



The Oz Vincent Review

Edition #71, February 2020

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



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Welcome to the latest edition of OVR with the front cover featuring a volunteer fire fighter battling one of the recent mega blazes in Eastern Australia that claimed so many lives, destroyed 100's of homes and killed millions of Australian wildlife with some species now listed as critically endangered. And with over 80% of the bee population lost in the fire affected areas, agriculture is expected to be severely impacted for years

I was moved to start the OVR Bushfire Relief fund just 3 weeks back reaching out to OVR readers and also uses of the VOC on-line forum . You, members of the global Vincent community have responded magnificently with donations from as far away as Sweden and as close as a Australian reader who was evacuated from his home because of the wild fire threat. To date over Aus. \$7,000 has actually been received. Thank You! Every single dollar, pound, euro, rupee, franc or whatever donated to the fund will go, 100%, to help those impacted.

If you have not yet helped, but would like to, please send your donation by PayPal to ozvinreview@gmail.com

Disturbingly Australia historically has a fire season starting December, peaking at the end of February and ending with the onset of winter rains in late March, early April. After 3 years of drought affecting the entire Australian continent the current fire season commenced with out of control bush fires as early as September 2019. Over 150 fires are still raging out of control though most are in wilderness areas. Hotter weather is yet to arrive; the danger is a long way from being over.

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Melbourne, Australia.

BUYER BEWARE

Contribution from Simon Dinsdale (VOC Machine Registrar) & Jonathan Lambley (VOC Machine Researcher)

The best advice when buying a Vincent is to contact the VOC Machine Registrar or the Machine Researcher BEFORE you buy it, to make sure it is legitimate.

We offer a free service and once we have good clear photographs of the relevant numbers, we can quickly tell you if what you are looking to buy, agrees with the current VOC database. By just doing this one thing, you can potentially save yourself from losing a lot of money and your pride. Like the UK Driver and Vehicle Licensing Agency (DVLA), the VOC realised what had been happening with classic bikes in the past and as a result we changed the way we operate.

Over the year's machines have been restamped, documents forged, bikes cloned, and even photographs altered in order to legitimize a machine. Many people, including the VOC, have fell victim to these practices.

The VOC have no control over what happens to a machine after a certificate has been issued. Bikes get rebuilt and parts swapped around, so don't rely on old certificates as proof of legitimacy and don't take anything for granted.

Contact email: registrar998@voc.uk.com or research998@voc.uk.com

Motorcycle Main Stands.

Successful operation depends on several factors— including user confidence.

As in many aspects of riding motorcycles or in-garage handling, confidence in what you are doing is as important as personal skill, strength, technique, balance, et.al.



One of the actions most highlighting this is in getting a bike on/off the main (centre or rear) stand.

Experience shows that some motorcycle makes and models have better stand design geometry, layout, rigidity, etc. also that manufacturers expect the owners to operate stands single handed.

This is where one's confidence either precludes, or fears, the possibility of having the bike upright for lift/pull onto the stand only for it to topple over and crash, resulting in much damage.

If the fear is strong enough, avoidance is an option— just use the side stand or other prop. Otherwise call on strong fellow motorcyclists to jointly lift the thing-onto-the-stand!

Some reflections on the subject.....

Rear stands. Many older bikes have stands pivoting on the rear axle area- how can one possibly balance the bike, drop the stand, lift the bike all in one action?

Vincent mod. So if I ever, probably never, own a Vincent it would have to include a modern aftermarket centre stand and forgo originality.

Old BMW. BMW used to promote their “roll-on” centre stands. Sounds good, assume they worked easy (?)

Best case. Owned a Laverda triple which, in optimum conditions, could be placed on the centre stand by the seated rider. Good or lucky design outcome?

Worst case. Witnessed a workshop technique on a WW 2 Indian....lay bike on side, drop stand, use 2 or 3 strong mechanics to lift the lot upright.

Modern bikes too. Owning two last- decade Triumphs, a twin and a triple, reveals their Triumph accessory centre stands are not the best geometric design..... heave, heave some more! Bad experience. Bike in drive way almost up on stand, falls to right and the newly Bognor painted and lined tank finds the parked car's tow bar. Heavy crunching of both tank and my confidence level.

Side stands OK? Yes but not when it's the sole stand on big Moto Guzzis and the engine oil dipstick is just above the side stand. Checking oil level is tricky....no, plain difficult. Confidence needed. A Vincent owner convinced me to haul his C Rapide onto its D series hand-lever type centre stand. It was accomplished, but still brings disturbing thoughts of what if.... dropping someone's \$80K classic.

Conclusion. Really if we all rode light weight, or lighter than big capacity, bikes, main stand use would not be an issue. Or would user confidence still be as necessary?

An OVR Original by Jack Youdan. Melbourne, Australia.

Chronometric Speedo Gearbox.

For a while now I suspected something was not quite right with the front wheel of my Comet. All was fine when the wheel was rotated in a forward direction but, with the front wheel clear of the ground (a small scissor lift is something that should be in all home workshops) when the wheel was rotated backwards some harshness could be felt accompanied by noise from the brake plate mounted speedo gearbox.

Removal of the gearbox is a simple matter. Disconnect the speedo drive cable from the gearbox then after loosening the large locknut that secures the gearbox to its mounting plate, remove the 2 retaining screws and the gearbox may then be withdrawn from the brake plate. The driven pinion is a snug fit through the hole in the brake plate, but fit through it, it does.



Once removed the next step is to examine the gearbox itself. There are two end caps one is a press fit with punch lock shoulders as well and the other is retained by a split pin. The driven pinion is held onto the gearbox shaft with a split pin.

First remove the split pin securing the driven pinion then gently pull the pinion off the shaft. Now remove the split pin that retains the end cap and then by using a small drift and tapping gently (no HD precision hammers please) on the end of the shaft which can be seen where the speedo cable connects, the end cap will be pressed out of the body of the gearbox along

with one of the two gears. Now do the same with the other gear by like tapping on the shaft that carries the driven sprocket.

The photo's below show the condition of the gears I extracted along with a set of brand new gears I purchased from the VOC Spares Company. Right is an enlargement of one of the old gears showing the extent of wear on the teeth. I believe I caught the problem just before total failure!





I also purchased a new driven pinion. The original is steel, retained by a split pin and the new one from the Spares Co is plastic with no hole for a split pin. The new pinion is an easy press fit onto the gearbox shaft.

Pictured above is the new (left) and the old driven pinion – the extent of wear on the old is obvious.

Following a thorough clean of the gearbox body reassembly is straight forward. Apply a generous amount of high melting point wheel bearing grease to the gears and their shafts and then insert them into the gearbox body. Without the end caps in place, gently rotate the driving shaft (that's the one the driving pinion goes on) and check that the driven shaft (the one the speedo cable goes to) does rotate ok. You can now fit first the plain end cap and its retaining split pin. Then the end cap that has the grease nipple – I used a small socket as a mandrill to be sure it was square on to the gearbox body as I pressed it home then I punch locked at 4 points.

Again check for smooth movement of the gears. All being well fit the locknut to the gearbox followed by the mounting plate.

I relied on the press fit of the new plastic drive pinion when I first assembled my speedo gearbox but after only a few miles use my speedo stopped working. What happened was the new pinion was spinning on the gearbox drive shaft.

Using the old pinion as a guide, drill a hole through the collar of the new plastic pinion so you can install a split pin to prevent it from (eventually) coming loose on the gearbox drive shaft.

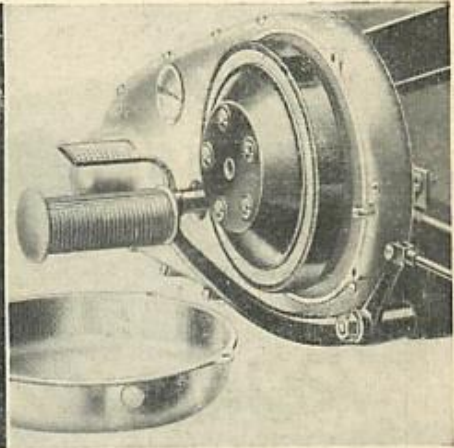
Measure the distance from the outside face of the brake plate to the face of the driving gear that's pressed onto the hub and visible through the gearbox mounting hole. Now set the position of the gearbox on its threaded mounting plate to ensure positive engagement of the pinion to that driving gear when the gearbox is in position. Finally refit the gearbox to the brake plate, make any final small adjustment to line up the speedo cable then tighten the large locknut and reconnect the speedo cable.

