



# The Oz Vincent Review

*Edition #69, December 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)



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](mailto:ozvinreview@gmail.com)

# Welcome

Welcome to the latest edition of OVR with the front cover featuring the “D” belonging to Don Danmeier, spotted at the VOC International in Belgium this year. Dons “D” was the only Vincent attending from the USA West coast and by all reports both Don and his 81 yo sweetheart enjoyed every mile of the rally

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, just go to <https://goo.gl/jZkiFb>

*Martyn*

Melbourne, Australia.

Email: [ozvinreview@gmail.com](mailto:ozvinreview@gmail.com)

---

## Letters to the Editor

(bulging mailbag this month!)

Hi there Martyn,

Thanks for OVR always enjoy it. Greg Brillis article on the 289 new Amals can also be applied to the old ones. Drilling out the jet blocks for improved idling with a # 76 drill is the cure for old worn 229/289 original carbs that no longer respond to the idle mixture screw. There was an Amal service sheet about it circa 1954 that only seems to have appeared in some of the Matchless period maintenance books. Cheers Carleton Palmer, USA

=====

Marty,

Thanks first of all for another great issue. Regarding the carb article, attached is a picture of a jet block on one of my new Coventry supplied AMAL 289 carbs. The idle circuit is very rich; bike starts well but on wide open throttle. I'm assuming the hole to the left is the idle circuit. On mine there is a small hole in the middle but also holes at 12 o'clock and 4:00 o'clock. Are the other two holes “factory” or has someone drilled them presumably to “open up the idle”?

Regards, Steve Dishman , USA

*ED: OVR followed this up with the article author, Greg Brillis.*

Hi Martyn n Steve,

To answer some of the questions, all of those holes are necessary. They mostly bleed air in and around the idle circuit.

The larger one on the right side that is countersunk is the main air feed to the pilot adjusting screw, as the screw is wound outward it allows more air to mix with the available fuel that is drawn from the tiny hole in the middle of the left main hole in the jet block.

The diagonal hole in the 4 o'clock position allows air to mix with the fuel before the idle circuit, and this mixture can travel up through the hole in the 12 o'clock position and this feeds the secondary "Off idle" circuit immediately aft of the slide.

So as the slide lifts from idle, the increase in air flow past this passage draws fuel/air mixture from the small hole in the jet block, without this circuit the engine would have a terrible "Flat spot" as the throttle was cracked open.



If the engine runs too rich even with the pilot screw wound out by say one and a half turns, it is most likely the tiny drilling has been opened up too large.....A maximum diameter of 0.020" as any larger and the engine will be too rich.....What to do, what to do, I hear you cry.....Fear not.....A simple but effective dodge is to use a small punch with a small end not more than about 1.5 mm in diameter.....Hold this square to the hole, with the jet block resting on a block of wood, give the punch a gentle tap to peen the hole over.....Do not get carried away.....Then using the correct drill size of 0.018" (again max of 0.020") carefully drill through.

This will be quite easy as you are only passing through a small amount of brass.....Do not wiggle the drill around as this will only open the hole more than you need. Finish off by blowing through the passageways with compressed air, and reinstall the jet block assembly.....If it is quite tight, it is a good idea to heat the carb body with an electric heat gun, and this will make the job easier.....being mindful of paintwork or any fuel nearby..... If in doubt, remove the carb from the bike and carry this out on the work bench.....this procedure can be done with the carbs in situ in some instances.

Good luck with it all.....Greg Brillis, Australia.

*ED Steve also contacted AMAL in the UK and has provided this update based on what they told him*

Hi Martyn, I talked to Amal regarding a couple idle jet circuit questions I had on my new 229/289 carbs. I suspect most of your readers are already aware of the info below, but I wasn't and in case anyone else isn't, here you go.

1. The pilot jet in the brass carb block is not drilled to a specific size. The idle circuit in each carb is flow tested to achieve a 30 cc / minute flow. So each idle jet hole is somewhat different in each carb. The Amal rep acknowledged that around 18 thousands was the average of what is required to achieve the 30 cc / minute flow rate, but he suggested I not write that down because it can vary from carb to carb.
2. The 30 cc / minute idle circuit flow rate and the individual carb flow rate testing has been and still is the standard. The old original carbs and the new ones were all flow tested and to the same 30 cc / minute idle jet standard. No adjustments have ever been made to the standard flow rate due to different fuel types or anything else.
3. The drilled passage way in the 4 o'clock or 5 o'clock position in the same countersunk hole that contains the drilled pilot jet is to allow some air to mix with the fuel while still in the carb block.
4. The drilled passage way in the 12 o'clock position of the same countersunk hole that contains the drilled pilot jet allows for "off idle" fuel to be pulled up into the carb airflow.
5. The Amal rep said the 4 o'clock and 12 o'clock passage ways are drilled to a specific size but he couldn't remember what that size was and didn't have the drawings handy.

Thanks for your patience, Steve Dishman, USA

=====

Hi, Martyn. Two comments on last month's OVR:

- 1) Millers of Mitcham" - from whom I bought a Suzuki T20 in 1976 - were a dealer and Vin agent, and not the Miller who made bike electrical gear.
- 2) there is good evidence that the merit of the Monobloc in the eyes of BSA et al, was that it was as cheap as chips. And every bit as robust (not!)...

OK, three comments!

- 3) I have read that "Turner's" sprung hub was copied from a Benelli design, taken as war reparations in 1945. It is probably NOT true that it was on a shelf labelled "suspension brainwaves that didn't work".

Tom Gaynor, UK



=====

Hello Martyn . Hope this finds you fit and well . Something that your readers may find of some interest is the dates for the Dry Lake Racers Australia 30th annual Speed Week at Lake Gairdner here in South Australia. March 23 to 28, 2020.

Also planned at the end of Speed Week is the 2 Day Australian World Land Speed trials #2 with FIA and FIM record certification.

Regards Mal Hewett, South Australia

=====

Martyn

There is an exclusive vintage motorcycle club here in the hills and they had a commemorative run to celebrate the 50th anniversary of the Honda 750 four. It was a three day event to the southwest and about 1,000 miles in total. I was given an honorary invitation on the condition that I rode something pre 1980 "that can keep up with a Honda Four". 😊 I had a blast. My Rapide ran without any issues. There are a lot more West Australian Honda four owners who now recognise the Vincent tail light.



Also, my alternative breather set up with the catcher wasn't good enough. It was either throwing too much oil out the breather line or more engine leaks than I was prepared to live with. After some long chats with Terry Prince and also Kevin Badby at the Gidgegannup pie run, I am now testing an alternative set up, as follows:

- Original engine breather blocked off,
- one valve inspection cap vented with 5/16" hose straight up and over,
- one valve inspection cap vented with 5/16" hose with an in line PCV and vented back to the oil tank via the chain oiler pipe,
- The oil tank filler cap vented with a 5/16" hose up and over.

I am testing this using a couple of old valve inspection caps and it is working pretty well. A lot less oil is being blown out and the motor is oil tight. Terry's opinion is that the target crankcase pressure is zero rather than positive or negative, notwithstanding that there will always be pressure pulses either side of a mean absolute pressure. I am experimenting with adjusting the PCV line back to the oil tank using the chain oiler adjust screw. If I end up with a decent system I'll write it up for you.

Holger, Australia

=====

Hi Marty,

In MPH 550 JB wrote about RFM drive side lug failures. These photos just taken of my 1950 RFM testify to it being an ongoing issue as our Vincents age. As the RFM had been powder coated I did not notice any cracking – well not till it let go completely while out riding – made for some exciting handling and very dirty laundry. Best encourage OVR readers to check their RFM's . By the way, Mr Alyn Vincent in OVR 62 was correct! Marty, keep up your great work.



Chas Blunt, Gibraltar

# Sorting out the Amal Mk1 Carb

Recently I have been “fine tuning” the mid-range of the Amal Mk1 Premier concentric carburettor fitted to my Comet. This is where the needle jet has the major influence on mixture; between  $\frac{1}{4}$  to  $\frac{3}{4}$  of throttle opening – and there where most folk ride. And before you start out on the needle position it is VITAL to check and if needed, correct the fuel level in the float chamber (see OVR # 67, October 2019)

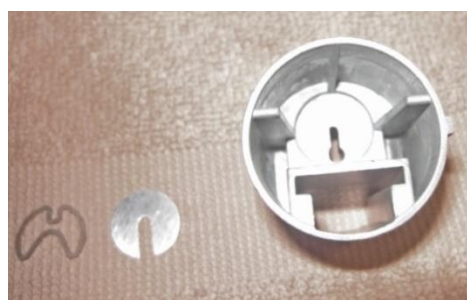
On the needle itself there are just 3 grooves available to position the needle clip and thus vary the mixture. If the top groove is used, then the tip of the needle is at its lowest or leanest position. If the bottom groove is used then the tip of the needle is in its highest or richest position. Naturally the middle groove gives the in between result.



