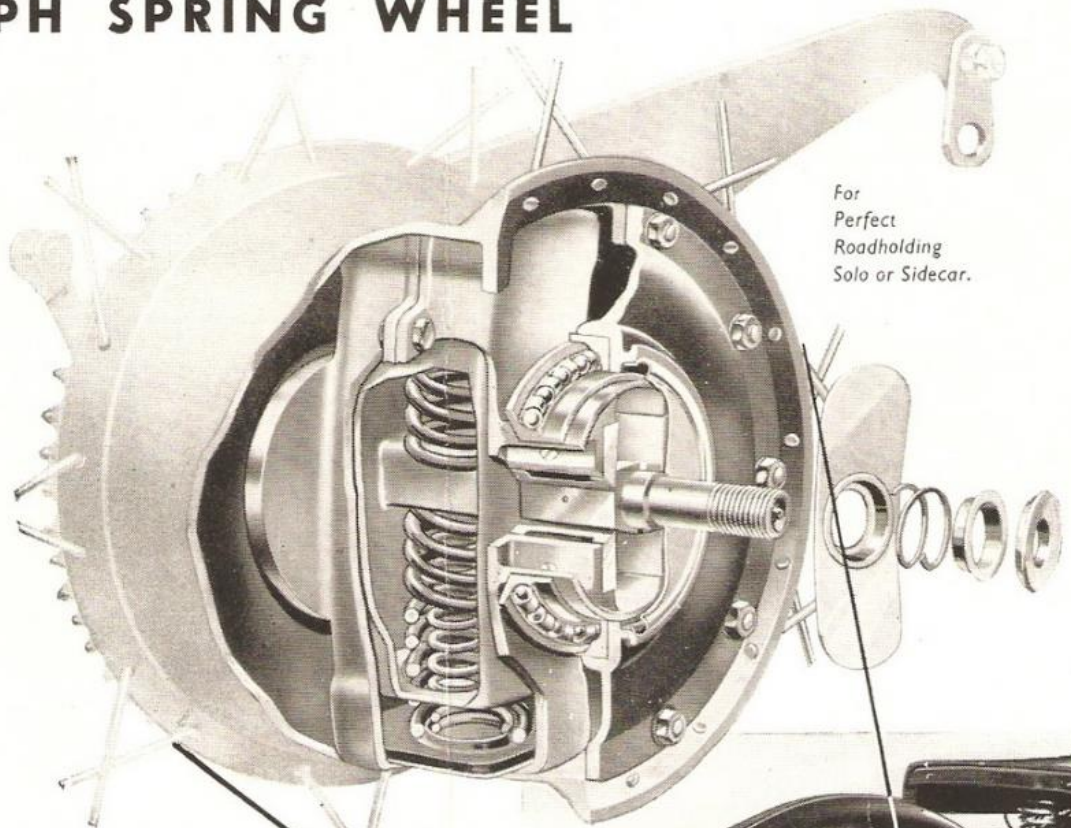


The design was based on a large-diameter hub which had detachable sides each fitted with a large-diameter ball race. While one side was plain the other acted as the rear wheel sprocket and brake drum. The hub and sides with races ran on a central assembly built up from two castings, and inside these were the guides and springs. The wheel spindle passed through a square-section block and was located by a short arm keyed to one end and registered to a slot in the frame. The block was positioned vertically and curved a little to match the central spring-box castings. It was bored and the springs, two compression below the spindle and a single rebound above, were dropped into the holes and then heavily compressed to fit within the box castings.

The wheel spindle also carried a pair of slipper rollers, one each side of the centre block. These were constrained between convex and concave guides bolted to the box castings, with shims behind them to locate the two parts fore and aft. Because they were curved they ensured that the wheel moved in an arc about the gearbox sprocket. They were positioned in the casting so that they lay within the ball races and thus the diameter of the slipper roller and total wheel movement determined the ball race size.