Of course, spin the wheel to check all is working as intended then go ride.



THE CLUTCH, OUR CINDERELLA

by PHIL VINCENT
AMIMechE, AMIPE



■ This treatment (a series of full-throttle standing starts) took its toll; the clutch began to slip on heavy load.

■ Even after pulling in the clutch lever and jabbing the kick-starter several times, bottom gear goes in with a teeth-jarring scrunch first thing in the morning.

■ Caned hard while obtaining the performance figures, the clutch friction material swelled slightly and lever clearance at the handlebar increased.

■ Whenever the machine has been standing for a few hours the clutch becomes rather sticky.

Cork is excellent in most respects. It has a good coefficient of friction, even when oily, and takes up the drive very sweetly because it is softly compressible.

However, with moderate slipping it chars readily, then glazes and loses most of its grip so that the clutch soon burns out.

Leather was chiefly used to face cone-type clutches. They gripped well but were fierce and juddery in take-up.

Some clutches had no special friction linings; instead the plates made metal-to-metal contact.

This type of clutch is still widely used on machine tools and was a feature of the Moto-Guzzi single-cylinder racers ridden by the 350 cc world champions from 1953 to 1957 inclusive, after which the factory withdrew from racing.

Metal-to-metal clutches run in oil and are just about in-

destructible but have to be massive for the torque they transmit. Those on the Moto-Guzzi were 5½ in in diameter with six bronze and seven steel plates—13 in all.

Today, the multi-plate clutch, with high-grip synthetic friction facings, is well-nigh universal on motor cycles.

The hot, oily conditions in which it works are far worse than those encountered in cars—and for the general satisfaction it gives we can thank the high development of the sophisticated friction materials.

Let us take a look at some of the designer's problems.

A solo must have ample cornering clearance and, with a conventional layout, this limits both the diameter and width of the clutch.

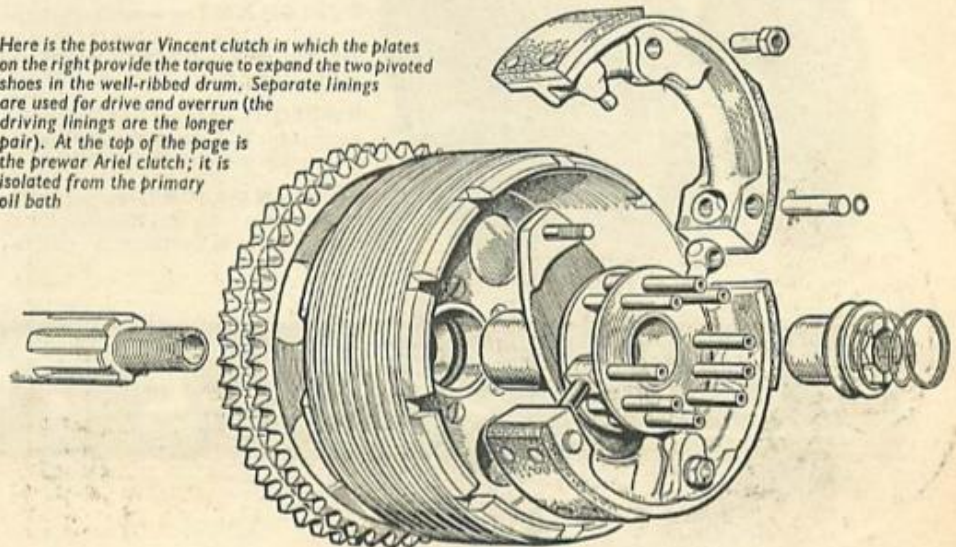
Usually it runs at something like half engine speed, which doubles the torque it is called on to transmit.

THESE four separate excerpts are all taken from recent issues of *Motor Cycle*. What is the answer?

Look at it how you will, there is no glamour in a clutch. It is the Cinderella of our machines—condemned to slave under well-nigh intolerable conditions in a hot, vapour-filled compartment and remembered only when it fails.

In the early days of motor cycles several types of clutch were tried because trouble was common in spite of low engine powers. Mostly these troubles stemmed from the use of materials such as cork and leather for the friction linings.

Here is the postwar Vincent clutch in which the plates on the right provide the torque to expand the two pivoted shoes in the well-ribbed drum. Separate linings are used for drive and overrun (the driving linings are the longer pair). At the top of the page is the prewar Ariel clutch; it is isolated from the primary oil bath





Above: During performance tests at the MIRA proving ground, Peter Fraser blasts a Triumph Bonneville off the mark for a standing quarter-mile; this treatment heats a clutch rapidly. Right: The latest BSA twin clutch is typical of modern multiplate layouts

Other factors being constant, the torque a clutch will transmit is directly proportional to the mean diameter of the friction faces and the number of them.

Hence, since additional plates don't add much to clutch width, the restriction on diameter has led to sports machines growing more plates as engine torque has climbed.

Another point in favour of this line of development is that it helps to keep spring strength within the limit of direct operation by handlebar lever and cable.

However, there are snags to increasing the number of clutch plates to cope with extra torque.

First, the more plates there are, the more the pressure plate must be lifted for adequate freedom. Since the clutch lever can be moved only a hand's stretch, any necessary reduction in leverage to increase lift calls for weaker springs to keep the "squeeze" reasonably light.

Next, the more plates, the farther are those in the middle of the pack from any chance of dissipating the heat they generate when slipped.

An oil-excluding band round the drum makes the situation worse and so does the lack of ventilation in a primary chain-case.

Unfortunately, the need to limit both production cost and

the width across the clutch housing results in the poor clutch finishing up in that most undesirable place, the primary oilbath.

What an incongruous location for a device that generates heat and depends on high grip!

Ariels were the first to get away from it when, in the 1930s, they put the clutch in an outer compartment, sealed off from the oilbath.

This scheme not only keeps the clutch cooler and avoids the risk of oily vapour deposits causing the plates to stick; it also keeps the oilbath free from abrasive particles worn off the friction faces and so reduces chain and sprocket wear.

I gratefully adopted the idea in 1945 for the Vincent big twins. My problem then was to transmit unprecedented power and torque—and that was before the days of synthetic linings that maintain high grip when hot.

The solution was a clutch in which the great majority of the torque was transmitted through two leading shoes in a drum, somewhat akin to a racing brake.

The shoes were expanded by torque derived from a single-plate clutch of orthodox design; as this turned relative to the shoe carrier, it built up tremendous pressure on the shoes through toggle links.

Heavy finning on the drum gave rapid heat dissipation; hence burning out was extremely rare, in spite of the unsophisticated nature of the linings then available.

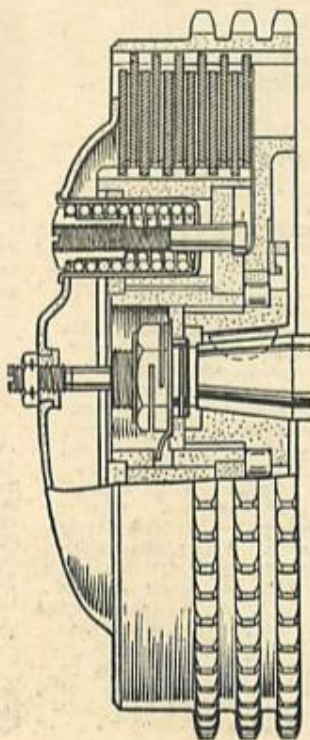
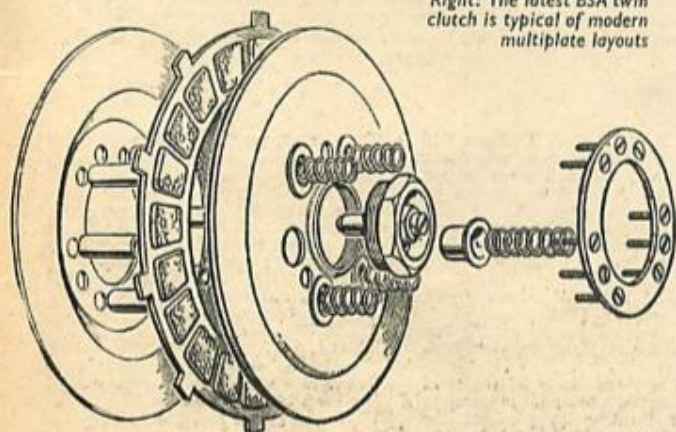
Because of the great leverage in the toggle linkage, very light springs could be used for the plates so that the clutch could be lifted with one finger although capable of transmitting well over 100 bhp.