In my case I found that using the top groove made the mixture way too lean, while the middle groove it was still a whisker lean. If I used the bottom groove, the richest position, the spark plug became clogged with carbon!

Measuring the needle revealed that each change of groove altered the relative needle position by a massive 0.064". What I needed was somewhere between the top and middle groove. Shims suitable to be placed inside the throttle slide and under the needle clip do provide the required precision adjustment.

These shims are available in a kit that provides one each of 2 thicknesses 0.016" and 0.032". The shims are 5/8" OD which is a glove like fit into the recess inside the slide and they have a 1/8" wide groove to allow for the passage of the throttle cable. As the needle clip recess in the base of the slide is 0.085" deep both the shims and the needle clip are securely retained. These shims are supplied as a set of 2 (suitable for one carburettor) .



This gave me the option, using just 1 shim of raising the needle by 0.016" or 0.032" or by the use of both shims, the additional options of 0.048" become available – It gives you pretty much a precision control over the needle position, one needle groove to the next.

Shown L to R; needle clip, 0.032" shim and throttle slide

Initially I used the middle needle groove and one 0.016" shim. After a run of just over 100 miles I checked the spark plug and found the centre electrode almost white – I also noticed some “blueing” of the exhaust and the centre electrode of the spark plug was rather white. My next setup was to remove the 0.016" shim and replace it with a 0.032" shim in order to “richen” the mixture. Another road test of sensible distance found that it was just about perfect, evidenced by a near perfect spark plug colour.

I should add that before doing any of this I did check my Comet’s ignition timing – which I have set at 34° BTDC fully advanced and 4 BTDC when fully retarded. In case you are wondering – I am using a 220 main and a 106 needle jet. Of course, you MUST check your points gap BEFORE checking or altering the timing.

See elsewhere in this edition for information of how to purchase these shim kits.



# Gudgeon Pin Extractor

From Charlie Cheng,

Gudgeon or wrist pins retain the piston to the connecting rod with varying degrees of clearance, transition or interference fit according to the predicted running temperature of the engine, and are retained by a circlip at each end in addition to any fit. This means that removal of the circlips will sometimes allow the pin to slide out, but more often than not you'll need to warm the piston such that it will release its grip on the pin. Obviously, belting the end of a tight pin will do your connecting rods no favours at all, so anything other than very light tapping is a no-no.

A much better approach is to use a gudgeon pin extractor. These usually consist of a threaded rod passing through the pin, some means of holding the pin, a tube large enough to allow the pin to come out and a large washer to spread the load.

I made this extractor to deal with the gudgeon pins, which were quite tight. It is made of a bit of 1" tube, with a closed end turned from aluminium; that's threaded rod in the middle. The tube is long enough to accommodate a 3" long gudgeon pin.



A turned steel plug fits neatly into the gudgeon pin aperture in the piston and is reduced to just fit inside the pin such that it doesn't slop about. It's threaded internally and is retained with a nut for the moment.





Here it is, set up and ready to extract the first pin:

The extractor set up on the piston. The end of the tube is curved to fit the piston, so spreading the load over the piston wall:



A blast of heat on the piston crown and some steady winding are all that is necessary to draw the pin out of the piston, without placing any side load on the connecting rod. When you have done winding, the pin is neatly enclosed in the extractor:



# Down The Road

First published in Classic Bike Guide, 1999. Contributed to OVR by David Bowen

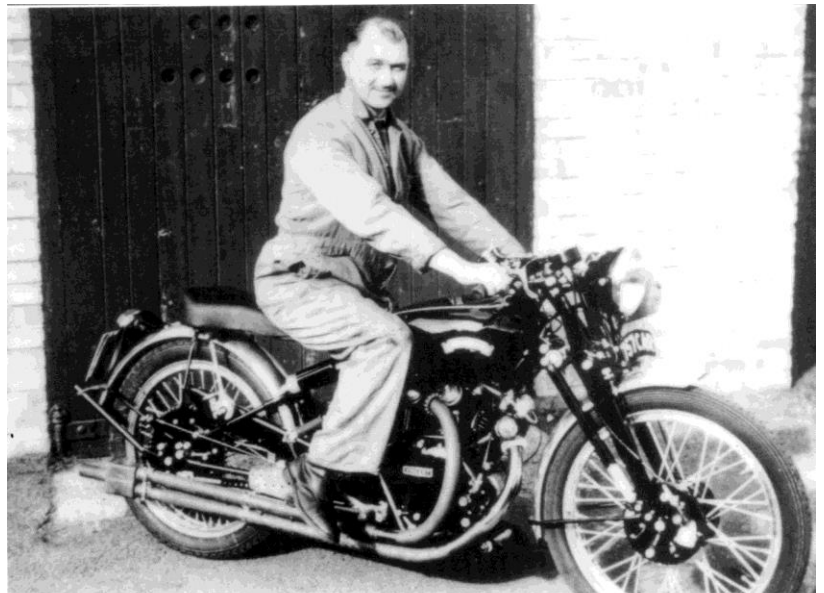
*Norman Peach had what many enthusiasts might regard as the best job in the world — road-testing brand new Vincents in the Fifties. This is a retold interview with him from 1998*

In 1998 Norman was 77 years young, and the contents of his garage say a lot about the man. There are a couple of Oriental step-throughs for use locally ('shopping trolleys'). There's a BMW 105 for the convenience ('it's like a car — just use it). And naturally, there's a Vincent.

Not a twin, but a 1950 Comet single, rebuilt by Norman's good friend and fellow road-tester at the Stevenage works, Allen Rennie. The 500 was put together with practicality in mind, with a full Avon fairing, a later Series D lifting handle for the centre stand, coil ignition via alternator and distributor, wipers, mirrors and a luggage rack with top box.

The extra weight doesn't help the handling,' said Norman, who was well aware of the Comet's already rather stolid nature. But he did appreciate the practicalities. 'I and Ted Davis' (the former Chief Development Engineer at Stevenage and a bit of a Vincent guru) 'have road-tested Club people's bikes and made out authentic replicas of the original Road Test Certificates for them. The sticklers for originality have no mirrors or indicators, and on today's roads you feel very vulnerable.'

There's a tinge of sadness to Norman's possession of the Comet, as Allen Rennie passed away from a heart attack in August 1998. Rennie had already had a by-pass over ten years Normal previously, but a month after the operation had joined M work Norman on a bike trip to a Continental rally. Allen was a 311 A well-known to the Dutch and Germans. There were seventy people at his funeral, and twelve of them came on Vincents — that would have pleased him.' We sat, back in 1998, in Norman's front room in Stevenage Old Town, where he lives alone, as sadly his wife too had passed on a few years ago. Though a little breathless, Norman's dark hair; shining eyes and relaxed alertness all belied his age, though he recognizes that 'the Club has got much older. There's really only Ted and me left from the old days. If people don't talk to us — where are they going to get it?' Norman proved unsentimental about the 'snarling beasts', though clearly holding them in deep, proud regard. So as winter darkness gathered outside, we sat and talked about Norman Peach's life at Vincent.



Allan Rennie on the last Black Lightning to leave the factory, 1957/8.

## The Wheels Turn

Norman grew up in Buckden, a village north of Stevenage. and as a lad before the war had worked as a grocer's assistant. Already keen on motorcycles. he joined the wartime RAF as an airframe fitter, determined to get engineering training. Returning from a three and a half year stint in what was then Rhodesia, he spent his demob money in May 1946 on one of the first 350 Triumph 3T twins from the local motorcycle mecca, Bryants of Biggleswade. With his parents'



encouragement, he spent that summer taking the long leave he was due, and riding the Triumph.

His parents had also sent Norman The Blue 'Un and The Green 'Un while he was serving overseas, and he had seen Vincent's notice announcing the need for skilled men when production of the Series B twins got underway. So in October he contacted them and had an interview with Works Manager Jack Williams (later an influential designer at AMC, and father of Norton racer Peter Williams). 'Jack was also ex-RAF, and happy to take on qualified RAF folk. He was one of the nicest chaps at Vincent, a man you could talk to.'