The casting diameter the race fitted to was extended on the left to support the brake backplate with its single leading shoe. A long torque arm ran forward and was connected by a short link to the frame so that it could move with the wheel and be fully floating. Seals were fitted to keep the lubricant in and road dirt out, these being rotary for the bearings and sliding plate for the spindle.

TAKE A LOOK INSIDE THE TRIUMPH SPRING WHEEL



For
Perfect
Roadholding
Solo or Sidecar.

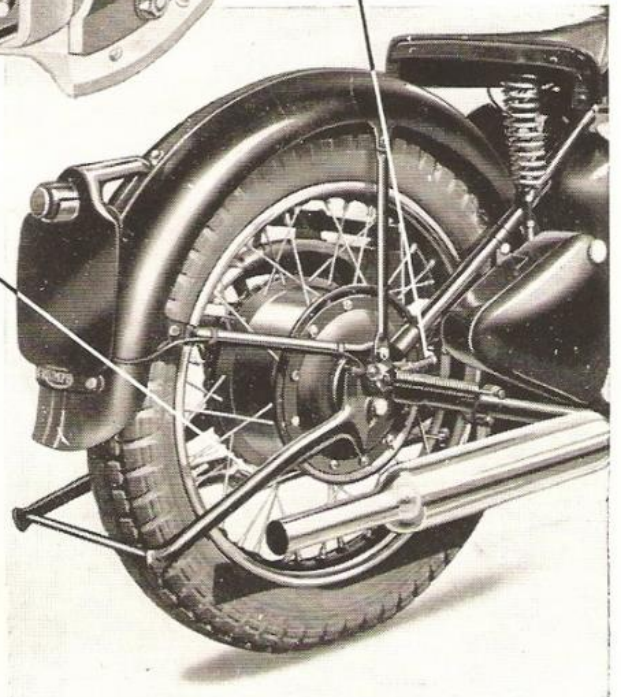
FROM the time that the Triumph Spring Wheel was first demonstrated, it has aroused a tremendous amount of interest among enthusiasts everywhere. Never before has the very complex business of springing the rear end of a motorcycle been accomplished with such a high degree of simplicity and efficiency.

The spindle of the Spring Wheel bolts into the frame in the usual way, which of course means that virtually the same rigidity is provided as with an unsprung machine. The Triumph Spring Wheel in fact attains an unequalled degree of rigidity, a vital contribution to that perfect roadholding and steering so essential in a really fast machine.

Available at the moment on a limited number of new machines only

TRIUMPH

The Best Motorcycle in the World



"HOW IT WORKS" can be seen from the sectioned drawing above. The spindle remains stationary while the wheel and hub move on a curved path taken from the centre of the gearbox sprocket, this ensures constant chain tension at all times. The movement is controlled by special springs, two below the spindle and one above. Massive bearings and bearing surfaces enable the wheel to cover very big mileages with the minimum of attention, the occasional application of a grease gun being all that is necessary.

Johnson Motors, Inc.

267 W. Colorado Street
Pasadena, California

DISTRIBUTOR FOR THE UNITED STATES

It was an ingenious design, typical of Turner, with its low weight, ease of fitting at the factory or as a modification in the field, and based on some rather dubious engineering and design practice. Harsh words or what? I don't think so, for opinion of the sprung hub was poor even at the time of its inception, and many riders preferred the more stable rigid frame that, while nothing special in its handling, was consistent and did not weave like the hub when subjected to hard cornering.

Deeper examination of the design reveals flaws that were no doubt brushed aside as unimportant at the time, but have a distinct effect on the workings of the unit. For a start, there were problems with the located spindle. Location was needed to augment the clamping of the spindle nuts to stop the fixed part of the wheel turning, and also to align the curve of the wheel movement with the gearbox sprocket. In theory this was fine, but in practice machining tolerances and the fit of the lever to the spindle and frame would soon throw that out, which made the curved movement rather pointless and expensive.