In production, though, stronger springs were fitted to give the rider more feel and make sure the handlebar lever returned when released.

Oil sealing had to be beyond reproach, for oil on the friction faces had a double effect. It not only reduced the grip of the shoes in the drum; also, by lowering the grip of the plates, it cut the pressure applied to the shoes.

In a conventional multi-plate clutch, heat dissipation is so poor that it survives only when slipped very infrequently.

When you slip the clutch you are turning most of the engine's power back into heat—and just look at the finning an engine has in order to cope with its heat problem!

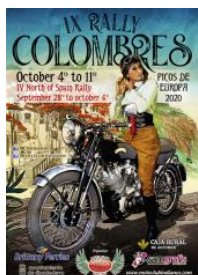


OVR Event Schedule, updated 30 January 2020

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
2020	2020	
Feb 28 – March 1	2020 Superbike World Championships @ Philip Island	http://worldsbk.com.au/world-sbk-home
March 7-8	Classic Club Pub Run - Jamieson	www.cmccv.org.au
March 10-19	Tassie Tour 2020, held in association with the British Motorcycle Club of Tasmania.	www.tassietour.info
March 21	Maffra-Sale Club's Harry Parsons Memorial Ride. Click for info about Harry	Click for ride info
March 27-29	Classic Club Inverloch Rally	www.cmccv.org.au
March 28- April 4	Australian Historic Motoring Federation 2020 National Motoring Tour, Albury NSW & Wodonga Vic.	www.ahmf.org.au
March 29	Federation Picnic at Scoresby, Victoria	Sec.vrv@gmail.com
April 3-5	VRV Autumn Colours Experience	Events.vrv@gmail.com
April 10-12	Broadford Bike Bonanza	
April 24 - 26	All British Rally @ Newstead, Victoria	https://www.trybooking.com/book/event?eid=554070&
May 29-31	Historic Winton	https://wintonraceway.com.au/event/historic-winton-2/
June 5-7	VRV Winter Jaunt Event	Events.vrv@gmail.com
Sept 21-25	Australian National Vincent Rally, McLaren Vale, South Australia!	lesbeyer@internode.on.net
Sept 27	Bay to Birdwood Rally, South Australia	http://baytobirdwood.com.au/
Oct 2-4	VRV Bit on the Side Adventure	Events.vrv@gmail.com
Oct 2-4	Australian Superbike Championship @ Philip Island	https://www.asbk.com.au/
Oct 17-18	Cooma-Monaro Girder Fork Rally	www.coomacarclub.com.au
Oct 23-25	MotoGP @ Philip Island	

Colombres Rally, 4-11 Oct

It is an unmissable event on the classic motorcycle calendar and acclaimed internationally in several magazines as one of the best classic motorcycle rallies in Europe, the next Colombres Rally will take place from 4th to 11th October, 2020.



Only bikes registered before 1988 participate in the event.

Daily routes are scheduled for 7 days. They reach between 75 and 155 miles, and are run through some of the most beautiful landscapes of northern Spain and the highest mountains of PICOS DE EUROPA; all routes have a generous

19.12.17 ASBESTOS IN OLD CAR IMPORTS

The enforcement of the ban on the importation of Historic Vehicles which contain asbestos

Over the last 3 years, the media has carried many reports about the recent – 2016 onwards - enforcement by the Australian Border Force of the 2003 ban on the importation of asbestos in any form¹. This has resulted in numerous potential imports of historic vehicles not occurring.

No one doubts that asbestos in respirable form is a severe health risk. However, when bound into a matrix (as is the case with all pre-2004 vehicles), respirable fibres are not being released, and it presents no danger. The only danger is to those who dismantle and work on such vehicles and who do not follow simple cheap measures to prevent the release of asbestos fibres. The “wet method” advocated by the VCCQ 50 years ago is still best practice for home mechanics.

There are 4.2 million pre-2004 vehicles still registered and in use on Australian roads², and ASEA, the Australian Asbestos Safety and Eradication Agency, considers most could still contain asbestos³.

Yet ASEA does not consider they present a risk other than to those who work on them without following the procedures mentioned above. This is also the position of Safe Work Australia, which comprises representatives of the Commonwealth, every State and Territory, the Unions and Employer Groups, who drafted the Commonwealth’s Work Health and Safety (How to Manage and Control Asbestos in the Workplace) Code of Practice 2015 (<https://www.legislation.gov.au/Details/F2016L00418>). It still advocates the “wet method”.

The ACCC came to the same conclusion when declining to require compulsory recalls of the 25,000 Chinese asbestos-containing vehicles imported in 2012 – the asbestos did not represent a danger to human health, unless those who work on them do not follow the well-known simple procedures⁴. The ACCC describes its approach (deriving from its legislative charter) as “proportionate, risk-based enforcement” of the Australian Consumer Law⁵.

The Commonwealth has also recognised that not all asbestos containing goods are dangerous, unless and until the asbestos containing components are disturbed. This is illustrated by the fact that while the ban on imports is absolute, the ban on exporting asbestos containing goods is not. In particular, the export of asbestos containing goods is permitted⁶ where the “goods, containing asbestos, that are incorporated into other goods in a way that does not constitute a risk to users until the asbestos in the goods is disturbed”. “A classic double standard”.

While it is much harder to come up with hard data as to the vehicles not being imported because of the recent enforcement of the asbestos ban on the import of pre-2004 vehicles, stories abound within the movement of the effect it is having. It is regarded as the number 1 threat to the old vehicle movement in this country. One practical effect is that if you own one of the 4.2 million

¹ S.4C of the Customs (Prohibited Imports) Regulations 1956 (Cth)

² ABS 2019 vehicle census tells us that of the 19.2m vehicles registered in Australia as at 29 July 2019, 4.2m were made before 2004 , <https://www.abs.gov.au/AUSSTATS/abs@.nsf/DetailsPage/9309.031%20Jan%202019?OpenDocument>

³ Asbestos Awareness for the Automotive Industry, which includes: “If a car or vehicle was manufactured prior to 2003, it is likely to contain some form of asbestos material”. [AHVIG thinks this is a misprint and should have been 2004, given the ban commenced on 31 December 2003.]

⁴ Great Wall and Chery <https://www.accc.gov.au/media-release/accc-issues-alert-about-asbestos-in-car-gaskets> and <https://www.productsafety.gov.au/recall/chinese-automotive-distributors-geely-mk-sedan-and-hatchback> Geely. “There is negligible asbestos-related health risk to the driver and passengers who use the vehicles.”

⁵ https://www.pc.gov.au/_data/assets/pdf_file/0019/207352/sub023-consumer-law.pdf

⁶ Customs (Prohibited Exports) Regulations 1958 Reg 4(2)

asbestos containing vehicles, you can legally take it overseas temporarily for a rally, but then cannot bring it back.

It also has deterred overseas owners of such vehicles from bringing them to Australia for rallies. One illustration: in 2017 the Alvis Car Clubs of Australia held their bi-annual rally in Warwick, Qld. For the first time, no overseas Alvis owners brought their cars to the rally.

Given the acceptance of the fact that the 4.2m asbestos containing vehicles already in Australia present a negligible risk to riders, drivers, passengers or the general public, and imports of identical vehicles likewise present a negligible risk, AHVIG's position is that the Customs (Prohibited Imports) Regulations 1956 should be amended to eliminate the double standard, and allow imports of asbestos containing Historic Vehicles on the same basis as it permits exports – i.e. where the asbestos does not constitute a risk to users until the asbestos is disturbed.