The winter of 1946/47 was a bitter one, and soon Norman's ride to work involved a 30 mile run each way up the A1 on snow-packed roads, but the Triumph coped well and gave no trouble. He started on cycle assembly under foreman Ted Hampshire, at the Fisher's Green works, which had been put up by the Ministry of Supply to make wooden wings for aircraft, and then leased by Vincent in 1945. Vincent's own war-work had taken place at the original works off Stevenage High Street, which they retained. Norman saw the first four Series B production twins on the floor, before they were road-tested by Jim Sugg, a pre-war TT rider and Vincent's Chief Tester.

Under test. Sugg found the twins' wheel-truing was suspect, leading to some unhappy handling. 'The wheels were being built by a batch of women who had been doing bomb fuses during the war. Ted Hampshire asked me if I'd had any experience with wheels, and when I said I'd done bicycle wheels and so on, he got me to fetch all the wheels out of Stores, replace the punctured ones — the majority, because they'd been putting them on with tyre levers — true them up and make them fit. This was during the worst of the winter, a period when we had no electricity. A lot of people had been sent home, but I did this work during the blackout period, as well as helping shift motorcycle assembly to the High Street with other stuff going to Fisher's Green. The High Street had engine assembly, cycle assembly, road-test, the canteen, PCVs office and Phil Irving's, the welding shop, the hardening shop, the drawing office and the test house. At

Fisher's Green there was the machine shop. enamelling, polishing, and initially the Service Department, though together with Spares, this was also moved to the High Street in 1950.

'By March 1947 I was asked to establish a wheel-building department and I soon had four men working under me when production got going. But I told Ted Hampshire I didn't want to spend the rest of my life wheel-truing. I was often given a twin to take home at the weekend.' *(It must have been an eye opener. One of Norman's colleagues, Alan Sargent, later a senior engineer at BSA and then Norton, told me how on his first runs on a Vincent twin up the Great North Road, 'suddenly there were bends where before on other machines the road had been straight.)* And if they were getting behind with road-test, I would assist till they had caught up:

A good life, but for the company there were set-backs. Early in 1947 the firm's



**Norman Peach, about 1950.**

founder and presiding genius, Philip Vincent, suffered a bad accident when the gearbox seized

on a Rapide he was testing. After the accident, PCV was like a little boy; his voice had gone funny, and he had a nervous tic, shrugging his shoulders all the time.

Unfortunately this was soon followed by one of the company's several financial crises, so that production was slowed. Then in 1949-50 there was a slow-up of the export of twins for the police in the Argentine, where PCV's family had made their fortune. 'There was at least one batch of twins, already road-tested, which were then stored in a barn until things picked up.' Another inhibiting factor was the machinery; 'Most equipment post-war was rather worn out. It wasn't until the early Fifties, when production increased, that they got some more up-to-date stuff. Till then, it did hold things up.

'So many people today think Vincents were made to jewellery spec, but this wasn't true — they were financially constrained production things.' It is well known now that there were considerable variations between the performance of individual machines, with some of the 45bhp Rapides faster than some Black Shadows which theoretically put out 10 more horses. Norman laughed. 'We used to say at the works, if you built one and blueprinted it, and then put one together out of junk bits — you'd probably find the junk one was faster!'

1949 was a good year for Norman on a personal level, as he married his wife Joyce. She was a Stevenage girl whom he had met at the Six Hills motorcycle club. 90% of whose members were Vincent employees. 'Joyce was secretary to the Buyer — a right swine. Philip Vincent did tend on his own to be a pretty easily led character — after the departure of Phil Irving and Frank Walker,' (the MD put in early on by PCV's father) he tended to surround himself with toadies.

This Buyer was a drinking, cadging sort of character who did very little work; he was always down at the Cromwell with the clique who carried Vincent along with them. So his second-in-command did most of the work, with the Buyer himself really only being in the office much at Christmas time, to make sure he got the gifts from sales people...'

And PCV himself? 'Even though I was in charge of wheel-building, Vincent would only talk to Ted Hampshire. I probably only talked to him three or four times in the twelve years I was there. He seemed to have no idea of the normal working chap. He'd had a sheltered upbringing, first in Argentina and then at Harrow and Cambridge, so he had never come in touch with ordinary men. He always seemed very diffident, too shy to stop and chat in the works, almost afraid in fact. so he would only work through subordinates; the only people he would get involved with were his managers.

'Phil Irving was the opposite.' The down-to-earth Australian. a Chief Engineer whose input into the design of Vincents equalled PCV's own, had returned to Stevenage from Velocette in 1943 and would stay until the Series C was finalized late in 1949. 'When they were developing the first Lightning racer, Irving was involved. There was a panic on to build 21 inch front and 20 inch rear wheels for it. We'd got them laced in the afternoon, but when they were ready for trueing it was knocking-off time. I stayed on to do the job, and Irving stood by the other side of the bench, talking and handing me cigarettes until it was done — that was the sort of bloke he was.



'There was a foreman named Bill Brown, a little man of about 5 foot 2 who was in the Salvation Army. He'd had no engineering experience, but after a while he went to Letchworth, did a training course as a manager and was re-employed by Vincent. Cliff Brown, no relation to Bill, had been the engine assembly foreman, but then he transferred to the test house to work with

his brother George, the famous sprinter and racer. Dennis Minnett, a pre-war Brooklands Gold Star winner, took over from Cliff until he was put in charge of the Lightning assembly gang, so Bill Brown took over as engine assembly foreman.



'One day Irving came storming in, picked up Bill Brown and pinned him physically to the wall. 'Mr Brown,' he said, 'if somebody writes in to tell me there's something like a dog's cock in his timing cover, what exactly am I supposed say to him?' What had happened was there was a jet and a holder which screwed down into the top of the timing case, restricting the flow of lubricating oil to the camshafts etc. The holder was shouldered, but Bill Brown had decided that this was causing problems, and he'd had it finished, that not only did it indeed resemble a dogs cock but instead of restricting oil, it was letting oil through. And many Vincent owners were mechanically capable enough to strip down their engines and realize this. To my mind, even today, if you own a Vincent, you've got to have a reasonable amount of mechanical expertise.'

Early in 1950, with Series C production getting into its stride, the company decided to move engine and cycle assembly, which included Norman's wheel bay, back to Fisher's Green. 'I'd always worked in the High Street, so after the move, in April 1950, I told Jack Williams that the wheel section was running itself now, and I'd like to go on to road-test. It was to be a permanent transfer.'

## A Vin of Your Own

This coincided with another important step for Norman — getting his own first Vincent. 'I talked to Jack Surtees,' (father of John, and himself a big London dealer) 'who used to come up often collecting machines from Stevenage, about changing my 3T for a Sunbeam S8. 'You don't want one of those,' he said, 'they're no quicker than your Triumph. Why not have a Vincent?' So I talked it over with Joyce, and we went down to Surtees' shop in West London. I had a pre-war 350 New Imperial racer which I'd picked up for £20 and that interested Jack. so he agreed to take it, and the Triumph, in part exchange: but I would have to pay full price for the Vincent twin — which was £325. '

Back as work on Monday, Ted Hampshire, who was now on the sales side said to me 'Why don't buy one through the works? You' get a useful discount, and all have to do is sign a paper to won't sell the bike within a year.' Joyce agreed. so we went back to London, to , Conways, another big Vincent dealer where again we knew someone, and sold the 3T for £110.'

Not bad considering the Triumph had served Norman well, covering over 20,000 miles in four years. 'Power was a bit limited with a pillion passenger, but on one trip to Scarborough with Joyce, all the way from Stevenage we were only passed by two other vehicles: a Vincent twin, and a Jaguar.' Norman's subsequent experience was less happy with parallel twins, such as a Constellation he owned in 1961 ('a sod to start'), and an A10 he rebuilt. Norman found that they both simply vibrated too much at the -70-plus speeds to which Vincent twins had accustomed him.

Back at Stevenage in 1950. working by now on Test, he and his colleague Bob Brown went through the current batch of production bikes and chose one with the best features, such as heads cast by John Gale which had quietening sections between the fins: and then Norman



road-tested it himself so that no one else had ever ridden it - not many other owners could say that!

This first of Norman's Vin's was a Series C, but that was not his absolute ideal - and with his access to road-test bikes of all the post-war Series, he was in a better position than most to assess the matter. 'I have always maintained that the best-handling Vincent was the Series B Rapide. with a 3.00 x 20 inch front tyre. The B's Brampton fork was lighter than the Girdraulic.' The latter had been PCVs own and was the distinguishing mark of the C series, though initially a few C's were built with Bramptons. 'The Brampton people had been told that production of the different-forked versions would carry on in parallel,' said Norman. but that was only to get them to keep making the things until Girdraulic production was ready to take over.