The fit of the block in the casting was also poorly arranged for the rollers, which could be adjusted for fit, only controlled fore and aft movement. Side location was totally dependent on the block fit, and lack of it must have significantly affected wheel location and alignment when cornering.



The design also had to trade off wheel movement against support. Within a given hub diameter an increase in the first meant a reduction in block length to accommodate it plus larger-diameter ball races to fit round the spindle, the guides and the wheel deflection. All this was possible, but the weight of all the parts increased while the springs became further stressed by the combined effects of

diameter, length, high preload and effective movement. Due to the preload their installed length and rate would also be critical.

The final major problem arose with time and wear. It is an inherent feature of this form of design that wear occurs unevenly and exaggerates all the other problems, as even where an adjustment facility exists it cannot be used as the unworn areas would then go tight.

These forms of troubles arising from a constrained design are common to most engineers, and are normally avoided at the drawing-board stage. As long as you see the traps you are heading for, a way round can often be found. Triumph found it in 1953 when they showed their first machine with swinging-fork rear suspension, the Tiger 110. Within a year or two all their models were so equipped. The sprung hub had gone—to many as a bad dream.

Buy, Swap n' Sell

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

Wanted: 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

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



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



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@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

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

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, Lucas, Amal and Venhill control cables. Ships worldwide. More info at the website 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 for info.

François Grosset, France: Electric starter for Vincent Twin. Electronic ignitions for Vincent Single and Twin supplied complete with drive gear. Email pontricoul@gmail.com for more info.

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

Nuts n Bolts:

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

Precision Shims Australia: All types of shims made to your requirements, ships worldwide. More info at their web site www.precisionshims.com.au

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

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

Restoration Services:

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

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

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

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

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

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

John Parker, AMAL Carbs, Melbourne, Australia: A specialist in AMAL carbs of all models, repairs, restorations and a massive supply of spare parts. For information phone him on +61 3 9879 3817 or email to ukcarbs@hotmail.com

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

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

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

A Vincent Comet Service Schedule

Task	Start of EVERY Ride	Every 1,000 miles	Plus	Plus	Plus
			Every 2,000 Miles	Every 6,000 Miles	Every 12,000 Miles
			Or each year	Or each 5 years	Or each 5 years
Complete Log Book entry	X				
Check tyre pressures	X				
Check oil tank level	X				
Check fuel tank level	X				
Empty breather catch tank – if fitted	X				
Check all lights are working	X				
Check for oil and fuel leaks	X				
Check drive chain tension	X				
Check for loose nuts n bolts	X				
Update service record		X			
Swap drive chain ¹ ; clean & grease removed chain		X			
Grease magneto cam		X			
Remove and dust off magneto earth brush		X			
Clean/de-dust magneto slip ring		X			
Clean and adjust points gap; 0.012"		X			
Check/adjust spark plug gap; magneto 0.018"; kettering 0.025"		X			
Check brake adjustment		X			
Check clutch adjustment		X			
Check/adjust tappets; no slack but push rods can be rotated		X			
Check primary case oil level		X			
Change engine oil; 10W-30 or 10W-40		X			
Check/adjust ignition timing <32 BTDC advanced, 0 to 2 BTDC retarded		X			
Check/adjust primary chain tension then check drive chain !			X		
Check gearbox lubrication level Penrite Semi-Fluid Grease			X		
De-dust brake drums			X		
De-glaze brake linings			X		
Lubricate brake plate pivot points			X		
Check steering damper			X		
Replace oil filter			X		
Replace spark plugs				X	
Inspect and degrease clutch plates				X	
Replace primary case oil Motul TransOil 10W-30				X	
Decoke top end/head				X	
Valve grind				X	
Replace engine valve stem seals , if fitted				X	
Replace engine valve springs					X
Repack wheel bearings					X
Repack head stem bearings					X
Repack swing arm bearings					X
Replace drive sprockets and drive chains					X
Replace ESA springs					X

¹ Recommendation: have 2 drive chains with one in service at a time, clean and lube the out of service chain