And in the meantime, AHVIG believes that enforcement of the ban on importing asbestos should be on the same basis that Commonwealth agencies, such as the ACCC and Safe Work Australia approach the role – risk based enforcement, rather than searching for asbestos in old cars where it presents no risk.

Doug Young, Chair AHVIG

The Oz Vincent Review fully supports the views expressed by Doug Young in this item. OVR has received numerous reports from readers who have had issues when importing old bikes into Australia and have experienced components like clutch and brake parts being removed then destroyed by Border Force or its agents, often with the accompaniment of substantial fines. Readers are reminded that the prohibition on asbestos importation applies to ALL goods – and that includes imports of sub-assemblies or parts that may contain asbestos.

Black Knight Ride

by Vic Willoughby, from Motor Cycling Nov. 1954

YOU might think that a rider who covers 500 miles during a winter's day in Britain when he has nowhere special to go, is a candidate for a mental home. Probably you would be right. But, though I did just that on the Sunday of Show week, I hope I shall escape the charge of insanity, for there was indeed a purpose in my journey.

The previous evening I had borrowed a 998cc Series D Vincent Black Knight, and I was anxious to put it through its paces as soon as possible, for time is at a premium during Show week. Hence the day's mileage. Actually, the machine I rode was a prototype—a well hacked test model. That I was able to complete the scheduled distance without a hitch on a machine to which I was quite un-accustomed says much for the Vincent.

Purpose of my test was to find the answers to several pertinent questions which arose from the bold and comprehensive plastic enclosure of the Series D Vincents. How would the enclosure affect the exemplary handling of the big machine? What degree of weather protection would be afforded to the rider? Would the level of noise reaching the rider's ears be more or less than with earlier series models? What, if any, would be the effect on fuel consumption and performance? Additionally there were other modifications the effects of which I was anxious to assess—coil ignition, Amal Monobloc carburettors, proprietary shock-absorbers and 3.50 x 19in front and 4.00 x 18in rear tyres.

As a basis for comparison, I relied on previous experience of my own Series A and B Rapides and a friend's Series C Black Shadow all of which I had used extensively for long-distance, high-speed travel.

It was not difficult to approach my task with an open mind, for earlier experiences had long since banished pre-conceived prejudices in respect of weather shielding, enclosure and streamlining. Tests carried out by The Motor Cycle in September, 1953, revealed that the fitting of a wind-screen to an orthodox machine actually brought about a small improvement in petrol consumption and maximum speed. On the other hand, I had abandoned the use of a most effective screen on my machine after a short trial, since I could not tolerate the reflected mechanical



noise. When riding the Dolphin-type, stream-lined, two-fifty N.S.U. racer near Belfast last August, I had been impressed by the weather protection afforded by the fairing: I wore an ordinary lounge suit which remained unruffled at two miles a minute, while my shoes retained their shine in spite of slight drizzle. A ride in the fantastic N.S.U. "flying hammock" had convinced me that scientifically designed streamlining can be perfectly safe at speeds within the compass of contemporary production machines.

I have an inherent dislike of riding without any particular destination. Consequently, when planning my trip, I sought an objective. I decided that, since the house of Vincent has always been on the Great North Road (A1), it was appropriate to use that famous highway for my journey. A return trip from London to Scotch Corner seemed to fit the bill.

Even at 6.20 a.m. on the Sunday, when I crept out of the front door, the Vincent was receiving rapt attention—from the newspaper delivery boy. It was dark and the London roads were covered with rime which gave way to water as the early miles slipped by. Behind the beam of the Lucas headlamp I cruised happily at 70-75 m.p.h. except in restricted areas. To my surprise, traffic was not quite so sparse as I had anticipated; there was quite a number of tradesmen's vans and heavy vehicles already on the roads.



When 25 miles were recorded on the Vincent speedometer, an eerie yellow glow to my right heralded the dawn. After another 20 miles I was able to switch off the lights and push up my cruising speed, where conditions permitted, to 80-85 m.p.h. My route lay along A10 and A14, to join the A1 near Alconbury. As the Vincent swept through the counties of Middlesex, Hertfordshire, Cambridgeshire and Huntingdonshire in the cold early morning, I was surprised to note the degree of bodily warmth retained as a result of the weather shielding. I wore a Bell two-piece plastic riding suit and short over boots over a tweed jacket and corduroy slacks. The only special precautions taken to

keep warm were to wear an old pair of pyjama trousers beneath my slacks and to replace my usual sleeveless pullover with one of the long-sleeved, roll-neck variety. Yet I felt warm except for my gloved hands. The reason for their coldness was that the Vincent was not, at that time, fitted with hand shields. Subsequent journeys with hand shields in position revealed that my hands kept warm when wearing only walking-out gloves.

Smoke issuing from domestic chimneys indicated that the wind was blowing from the north-west, was moderately strong and was certainly gusty. The roads continued to be streaming wet. Periodically I inspected my legs and feet and found that though the left leg remained substantially clean the right leg gradually became splashed with water which eventually dried to a very thin film of mud. This fouling, however, was much less than would have occurred had I been riding an orthodox machine under the same conditions, and it was obvious that the Black Knight could be ridden in cyclist's waterproof leggings where riding a conventional machine would necessitate the use of waders. In Northamptonshire and Lincolnshire, the Vincent's speedometer registered a steady 90 m.p.h. on the long, straight stretches between Stamford and Grantham. A series of checks provided the answers to the other questions in my mind. The exhaust note was virtually inaudible from the saddle. I offer that as a plain statement of fact and not as high praise for, in any case, the exhaust note of a Vincent twin is one of the most pleasant and inoffensive I know. As to mechanical noise, there seemed to be an improvement. The glass-fibre panels are positively non-resonant and, in addition, tend to insulate the rider from the noise of the engine.

The height of the screen was such that its top edge was well below my line of vision, and I found my ears buffeted by a blustery backwash of eddies and my goggles slowly dirtied. Lowering my head an inch or two had a remarkable effect, for I then found myself in a calm, quiet pocket of air. Gone was the buffeting of the wind and, with the exhaust inaudible and only a faint whirr of machinery detectable from the "engine room," I had the impression of being in a high-powered sports car. It was quite feasible to dispense with goggles altogether in the lower position, and my line of vision was still above the top edge of the screen. Had the screen been adjustable for height, I should have raised it one or two inches and enjoyed this pleasant sensation all the time.

To appreciate the extent of the screen's influence, even when I was not crouching, I stood up on the footrests and was immediately assailed by the full blast of the machine-made gale. A subsequent journey in drizzling rain confirmed these impressions.

Possible impaired stability of the machine as a result of the enclosure proved to be a complete myth. At no time during the run did I feel the slightest anxiety. The only occasions when I detected any wind effect were when pulling across the turbulent bow wave in the wake of a large, fast-moving vehicle. Even then, the effect was no more pronounced than with a conventional machine.

The impression of speed has always been deceptively reduced on a Vincent twin, owing to its high gearing (the solo top-gear ratio is 3.5 to 1) and its steadiness on the road. The Black Knight is even more deceptive, particularly when one is down behind the screen. Steering was typically Vincent—inclined to be heavy at very low speeds but otherwise rock-steady, extremely positive and guaranteed to inspire confidence.



The new suspension is as good as any I know and furnishes superb road-holding. It is lighter than previous Vincent patterns around the static-load position and is so well damped that neither bottoming nor pitching was experienced. When I wanted to slow or stop, the brakes pinned down the heavy machine as smoothly, safely and relentlessly as only Vincent brakes can. This was mostly due to the excellence of the twin front brakes, for the rear brake on the particular machine used was heavy in operation and lacking in power. As to the engine's power delivery, it was at all times smooth and effortless. Normal upward gear-changing speeds were 35, 60, and 80 m.p.h.

I carried on non-stop through Rutland, England's smallest county, and Nottinghamshire before entering England's largest county, Yorkshire. On the north side of Doncaster I made a 10-minute refuelling stop and was flabbergasted when the attendant expressed neither surprise nor interest in the unusual appearance of my mount. Probably he would refuel a flying saucer without batting an eye-lid. Wetherby, Boroughbridge, Leeming Bar and Catterick were all left behind and, eventually, the brick-red hotel at Scotch Corner loomed into view. The time was 10.25—much too early to expect lunch. So I circled the roundabout, stopped to clean my goggles and make a few notes, then started on the southward run.