The Series C with Girdraulics was taller at the front, which to my mind made handling less positive. Another result of that was that the C's dual side/centre stands had to be lengthened, as with the old stands, once you had parked. the damper unit in the Girdraulics gradually extended itself at rest, and the bikes sometimes toppled over... '

The Series B's fork and wheel gave hairline steering — but that was pre-supposing good roads. Later, in 1959, I bought a Brampton-fork Series B, modified it with a Series D rear frame, and with Joyce plus luggage, went on one of Ken Craven's tours of Spain. But a 300 mile days ride on the Spanish roads of that time left me with very sore wrists, from the Brampton girders. At least the rear end was fully sprung. I used solo springs in the Armstrong unit which the D fitted, but also with a length cut off the smaller bore Series D front fork spring and fitted inside the rear unit's standard spring. Also, as well as the D's standard single rear unit. I fitted another Armstrong unit outboard of it. Because Vincent's proprietary units on their own did tend to shed oil on Continental tours — it had happened to me on my first time out, on a Comet. On the B I played around with that layout, and it did improve things quite a lot.

'The Series D rear set-up was definitely better than the B and C's, a bit lighter and with more travel the trouble was the bloody awful seat. It had been made straight, to reduce height a little, since the new springing had raised seat height and some shorter riders could find it a bit of a struggle. So the D's seat was fairly shallow, without the B and C's shaping. And what we found on unenclosed D's was that, wearing a newish waxed cotton suit, under acceleration you slid sharply backwards along the seat — you had to brake, or the bike got a lot further away from you than you wanted!'

Though Norman may have preferred the B's Brampton, there was no question about the Girdraulic's strength. In 1949 one of our testers, Henry Pinnington, an ex-racer, was killed testing a Series C. He'd been doing 90 (there was no upper speed limit on unrestricted roads in those days) when a Devon saloon car pulled out of a side turning and drove straight across the road in front of him; the bike ended up inside the car. The driver was a local councillor though, so they blamed the mad motorcyclist. When the C was brought back to the works, although the front wheel had been flattened against the engine, and the steering stem had burst through the steering head, the blades of the Girdraulic fork were still virtually straight.



Henry Pinnington, raced a 1929 AJ's in 1933

'That incident made the insurers insist that Vincent testers all wore crash helmets, though I'm not sure what good they would have done at those speeds. In fact there were surprisingly few

incidents. George Brown did have a crash once, going to Hitchin; the police collected his bike and said he'd been doing 120, but that was because the speedo needle had gone round and jammed against the stop — even George would have been pushed to top the ton on a Comet!

## Put to the Test

From then on, Norman worked at road-test. 'Each man had his own battery, exhaust pipes, speedo, and, usually, his own seat, so that those production parts didn't get any wear or mileage. We would collect a bike; they came to Test with just assembly oil in them, so we would fill the oil tank, squirt oil into the filter chamber, and usually remove one rocker cap and squirt a quarter of a pint down the pushrod tube into the timing case. We also always had to slacken off the banjo at the bottom of the crankcase for the main feed to the oil pump, to make sure that oil was getting through. That was because once, the cut-off on the main oil-feed from the oil tank, which blanked off the tank if the pipes were to be removed, had been re-inserted the wrong way round...

Initially we'd check the tappets so they were approximately right, ie. so you could spin the pushrod when the valve was dosed. Once I called at Bryants of Biggleswade on a test bike to pick up something, and Jack there said that the bike approaching had sounded like an old Rudge, you could hear the clatter a mile off — that was probably on Initial test.

'We'd fit the battery and exhaust; check the brakes were roughly OK. start up and set the carburettor approximately. Incidentally starting was never a problem — there's a technique, of course, and it's surprising how many don't have it! Too many people stop three-quarters of the way down their kick — you have to give it a little flick at the end, to get the flywheels going — I could often do it for customers' bikes when they couldn't, and the bigger the chap often the more difficulty they seemed to have. Brute force was not advisable, as Vincent kickstart splines were the same size as on the previous separate Burman gearboxes, and not really adequate unless the kickstart was really tightened down.



'We would fill up at our own petrol pump at the works, and start. On the initial run I would do 10 miles, through the lanes, so that I used the gearbox quite a lot to free it up, and could check the clutch action. On return I would probably collect another bike and do its oils etc. until the first one was cool enough to re-set the tappets before taking it out for another 40 miles. Personally I used to go somewhere quiet, like Knebworth, and re-adjust the carts out there, since if several of you were doing it in Test, it was awfully difficult to hear what yours was doing.

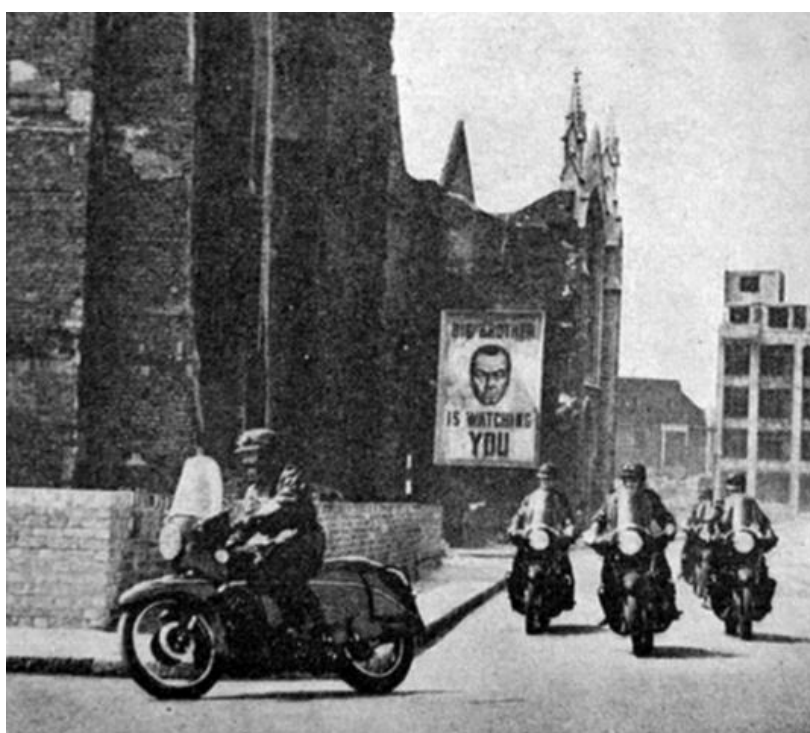
'We would return, do any necessary adjustments to the brakes etc and check things over for tightness, then have a cup of tea before doing another 40 or 50 miles more to complete a test of approximately 100 miles. There was never any fiddling do less than that,' (which was unknown at other factories) 'though the other way about, some testers were rumoured to go off to Wales on test bikes at weekends! No, it may sound prissy but owning a twin myself and realizing what they cost, with most people using their wartime gratuities to get one, I used to try and test them as I hoped someone would have if it had been me that was going to buy it. And today with the Club, of course, I've now met several owners whose bikes I did test when they were new'

Hazards of the trade? ' Vincents were so much faster than anything else, but people still wanted to take you on — and when you're road-testing a new bike, you didn't feel inclined to prove to a flat-out Speed Twin that you were still in 2nd.' And the police? 'I was done twice. 39.1 mph in a 30 limit once. And then after a dash back to the works, I'd done 60 through a village — 60 doesn't seem much when you've been doing 90, does it? — and realized there was a car following me. Well people would tuck in behind you sometimes, so I didn't twig for a bit, and then just as I was shutting off he gonged me. I had no mirrors — in those days you used to think you were young enough to turn your head around! I was fined £3! — things were more reasonable then.'

By 1954 there were occasions in the company's uneven fortunes when production ceased temporarily, and Norman went back to wheel-building; and then to preparation for PCV's last throw, the radical all-enclosed Series D. 'I always felt that the faired Ds would be vulnerable to cross-winds. Then in June, in TT week, the one where Geoff Duke had clutch trouble in the Senior, Jim Sugg came to me in a panic and asked me to go to Ipswich and pick up a batch of Oilite bushes. I took a faired D, and was then delayed there as the depot had closed for lunch. I was very keen to get home and hear the TT on the radio so I came back like the clappers, cruising at 90 over that open Eastern country, with its high winds. But the D was very, very steady even at those speeds.'

On another occasion, after delays with the glass fibre work had led to the late decision to produce an unfaired D, Norman and Joyce were drafted in to do a long-distance two-up test of the prototype by project head Jeff Manning. The test was abruptly interrupted after the couple had stopped for a cigarette and the bike caught fire! Luckily the cause was not their fag-ends but the horn, which on the prototype D was fixed on the frame tube that substituted for the previous oil-bearing beam. Unknown to anyone, the horn's mounting had fractured the previous week on the pave at MIRA and it had fallen by the battery, shorting things out. Norman jury-n xed the wiring and got them home.

A final D-related incident saw Norman sent on one to the film set of George Orwell's '1984', to evaluate the bikes suitability in the story as a mount for the Thought Police. 'I was on a Black



Prince, in a black Belstaff suit with a black helmet. They offered me a job, but I told them I preferred road-testing.' In the end the VOC rather than Stevenage would provide the ten Ds which, with their bodywork modified and the soundtrack doctored to remove their healthy engine-note, provided memorably menacing mounts.

The D, of course, was Vincent's swan-song, and production ceased late in 1955. At the time we all felt that there would be no future for Vincents after five years, the period you were legally obliged to provide spares for a defunct model.'

After working as head of Service Reception and Technical Information until 1958, Norman's career moved elsewhere, but the Vincent beat went on. He's appeared with Ted Davis riding Vincents on 'Top Gear' ('and both our bikes were Brampton-forked!'). He's been part of a Brains Trust, at the museum which now stands where the High Street works used to be, to mark the 40th anniversary of D production;



the VOC gave an award for the student at the school with the best technical record. He's reassured the very unhappy new owner of an enclosed Series D twin which he had originally tested — 'the bike was fine, the problem was that the guy had never ridden anything before where he couldn't see the front wheel move.'

In 1999 Norman had just finished reading Dr Jacqueline Bickerstaffs 'Original Vincent' book, and had been impressed. 'It's the best I've read — I couldn't fault it' but he will continue to connect errors about Vincents, or they'll be perpetuated. For instance? 'One of my first jobs arose from the fact that they had found that when they put the drive chains on early Series Bs, because of a dimensional drawing error, the only way to get the chain on tight enough was to have it at full stretch from the start, with all the adjustment used up. So Ted Hampshire and I decided to take a bastard file to the rear fork and cut a 1/4 inch slot so that the spindle could go forward enough to connect the chain up with two links removed (PCV wouldn't hear of using a half link). So some early ones had two links less. To justify this, it was announced that it had been done to allow for tyre growth at high speed, and also for a larger tyre to be fitted. That was the excuse, but those were the facts.'

I hope Norman will be around to tell the truth about the legend that is Vincent for a good while longer. Because no one is better qualified. Norman Peach knows Vincents inside out, and he loves them, warts and all.

*Sadly, Norman Peach passed away in 2013.*



*back row L/R Norman Peach, Stan Duddington, Ted Davis next row Allan Rennie, David Bowen, Bob Clements (Vincent 1932 to 1958 if you have a series "A" Bob would have worked on it) Guy at front I do not know think he worked there in Harpers Time. Photo taken in 1999 at No1 Vincent factory site – photo courtesy of David Bowen.*



## Planning on being part of the 2020 Australian National Vincent Rally?

Well you had better get a move on as the word is accommodation space at the rally site – the McLaren Vale Motel & Apartments – is filling fast.

Don't say you were not warned! The Rally registration forms should be available within the next few weeks and will be distributed as an OVR special edition. For now best to get on with your accommodation booking arrangements if you wish to be staying at the rally site.



**Vincent Clubs of Australia  
National Rally – 2020**  
*McLaren Vale, South Australia*



**September Monday 21<sup>st</sup> to Friday morning 25<sup>th</sup> 2020**



Corner Main Road & Caffrey Street  
McLaren Vale, SA 5171  
phone 08 8323 8265

<http://www.mclarenvalemotel.com.au>  
[info@mclarenvalemotel.com.au](mailto:info@mclarenvalemotel.com.au)



### **Basic Details so you Can sort Your holidays**

McLaren Vale is part of the Fleurieu Peninsula and near where we held our 2012 Rally. The motel is a family owned business (for over 35 years), and part of the “Golden Chain”. We have put a hold on the entire complex so you need to contact them direct and choose your room from the attached pages, or website, & pay your deposit direct to the motel.

**Rally attendees will be given a 10% discount off of the listed 2020 prices**

*Check out their website for more detail on the Room layouts & the motel  
– you will be impressed.*

*People can share easily with some of the 2 bedroom unit layouts. There are other accommodation options in the town if you prefer a B&B, or to stay at the Caravan Pk.*





# Shim kit for setting needle height of AMAL Mk1 and Mk1 Premier Carburettors

Every AMAL Mk1 and Mk1 Premier Concentric carburettor is built to provide an air fuel mixture at a nominal setting utilising just 3 grooves in the main needle, allowing the needle height to be adjusted in 3 0.064 inch steps.

For the majority of original applications these basic lean, middle and rich settings were generally acceptable. However, for use with modern fuels, tuned or modified engines a finer setting of the main needle height is frequently required to obtain the engine's optimum mid-range performance.

This kit comprises 2 specially designed shims of 0.016 inch and 0.032 inch thickness allowing you to make 12 precise needle height adjustments in just 0.016 inch increments.

By inserting either or both shims as desired, under the needle clip, the user can vary the needle height in increments of 0.016 inch, 0.032 inch or 0.048 inch between each basic needle setting providing a much better range of precision needle adjustment in the critical mid-range and thereby select their preferred setting.



A\$15 for 1 kit, 2 shims (suits single carb installation)

A\$10 for additional kits, if same delivery

- Prices include Post n Pack World-Wide
- Payment by PayPal
- Limited stock available

- All enquiries to The Oz Vincent Review, email [ozvinreview@gmail.com](mailto:ozvinreview@gmail.com)

NOTE: This kit is suitable for use with all AMAL Mk1 and Mk1 Premier Carburettors AND Wassell units as well.



# OVR Event Schedule, updated 18 November 2019

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
<b>2019</b>		
Nov 16-17	Bendigo Swap Meet, Bendigo showgrounds, gates open from 6 am!	
Nov 22-24	VRV Annual Vincent Riders Dinner	<a href="mailto:brianh1967@yahoo.com">brianh1967@yahoo.com</a>
Dec 8	VRV Xmas gathering at Mitchelton Winery,	
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 23-28	Dry Lake Racers Australia 30 <sup>th</sup> Annual Speed Week @ Lake Gardner, South Australia.	<a href="http://www.dlra.org.au/2020.htm">www.dlra.org.au/2020.htm</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.!	<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> at the Queensland Art Gallery Gallery of Modern Art (QAGOMA) in Brisbane, Australia	
<b>2022</b>		
October 20-25	VOC 2022 Australian National Rally, Victoria, Australia. Details later.	Put this in your diary now

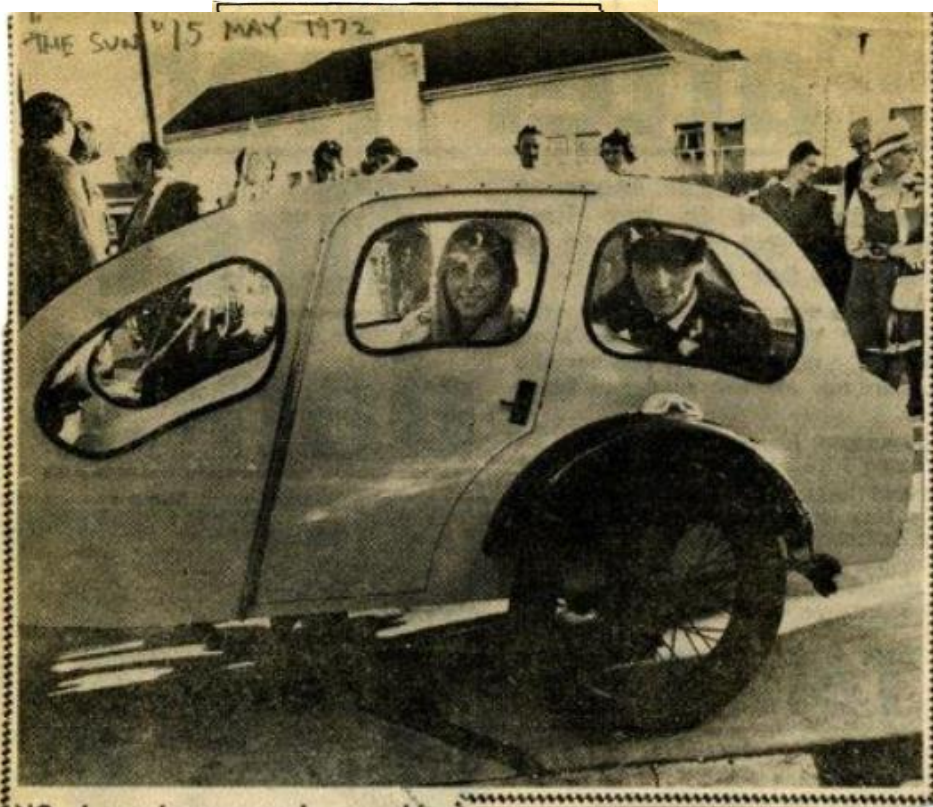
=====



## Looking Back

From May, 1972: Alec Corners much raced and travelled Rapide outfit was pressed into service by his chum Ray Thompson for use as the Bridal Carriage at a mates wedding. Alec tells the story below.