At first I found the sun's reflection from the wet roads troublesome, but it was not long before I realized that the wind direction was more favourable on the return trip; on suitable stretches of road the speedometer registered 90-95 m.p.h. without conscious increase in throttle opening on my part. I noted, too, that it was the turn of my left leg to become lightly fouled with water from the road surface.



On a straight, deserted dual carriageway near Boroughbridge the Vincent reached 100 m.p.h. with the same rock steadiness, the same effortlessness and, whenever I lowered my head, the same uncanny quietness.

In due course I approached Doncaster again—this time from the opposite direction, of course—and conceived the notion to shatter the phlegmatic

garage attendant by calling for my second three gallons of fuel within a period of 2+ hours. But he was as unimpressible as before; so I asked him to recommend a good eating house. With 311 miles on the trip recorder, I felt I had earned an early lunch.

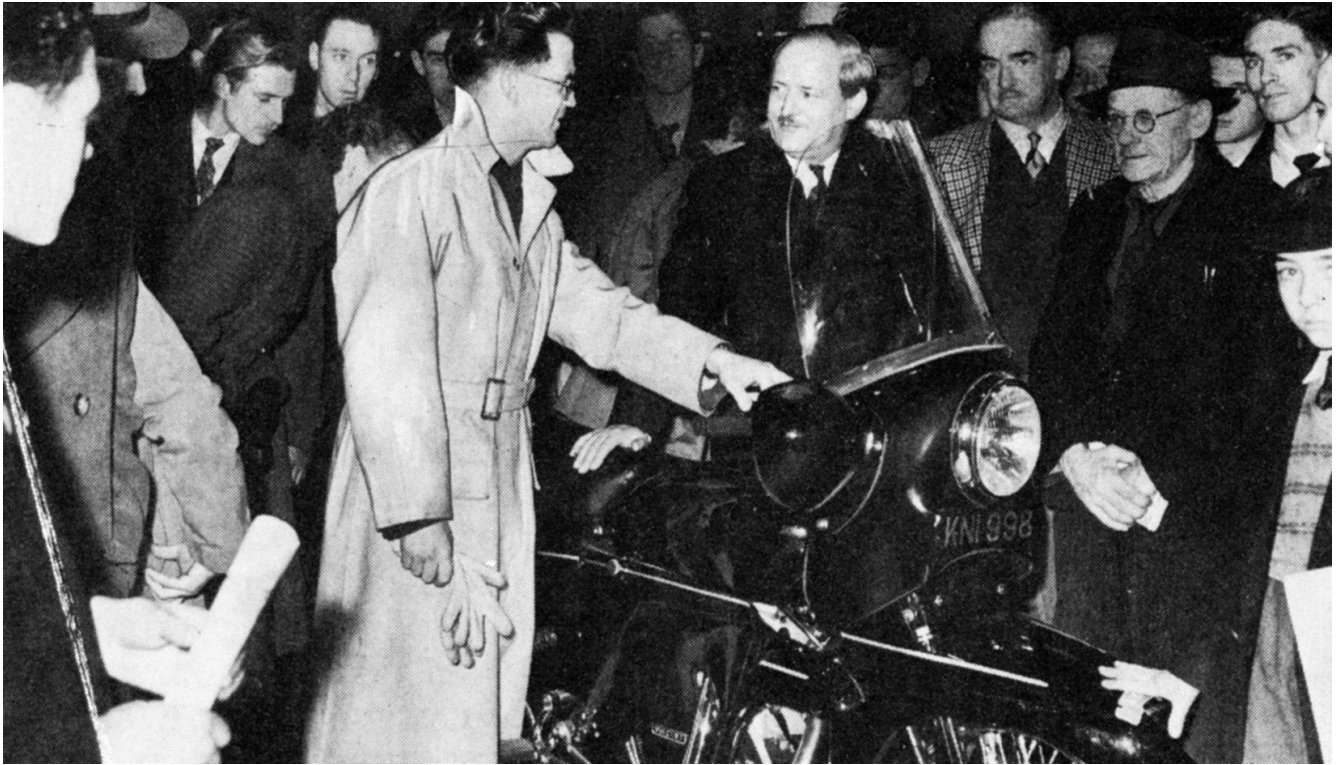
Steaming tea, several rashers of bacon and fried eggs restored my vigour. I chatted with some Sheffield riders, brought my notes up to date and listened to the entertaining remarks of some bystanders before taking to the road again. For the remainder of my journey, the roads were wet and dry in patches. On the dry sections I was able to renew my experience of the comparative ease with which a big Vincent twin can be heeled at speed through bends and corners.

As London was approached we encountered dense traffic. When I neared home at 3.30 p.m. I found my mileage was 26 short of the scheduled 500, so I made a detour round the North Circular Road to make up the deficiency. It was an unfortunate decision, for the road was chock-a-block with Sunday afternoon trippers. The remaining mileage occupied three-quarters of an hour, during which time the Vincent's top gear was virtually ornamental.

I pulled the Black Knight on to its hand-operated centre stand and noted its appearance. After 501 high-speed miles, approximately 400 of which had been over wet roads, a thin film of mud had formed on the rear surfaces of the leg shields and on the sides of the tank. The film was

much lighter than would have appeared on a conventional machine, and five minutes' work with a piece of mutton cloth restored the exterior to the condition in which it had been when I collected it.

A check of fuel consumption revealed an overall figure of approximately 53 m.p.g.—some seven miles a gallon better than I used to achieve on my Series B Rapide in similar use. The improvement is probably due to the combined effects of the weather shielding, coil ignition and the Amal Monobloc carburettors. Incidentally, coil ignition has resulted in easier starting. A less hearty swing of the kick-starter than hitherto brings the engine to life.



At the conclusion of the run I was conscious of two sources of physical discomfort. First, I was saddle-sore, for the seat had proved rather hard. I understand the point has already been raised with the suppliers and that production seats are considerably more softly sprung. Secondly, my hands ached. This was largely due to the long reach from the handlebar grips to the clutch and front-brake levers; the possibility of obtaining differently shaped levers is being considered. Also the plane in which the levers were set was too high, and adjustment was strictly limited by the narrowness of the slots in the head cowling. Possibly, too, the semi-crouching riding position, which has made post-war Vincents so tireless to 'ride at high speeds 'for long periods, throws slightly too much weight on to the rider's wrists now that his body is no longer subjected to wind pressure.

These small criticisms will doubtless not apply to production models. The Series D Vincent merits high marks as a bold step in the direction of what I foresee as an inevitable trend in motor-cycle design. Whether other designers will follow the Vincent pattern or obtain similar effects by a gradual process of styling development remains to be seen, but built-in weather protection will, I am certain, eventually become recognized as an essential feature of all machines.

VRV Autumn Colours Run

Here is a photo taken near the summit of Mount Hotham during the superb 2019 Vincent Riders Victoria, Autumn Colours Run.

This 3 day event is on again in 2020, from April 3 to 5, conditions permitting, when we will be travelling from Melbourne through central Victoria to the township of Bright then the next day crossing the fire ravaged Australian Alps with lunch at Omeo then on the Bruthen for afternoon tea before arriving at Bairnsdale. The last day will have us touring through East Gippsland including a visit to the Gippsland Vehicle Museum in Maffra before returning to Melbourne.

All VOC members are welcome to participate. Numbers are limited so if you are thinking of taking part please send an email to events.vrv@gmail.com to register your interest.



Vincent Riders Victoria Inc. is the only Victorian Local section of the international Vincent-H.R.D. Owners Club (the VOC) and welcomes applications from VOC members to become part of their section.