NO horse-drawn coach or shiny limousine for Trevor Hunter and his bride, Carmel . . . they are leaving the church in a motorbike and sidecar.

It looks a little cramped, but they both have broad smiles. That's the happy couple (below).

Mrs Hunter, formerly Carmel Smith, of Sunshine, is a teacher. Her pupils in grade

one at Albion North State School wrote to The Sun requesting a picture to be published.

Trevor, of Ascot Vale, said the sidecar — a 1949 Vincent — belonged to a friend of a friend.

The couple married at All Saints' Church of England, North Footscray.

Alec Corner



"I had with me the Practical Motorist magazine when we arrived in Australia 1959 and in the magazine were plans for building a double adult sidecar and having twin girls arrive in 1961 and only a Dusting sidecar on the Vincent and no car I built the sidecar. Quite easy as I am a Carpenter and Joiner by trade so I cut up two Dusting sidecar frames to get a four point mounting on to the bike it was painted green at first. When I started racing the outfit was painted yellow with green stripes and we crashed at Benalla and at Ballarat Park and a friend of mine Lionel Earnshaw who was an experimental engineer at Shere drills and older than me said get rid of the green lines so they were painted black and from then on we started winning so the sidecar got painted yellow. Regards, Alec"



Having built the sidecar himself in 1961 eventually, in 1972 after sterling service on both road and track, he sold his Rapide outfit for the princely sum of \$2,000. Allowing for inflation, in 2019 it is still a very reasonable \$12,500, given the present market value of a 1949 Rapide!

Item based on original material from Alec Corner, Australia



# Ferrule Fastening

*Another from Merino Noir*

Both  $\frac{3}{4}$  inch and  $\frac{1}{2}$  inch OD fuel and oil lines are used on Vincents and as most folk know they are secured with slip on ferrules. On early machines stainless steel was used by the works, but modern replacements are most likely to be plated brass.



The advice provided by Richardson, Stevens and others is that the ferrules need not be crimped if the hoses are in good condition, properly degreased and coated with Wellseal before assembly. Further any sharp edges of the metal pipes and fittings must be rounded off or chamfered to prevent internal damage to the hose which in turn could cause fuel starvation, main jet blockage or in the case of the oil lines, insufficient lubrication.

The concern with this is that any surplus Wellseal (or any sealant for that matter) that inadvertently gets into the hose interior can also cause dreaded and oft expensive problems as well. And even if you do use a sealant there is no certainty that you will have fuel/oil tight fittings.

What to do? Do not use any form of sealant, instead properly crimp all ferrules. You can spend a fortune on commercially available crimping tools like the one shown here, or with a small investment of your time, and care, using simple tools, you can make your own crimping tools for very little cost.



To create a good crimp you can make up a tool from two 3 inch lengths of  $\frac{3}{4}$  inch bar stock of any handy material, steel, brass or even aluminium. You will need to make a separate tool for each size of ferrule you wish to crimp.

Clamp two lengths together and to ensure alignment during the tool making process and use afterwards, set 2  $\frac{1}{4}$ " rods into the two halves with a secure fit on one half and a sliding fit in the other. For the  $\frac{3}{4}$ " ID ferrule drill a  $\frac{3}{4}$ " hole or for the  $\frac{1}{2}$  inch ID

ferrule, drill a  $\frac{1}{2}$  inch hole, so that there is a semicircle in each bar, then using a triangular file create 4 "V" shaped grooves at 4 positions around the outside of the hole as shown.

Cut the end of the fuel/oil hose square then slip the ferrule over the hose end and push the banjo, hose tail of whatever fitting you are using into the hose as far as you can.



Now put the two halves of your tool around the ferrule and squeeze it gently in your vice. The ferrule is compressed around the hose and the fitting, thus retaining the assembly. You will produce a superior crimp if you squeeze half way then rotate the ferrule/hose assembly 90 degrees in the tool then squeeze again to finish the crimp.



Compressing the ferrule to less than its original outside diameter creates some 'spare' material which swages out into the "V" grooves you cut into the inside faces of the tool.

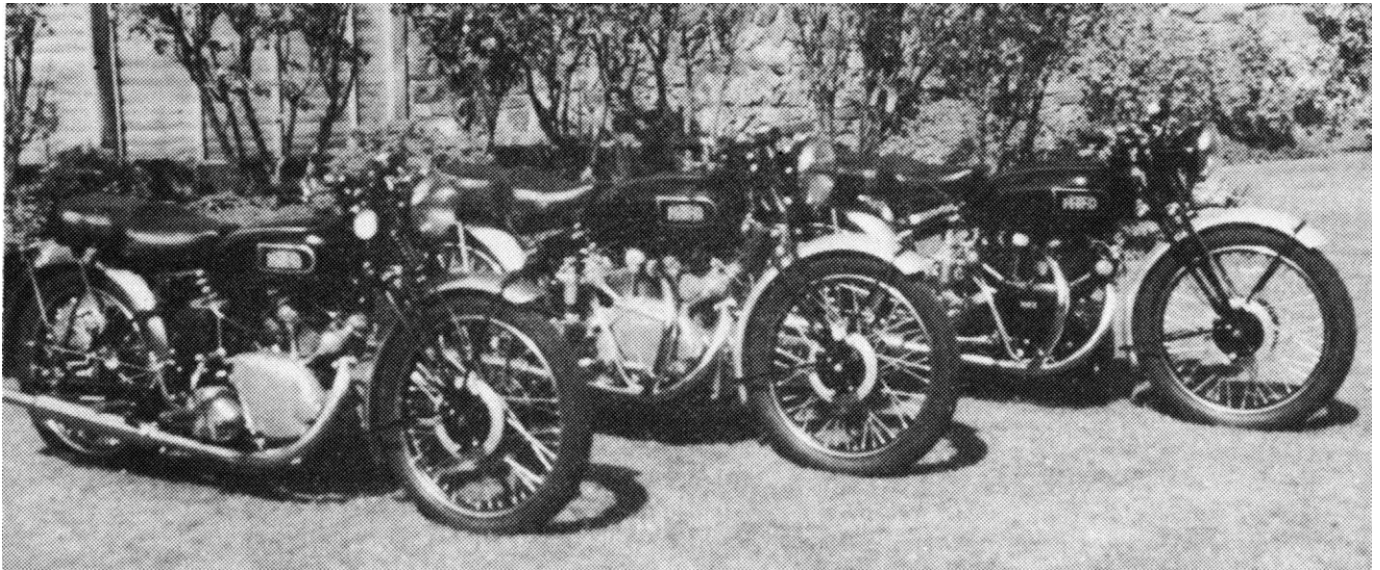
Here are examples of finished crimps.



# THREE B's

**A 1947 series B Rapide, purchased for £273 had a shattering 0-60 mph time of 6 seconds ... better than a 1984 308 Ferrari!**

THESE are the three bikes Stevenage kicked off with in the mid- to late-40s: the Brampton girder-forked Series Bs. The Rapide came first in 1946 followed by the Shadow in 1948 and, finally, the Meteor; only the Rapide was made in any quantity — just 81 B Shadows and 127 B Meteor's left the production line. The Meteor was, of course, odd man out in being a 500 cc single, basically half a Rapide with a separate Burman four-speed gearbox and clutch.



I had to wait until 1947 before I could collect my B Rapide, although it was ordered way back in 1945 from an artist's impression I saw in *Motor Cycling* which, incidentally, showed a stainless steel petrol tank — unfortunately, never to be.

My £273 1947 Rapide looked exactly like the 1948 Rapide pictured in the group and was an absolute sensation among early post-war days machinery, with its shattering 0-30 mph in 1.5 seconds, 0-60 mph in 6 seconds (same as the 1984 308 Ferrari), 110 mph maximum, and 125 mph available with comparatively mild tuning — all that on 72 octane pool petrol, which you could hardly light with a match. The £400 B Shadow — a black engined, mildly tuned Rapide — did, of course have a 125 mph maximum, but we had to wait a year or so for that. Just as we did for, arguably, the nicest road-going 500 cc single from the Vincent stable — the Series B Meteor, a delightfully smooth, good-handling bike with fine brakes that was very economical. Half a twin, it shared all its cycle parts with the Rapide. However, we are glossing over the first exciting and difficult years of production far too quickly, something I was to experience first-hand.

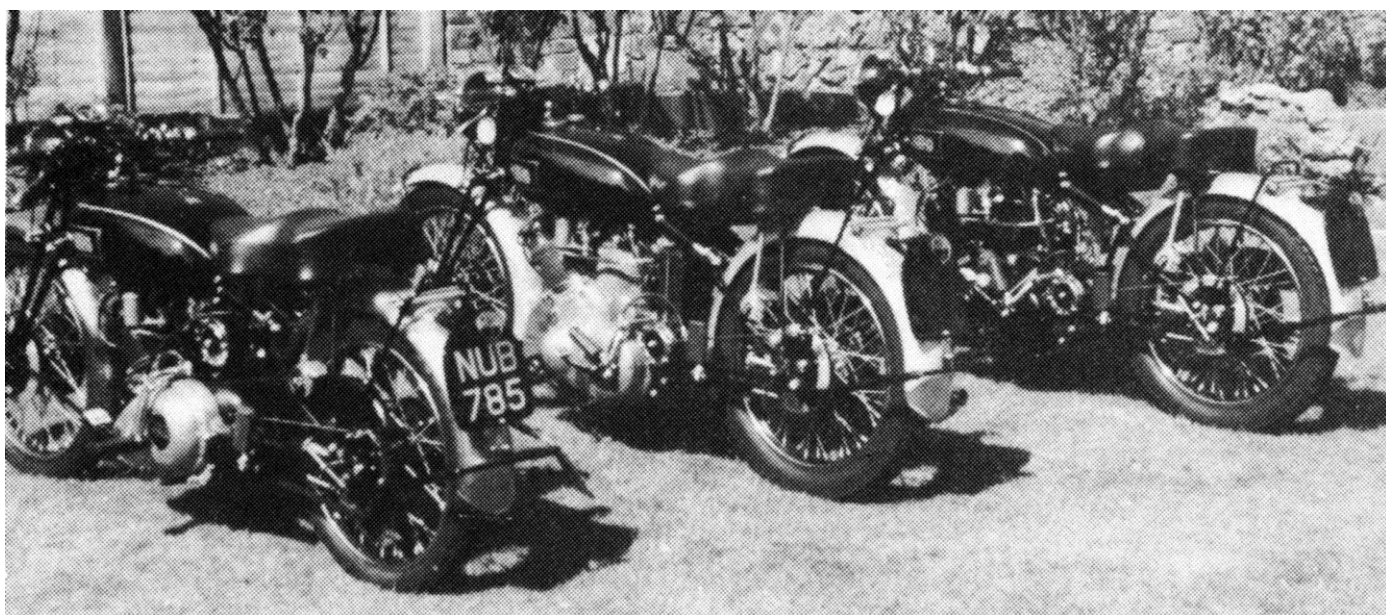
So impressed was I with my Rapide that I decided to see if Phil Vincent and his stalwarts could do with another willing helper to build the world's fastest standard motorcycles. Racing a Series A TT Replica and actually arriving for a job on one of the first Rapides helped my introduction, and 1947 was seen out on the Vincent payroll. Where better could one be with race plans that included one's own Rapide, which was to be the first to appear in a long-distance road race — the Leinster 200, in southern Ireland, in May 1948? Production of Series Bs averaged about 15 per week for the first year of my employment. Our little dispatch department was always empty.

We were all busy building and testing, and working overtime every week — a necessary activity in view of the low rates of pay — some £9 per week for skilled personnel. As the new models

appeared, so production slowly increased. The fantastic performance put up by 10 Series Bs in the 1948 Clubmans TT silenced all the non-believers, my own to-work-and-back daily transport B finishing on the leader board after some traumatic experiences. In 1948 a Series B Shadow broke the American National Speed Record at over 150 mph, while many another country's records fell to the first two great Vincents — the Vincent HRD vee-twin Series Bs.

At home the, now legendary, works Black Lightning, Gunga Din, first appeared in Series B guise, ridden so capably by the late George Brown. Lap and race records fell to this combination by the score.

It was 1950 before the last of the Bs disappeared, the Series Cs with their Girdraulic forks and rear damping etc., eventually taking over all models until 1955, when the Series D took the crown.



Some still mourn the passing of the Bs. Certainly the Cs and, finally, the Ds had a daunting task to uphold the reputation established by the Bs, something they surely did with honour, passing on their many joint advanced features for eternity and establishing a legend that still, happily, lives today.

It is now an established fact that more Vincents relative to the numbers produced have survived the ravages of time than any other motor-cycle. It is also a fact no other road going motor-cycle has appreciated so much, for so long.

Phil Vincent once said, in answer to a press enquiry — in my hearing — during the early days of production: as to how long he anticipated one of his Vincents would last. "For ever, old chap, for ever". T.D.

*This item penned by the legendary Ted Davis first appeared in Motor Sport, in 1984*



Stuart Bruce — retiring after 51 years.

When a Japanese representative of the Honda factory came to Melbourne in 1958 he went to every motorcycle shop in Elizabeth St., and could not convince one of them to sell Honda. Strongest in his refusal to handle the new Japanese machines was Les Buckeridge, then owner of Mayfair Motors. Les didn't want to know about the strange machines, and it took a lot of convincing by a motorcycle dealer in Queensland to get Les to give some a try. He wrote back to the factory and said he might consider buying six of their bikes. The funny looking Honda Dreams arrived, electric start and all, and didn't get time to have price tags put on them before they were sold.

So began the relationship between Mayfair Motors and Honda Japan. Les Buckeridge sold the business to Bennet and Wood in 1968, and the shop became the Bennet Honda, Melbourne branch.

Part of the history of Mayfairs, and indeed motorcycling in Victoria, is Mr Stuart Bruce, who joined Mayfairs in 1955. He began in the Motorcycle trade as far back as 1925, when he started working for Stillwell and Parry, then the agents for A.J.S. and Velocette. Stuart Bruce then moved to Cottmans in 1940 when Walter Cottman

bought out the stock of Stillwell and Parry.