VRV is also a VicRoads accredited association managing VicRoads Club Permits for its members. More information, including the VRV rules and policies, is available from the VRV web site <https://secvrv.wixsite.com/vincent>

The 1935-40 Standard and W.D.-Type 16H and "BIG FOUR" NORTON

by
BERNAL OSBORNE

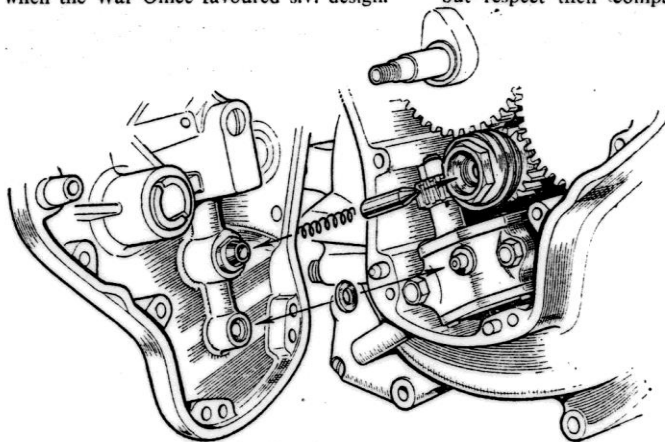
Part I—Engine Overhaul Data for Popular 490 c.c. and 633 c.c. Side-valve Models

PRE-WAR Norton side-valve models in 490 c.c. and 633 c.c. capacities are still held in high esteem, for they have played a big part in the history of motorcycling in this country. Elders amongst us will acknowledge that the two models have, in fact, enjoyed what must be record continuity; younger enthusiasts, perchance, encountered one or other of these motorcycles during war service, for Norton Motors, Ltd., executed large W.D. contracts at a time when the War Office favoured s.v. design.

anyway, if the unit is to come right down. It is immaterial whether or not the sparking plug is removed at this stage; certainly the carburetter must be detached and tied up out of harm's way, and extraneous cables, such as that operating the valve-lifter, disconnected.

The Top End

The iron fins of the cylinder head do not chip so readily as the modern alloy ones do, but respect their comparative fragility and



When dismantling the crankcase parts, care is necessary not to lose the fibre joint washer between the oil pump delivery nipple and distribution channel in the outer panel. Also shown is the pressure valve controlling flow of lubricant to the big end.

The 16H saw service in the desert, and afterwards large numbers, still bearing yellow paint and Arabic symbols, found owners in this country and abroad. The civilian counterpart of the 16H, although not all of us realize the fact, is radically different in several small but vital items. It has carried on a long Bracebridge Street tradition of simplicity and reliability.

Superseded by the modern 596 c.c. "Big Four," the older 633 c.c. model, in W.D. and standard trim, is still a favourite with sidecar owners, particularly those whose requirements are supplied by the second-hand market.

In this article the writer aims at describing practical work on the engines of both capacities and of both types—engines made for use in peace and war. All the power units are similar, none is complicated and none requires the application of special Norton-made tools.

Dismantling Routine

It is not essential to remove the tank; any of the engines can be stripped down with the tank in situ, but for a major overhaul, freedom of movement and accessibility are improved if it is taken off. There is no need to drain it first; the two taps can be turned off and the feed-pipes disconnected. May I repeat previous advice and suggest that, before getting to work on the engine, you slacken the engine mainshaft driving sprocket, making use of the locking effect of the transmission to secure the sprocket while the nut is turned. That process entails dismantling the primary chaincase—essential,

USEFUL DATA	
(All Models Unless Otherwise Stated)	
Valve Timing:	Inlet opens B.T.D.C. 27° to 30°. Exhaust closes A.T.D.C. 27° to 30°. (Set to .002 in. tappet clearance).
Ignition Timing:	35° to 1/8 in. B.T.D.C. with ignition control fully advanced.
Tappet Clearance (cold):	Inlet .004 in. Exhaust .006 in.
Piston-ring Gap:	Compression Rings 0.15 in. Scraper .008 in.
Piston/Bore Clearances:	Top land : .029 to .027 in. Second land : .0155 to .0135 in. Third land : .0155 to .0135 in. Top skirt : .0075 to .0055 in. Bottom skirt : .055 to .045 in.
Cylinder Bore:	16H "Big 4" 79 mm. 82 mm. Rebore to plus .020 in. or .040 in. when wear exceeds .008 in. on standard or rebored dimensions.
Small-end Bush:	.875—.0005 in. (Ream after fitting).
Valves:	Head diameter 1.625 in. Stem diameter .343 in.
Compression Ratio:	16H "Big 4" 4.9:1 4.8:1
Camwheel side float:	.004 in.
Cam follower side float:	.006 in.
Carburetter Settings:	16H—Amal type 276AE/IBE with 170 main jet. "Big 4"—Amal type 276/011 with 170 main jet.
Magdyno:	Lucas type AG4, M.O.1-4 pattern with E3 HM 10 dynamo.
Magdyno Chain Drive:	3/8 in. pitch x .155 in. 42 pitches.
Contact-breaker Gap:	.012 in.

use a well-fitting box spanner to slacken the nine cylinder-head nuts. Originally, copper cylinder-head gaskets were fitted. Army workshops may have substituted a C. and A. type and, if this is the case, a new gasket is a good investment.

Up to 1938 the valve springs and tappets were shielded by a quickly detachable plate. Subsequently, all the side-valve engines had a tappet chest integral with the cylinder casting, and an oil-tight cover plate. In these post-1938 engines there is a nut and stud inside the tappet chest and the nut must be slackened before the cylinder can be lifted. The stud is hollow and acts as an oil jet, blowing lubricant from the timing chest to the tappets and springs.

A "U"-type Terry spring compressor facilitates valve removal. Standard valve-spring length now is 2 3/4 in. and springs must be replaced if the coils have closed up more than a total of 1/4 to 5/16 in.

"Big Four" owners should note that W.D. and standard barrels, pistons and heads differ, despite almost identical appearance. The overall barrel lengths of the two types—W.D. and standard—vary. Common to the whole of the side-valve range, however, is the use of wire circlips (remember that when one has been prised out it should be discarded and a new one fitted) for gudgeon pins and connecting rods. Valve seats are inclined at 45 degrees and must be recut if pocketed. The cutter should have a pilot section of 11/32 in. dia.

Pressing in a new bush effectively renovates the small-end; ream to 3/8 in. when fitted and drill oil holes to line up with those in the top of the connecting rod.

W.D. instructional literature suggests a very generous piston-ring gap of .030 in.; this can safely be reduced, say to .015 in. or .018 in. for the compression rings, and .008 for the scraper. Piston/cylinder-wall clearances are set out in the table of useful data. Wear in excess of .008 in. on standard justifies a rebore.

Probably a new cylinder-base washer will be necessary. When cutting it take great pains to see that it is identical with the standard washer, and that the hole for the oil feed to the cylinder wall has not been overlooked.

The Crankcase Components

Removal of the outer Magdyno drive cover, held by three cheese-headed screws, the chain, and the Magdyno is necessary before the crankcases can be separated. Half slacken the driven and driving sprocket nuts, and exert a gentle leverage, simultaneously tapping the face of each nut. This should jar the sprockets off the spindle tapers. The cam-wheel sprocket is keyed but the Magdyno sprocket is not.

It is worth mentioning that the chain line of the W.D. 16H model is not the same as that of the other models. This difference is due to the type of Magdyno base-plate used.

Seven cheese-headed and two counter-sunk screws secure the timing panel; as it is withdrawn, care should be taken, or the two timing pinions will come away also. If this does, in fact, happen and the pinions are

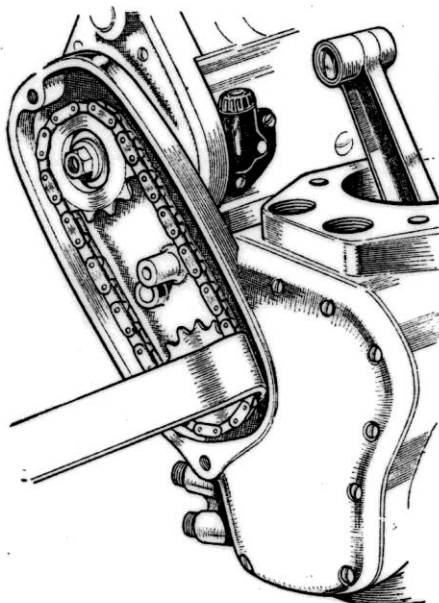
(Continued on page 719)

SERVICE SERIES

not of the type marked for valve timing, difficulty will be encountered at the reassembly stage. Observe, too, the fibre washer used to seal the joint between the oil pump delivery orifice and the distribution oilways in the outer panel. It is also likely that the spring-loaded big-end feed jet will drop out and be lost unless the outer panel is carefully withdrawn.