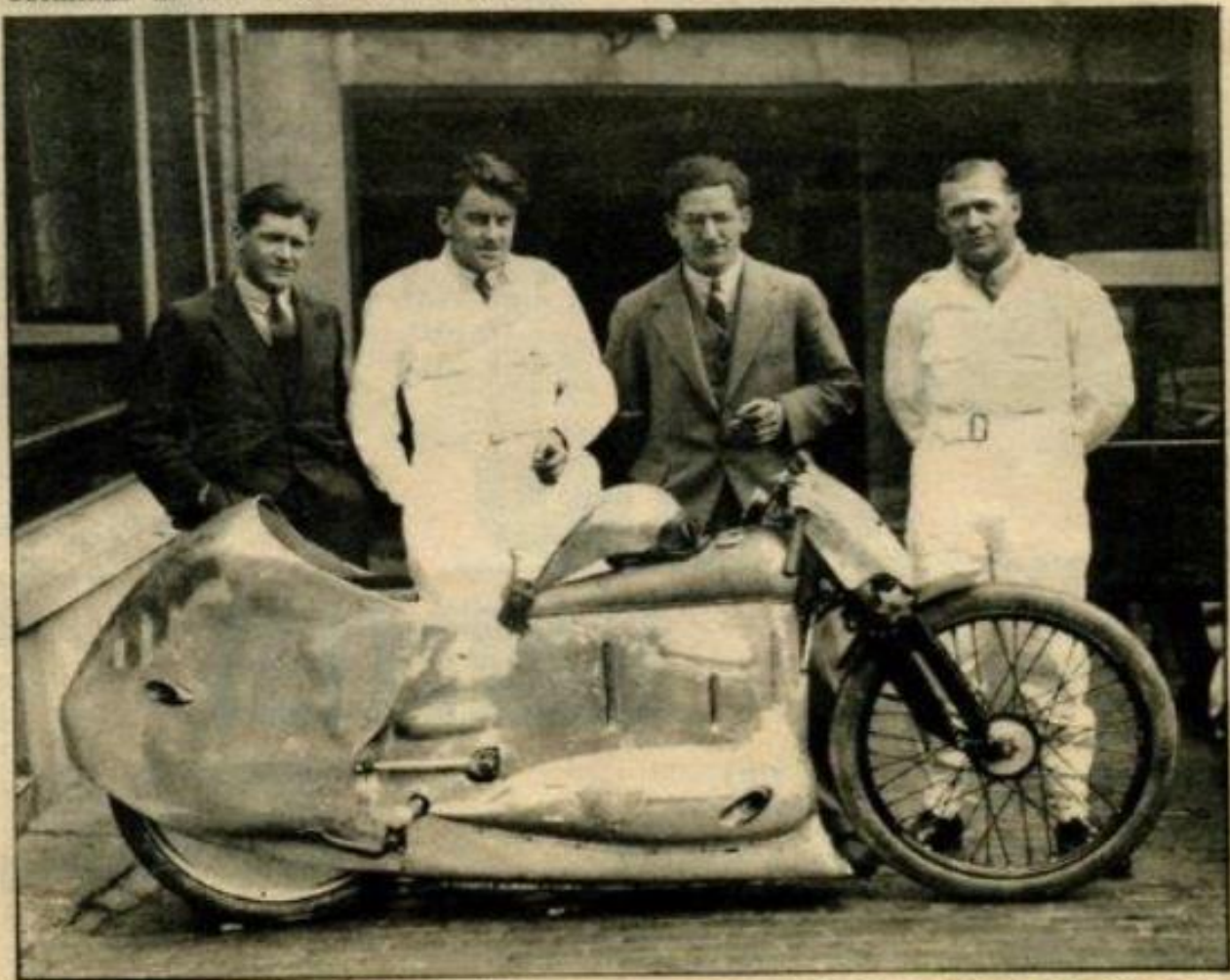
Mayfairs themselves started in 1930, and when Stuart went there in 1955 the big selling models were DKW, Adler and James.

Stuart was actively involved in motorcycle competition between the wars, and in 1932 helped his brother set a new world speed record for a motorcycle and sidecar. In fact a look at the back of the ACU rulebook will still find the name Alan Bruce next to some records.

Alan used a Jap engined Brough Superior with streamlining designed by Phil Irving, (including a special streamlined helmet) to set a flying kilometre of 124.40 mph, and a flying mile at 123.15 mph. The same bike was ridden solo in an attempt to beat the solo motorcycle speed record, and reached over 150 mph one way, but failed to complete the compulsory reverse direction run due to mechanical trouble.

After 51 eventful years in the motorcycle trade, Stuart Bruce leaves Mayfairs on Friday 13th of August.

The many friends and acquaintances Stuart has made during his half century of service to the trade and sport of motorcycling wish him all the best for his retirement.



Recognise anyone? A very young Phil Irving (second from right) stands behind the bike for which he designed the streamlining with Alan Bruce (second from left.)



# Buy, Swap n' Sell

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

**For Sale: I have four Vincents for sale**, all located in the USA. If you know anyone who might be interested, feel free to call me or e-mail. Can e-mail pictures.

[Bike 1] 1948 Rapide: Not complete yet but almost. (No title); [Bike 2] 1952 Rapide: Completely restored three years ago. Ridden less than 1000 miles since. Upgraded to Shadow specs.; [Bike 3] 1952 Comet: Runs and looks good. Owned by Lynn Brahier.; [Bike 4] 1955 Rapide: Restored original. Less than 10,000 miles From new. Spent most of its life in the AMA museum at Worthington Ohio. Original Birma-bright fenders.

Contact Tom Nelson, New Richmond, Ohio USA Phone: 513-553-2162; E-mail: [jeton@fuse.net](mailto:jeton@fuse.net)

=====

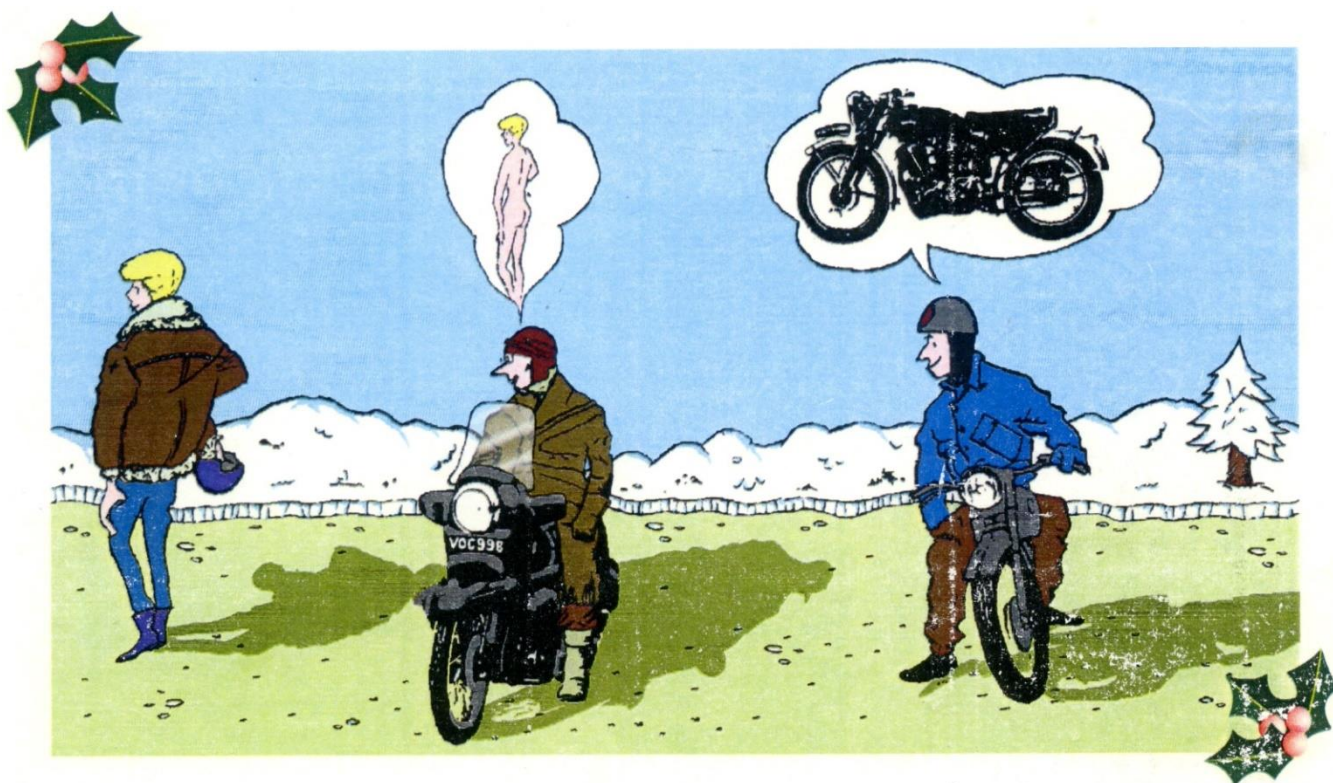
**For Sale: Amal Mk1 Carburettor Shim Kits**, provides twelve 0.016" incremental needle adjustments to allow precise tuning in the critical mid-range. Also suitable for Wassell carbs. A\$15 per kit including postage world-wide. Additional kits just A\$10 each.

Email [ozvinreview@gmail.com](mailto:ozvinreview@gmail.com)

=====

**For Sale: Rare early Touring model 1951 Series C Vincent Black Shadow.** F10AB/1B/7388 & RC9288B/E is a series C Black Shadow despatched in rare Touring Trim. See article in OVR Edition 67 "The Beastly Black Beauty"; Excellent provenance and condition. Australian \$175,000 (that's approx. US\$119K)

Contact. Stuart Archibald: [stuart.archibald@hotmail.com](mailto:stuart.archibald@hotmail.com) or +61448767476



# 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](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

**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](mailto: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](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 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

-----





*Back cover contributed by Vincent Riders Victoria member, Phil Pilgrim, Australia*