Record the meshing of the timing pinions if they are not already marked, and note also the setting of the three-positional engine-shaft pinion before dismantling further. The combined engine-shaft nut/oil-pump worm drive component has a left-hand thread.

So far most of these crankcase components are common to the four power units, but there are some exceptions. First, the oil tell-tale button, familiar to Army people, will be found only on W.D. 16Hs. If there is an oil leak here, cut a leather washer to fit closely into the bottom of the housing and screw the unit home on to this seal.



Knocking in new valve guides with a double-diameter drift is a job which can be confidently undertaken by the owner.

(Left) A tyre lever serves to prise the Magdyno drive-sprocket off the camshaft spindle taper. Note that this sprocket is located by a Woodruff key.

The cam-followers will have flat bases unless your machine is a W.D. 16H, in which case, the part in contact with the cams will be radiused. Both types are in short supply, but they can be renovated by the Stellite process, details of which can be obtained from Deloro Stellite, Ltd., Shirley, Birmingham. After having been treated in this manner the flat-type followers should be ground level and the W.D. components finished in accordance with the accompanying profile drawing.

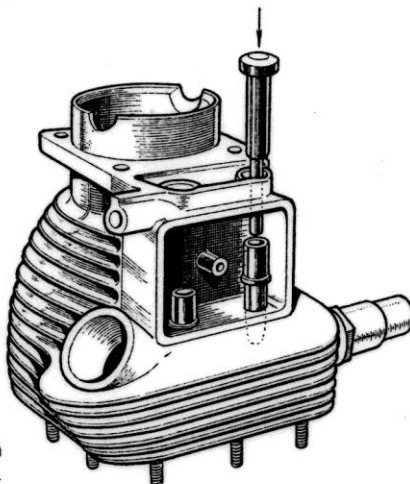
When splitting the crankcase remember that the W.D. "Big Four" and the standard 16H have an additional through-screw in the crankcase sump, making a tight seal at a point where oil leakage might be likely to occur. There is no paper washer between the butting crankcase faces.

Wash out thoroughly and inspect the main bearings, flywheels and big-end assembly. With very minor exceptions, everything save the flywheels, which provide for the alternative 100- or 120-mm. stroke dimensions, is interchangeable. Basically, three journal-type main bearings are used, one on the

timing side and two on the drive-side, and they measure 2 1/4 in. O/D by 1-in. bore and 3/8 in. wide.

The two "Big Fours" and standard 16H have roller journals each side of the flywheels, with an outrigger ball journal on the drive-side, while the W.D. 16H uses bearings all of the double-row, self-centring pattern, disposed similarly. Spacers go between the two drive-side races.

The camshaft spindles are supported by bushes in the outer timing panel and the timing-side crankcase casting. Nortons prefer to rebush these parts at the factory,



outer big-end bush, a press fit in the con-rod eye, also should be replaced if complementary parts are renewed.

All such components, of course, should be immaculately cleaned before reassembly and it is wise also to probe the small breathe passage in the drive-side shaft. This orifice keys with an outlet in the lower bearing boss housing which should be cleaned.

After a long period of use, wear in the gear-type oil pump, standard on all Norton side-valve models, may be revealed by lubricant seeping down into the crankcase, causing flooding and, in bad cases, spilling out via the breather. A cure is to lap the end plates of the pump housing so as to bring them flush with the sides of the gear wheels. For this job use a surface plate or slab of plate-glass with fine emery cloth as the lapping medium.

Oil is delivered through the fibre-ringed joint into the timing panel and distributed to the pressure release-valve assembly whence it is conveyed via a spring-loaded jet to the mainshaft and big-end. It is exuded adjacent to the big-end rollers and flung into the bearing centrifugally and not by means of a crank-pin oil way.

A second direct feed is from a junior in the timing-cover panel, across to the crankcase, past the cylinder-flange joint and up to the rear cylinder wall.

Indirect feeds are from the pressure release valve, where lubricant overflows on to the pinions, and from the timing chamber where the hollow stud permits oil to be blown up into the tappet chest.

The pressure release mechanism consists of a grub screw, spring and ball. The ball should be well seated and the device is set by screwing the adjuster right home and then turning it back one-and-a-half revolutions.

Reassembly

End-float in the big-end and crank shaft assembly should be between .005 in and .008 in. and it is controlled by shims. Adjustment should be made after the connecting rod has first been shimmed to centre in the built-up crankcase.

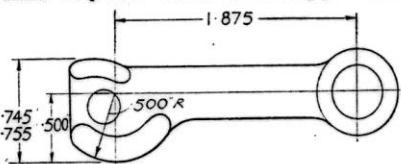
Assemble the timing pinions, cam followers and oil-pump and offer up the outer panel, seeing that the fibre washer on the oil-pump delivery nipple initially prevent the edges of the panel and crankcase housing meeting by at least 1/32 in. This ensure that when the two parts are finally drawn together the washer will be really tightly compressed.

If the valve timing has been lost, resetting is easy, for all these engines employ an equally split overlap. Thus, a T.D.C. piston position, with both valves equally open, will be T.D.C. at the end of the exhaust stroke.

Finally, replace the cylinder-head gasket and head, tightening down the nine nuts by a single turn at a time, first on one side of the head and then on the other. This, perhaps, is one of the oldest tips; yet by not observing it, the novice still encounters the same trouble that his father did before him and new cylinder heads are more expensive today than they were then!

Next week's article in this series will continue with details of the gearbox, cycle arm wheel parts and frame data applicable to the pre-war side-valve Norton range.

(To be continued)



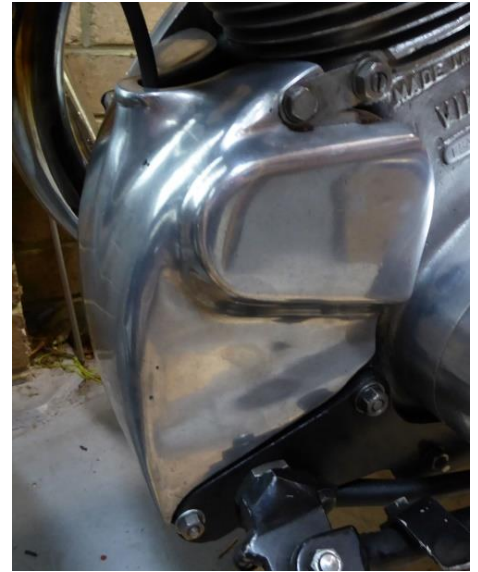
Essential dimensions of the cam follower profile used for the 16H and big four models.

Secure Your Magneto Cowl

Yet another OVR Original

Many Vincent custodians have difficulty with securing their magneto cowl, be it with a single or a twin. The design of the securing mechanism is a simple clamp where the tightening of the securing nuts on the magneto cowl pivot shaft clamps the inner faces of the front engine plates against the outer faces of the lower mount lugs on the magneto cowl.

Overtighten those nuts and you apply excessive force to the magneto cowl lugs and they will distort, collapsing inwards all be it slightly – so you tighten it a bit more to compensate, then repeat as it distorts further and loosens and then repeat and and eventually the stress applied to those cast alloy lugs on the magneto cowl casting will cause them to fail with a cast lug breaking free – not nice and possibly expensive. And if you do not done up the assembly tight you may well have an annoying rattle as the cowls lower edge will be free to move about. Catch 22? So what to do?



Some folk advocate a filler of some sort so the magneto lugs are a snug fit onto the pivot bolt, others talk about making up a spacer to fit over the pivot shaft, between the two cowl lugs so as to support the lugs but it can be difficult to get the length correct and also keep it in place. There is a better way.

The thread on the pivot shaft is ¼” BSF. Extend that thread at both ends of the pivot shaft sufficiently so you can put a washer and nut at each end INSIDE the cowl between the two mounting lugs.

You need to extend the thread at one end further than the other in order to be able to install the nuts on the inside of the lugs. Then tighten those two nuts so they are snug up against the INSIDE of the lugs supporting them. Also ensure that the pivot projects an equal amount both sides, outside of the lugs.

Now, with suitable washers and nuts fitted loosely to the exposed ends of the pivot shaft do a trial fit on your bike – do not be afraid to tighten the outer nuts firmly as the cowl lugs are now supported by the nuts on the inside of the lugs. Once you are happy with the result I recommend you remove the cowl so that you can Loctite those two INNER nuts, thus making any subsequent removal and refit of your magneto cowl a simpler affair.



With all the stress now transferred away from those fragile lugs to the pivot assembly and the supporting nuts, you can tighten the outer retaining nuts without fear of damage to your magneto cowl.



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.

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

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For Sale: Amal Mk1 Concentric Carburettor Shim Kits, provides for 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. See OVR December 2019 for more information

Email ozvinreview@gmail.com

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H1 Brake Drums

All Post War Drums available, Rapide or Shadow,
Front or Rear.
AUD205 each, add AUD40 if 2 pack jet black is to
your liking.

H8 Brake Shoes

AUD 250 Pair unlined includes Spring and H48
AUD 350 Pair lined includes Spring and H48

H10 Brake Cam

Cad plated as per factory AUD62

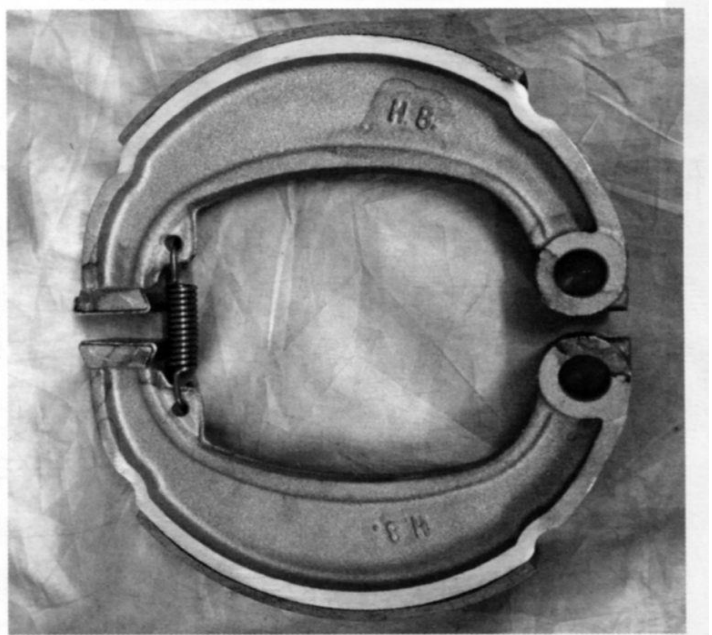
H9/1 Brake Shoe Pivot AUD19.00

H14/1 Brake Anchor Pin AUD16.50

H19/1 Hub Bolt CAD plated, HT steel,
eccentric head. AUD6.60

499 5/16" Nyloc Nut CAD AUD5.00

H55 Hub Seal Brass Lightning Type



For more information and orders Email to: nvidean@outlook.com

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Spares:

V3 Products, Australia: (aka Neal Videan) has an extensive range of top quality Vincent Spares including multiplate clutches for twins, oil leak eliminator kits, socket head tappet adjusters, paper element oil filters and lots lots more. Ships worldwide. Email for a price list to nvidean@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 AND Singles. 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

LUCAS STUFF – The man who bought Kevin Baker's Lucas Parts business is Danny Lee in Melbourne. Email: dannyleepersonal@gmail.com His phone number is 0412 327 197 Apparently Kevin has moved to Melbourne and works with Danny one day a week.

Ringwood Speedometer Service, Australia: Experts in the repair and restoration of all motorcycle, automotive and marine instruments. Smiths cronometric specialists. Telephone (03) 9874 2260

Dyson M/C Engineering, Australia: Wheel building, Crank rebuilds, Bead blasting, Rebores & Engine Rebuilds and more. Located at 12 Chris Crt., Hillside, Victoria. Phone 0400 817 017

Piu Welding, Australia: Frank Piu is a master welding engineer who works with Aluminium as well as steel. No job to small. Has been recommended by multiple OVR readers. Phone 03 9878 2337

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

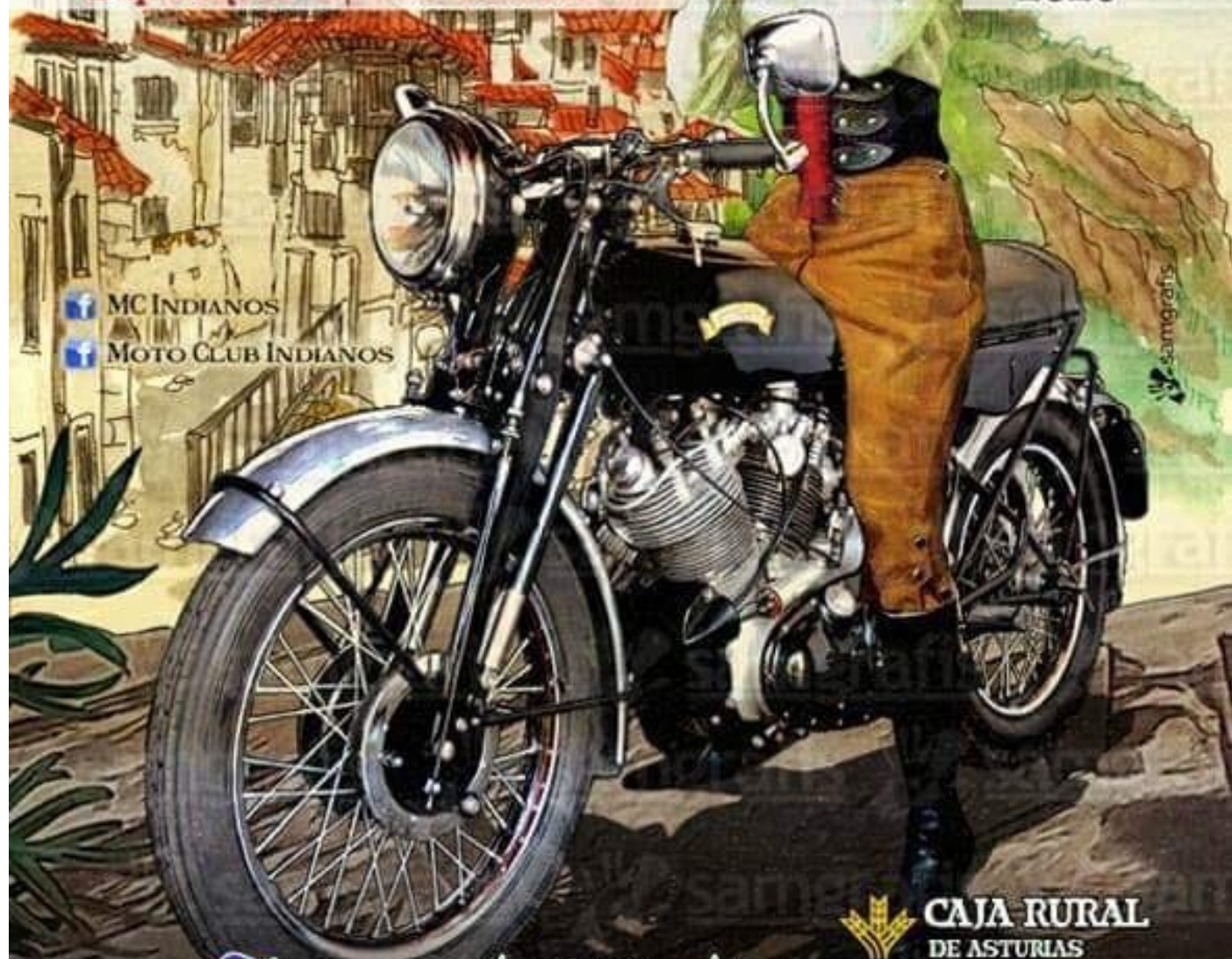
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October 4th to 11th

IV North of Spain Rally

September 27th to October 4th

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