



# The Oz Vincent Review

*Edition #80, October 2020*



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Welcome to the latest edition of OVR where the front cover depicts the self confessed "Hooligan Rider" Carlton Palmer II out on his 1937 Vincent Series 'A' Rapide for the first 100 miles clocked after motor rebuild. This magnificent obsession had been off the road for the last 19 years but owned for 41 years. Could that be a follow-up restoration project lurking in the background?

Remember, to access the complete OVR archive from any device, just go to the OVR web site <https://ovr270.wixsite.com/ozvincentreview>



Melbourne, Australia.

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

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### Letters to the Editor

Hi there Martyn,

Jesse from the US here and I wanted to take the time to personally thank you for putting out this newsletter. I am BMW Motorcycle Tech that has always been intrigued by the legendary Vincent Black Shadow and found your site while dreaming online. I know I'll never own one or ride one for that matter, but I sure love looking at them online and any video I can find.

I own some of the major Vincent books, like "Know Thy Beast" and just love to skim and wonder. Your newsletter is yet another one of those valuable resources that keep me close to the Vincents. So thank you for putting out a great product without all the BS adverts, distracting hateful politics and any and all other brain congesting noise that is ever so abundant today. Oh and for FREE!

Anyhow, just a 47 yr old nobody, struggling American who remembers our great Aussie allies and one who truly appreciates your efforts to keep the legend alive. Thank you, Sir.

All the best and stay safe, Jesse Vencebi

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Hello Martyn!

I have a big-bore Comet. More swept volume (it's 90 bore) with the same combustion space means the 7.3 cr is now 8.3. I timed it at 34bt/dc, but experimenting with the manual mag (right time, right place, right price!) I found the sweet spot was partially retarded from 34.

After a series of test runs, I checked the timing. It was 29bt/dc! And this is a single spark plug head!

I have since been told of "a reputable Vincent engine builder" who put a twin on a dyno, and found max power unaltered until he had retarded more than 15 degrees...I can't swear to the story, but my Comet definitely DOES run better at 29 bt/dc.

Tom Gaynor, UK

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Martyn,

In your latest OVR I particularly enjoyed the story (and it WAS a story, brilliantly written) by Alice Leney about a 1938 Norton.

I'll never own a Vincent of any description, but I really could feel all the joys and disaster of the Norton ownership, which I'm sure would ring a bell with many who have purchased a Vincent, only to discover that life with old motorcycles was never going to be easy! I suppose

that's what sets us apart from the modern mob, they cannot stand the continual beatings that we seem Hell bent to survive on!

Thanks for your continued perseverance, probably much like the Norton saga in truth- to continue the belief in something that died in 1955!! but very informative and enjoyable none the less!

Barry Graham, Townsville North Queensland, where we don't have Covid 19 (yet!)

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Hi Martyn

Keep up the great work. Pre war is interesting stuff!

The P Model in last issue is a 1931 model. The journo's back then advertised the new model with the year-before-model's photo. (Read George Spence, Rarity column in last months MPH)



This is my 1933 P Model Python. First introduced in 1932 with Diamond Frame and duo brakes. 45 models made from 1932 to 1934. Note "P" embossed on rocket cover.

P model - only tank ever seen with HRD embossed on side of tank. I wonder how many were made and for which models?

Regards  
Ian Boyd, Australia

# VINCENT Valve Gear;

by Colin Taylor

## *professional restoration methodology*

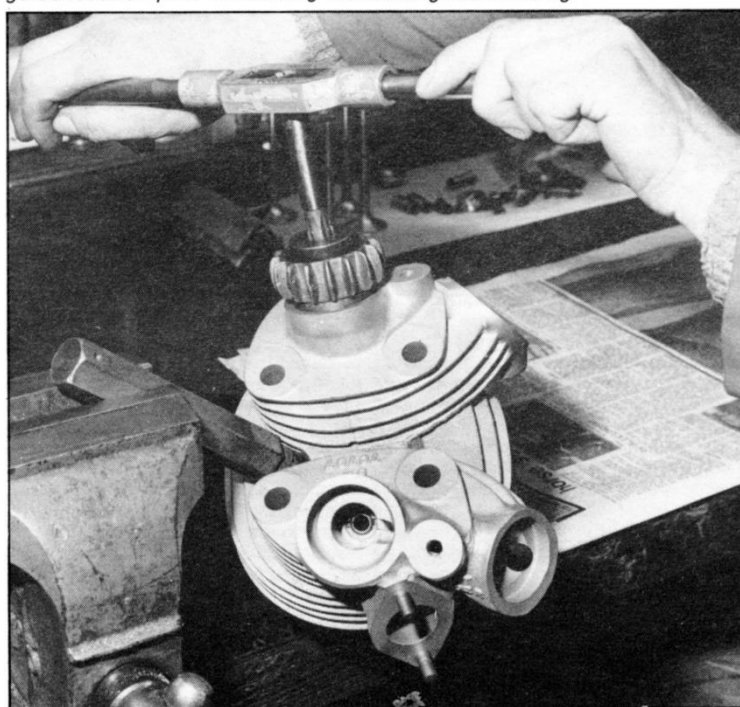
There seem to be more working parts in a Vincent than any other bike I've ever seen inside. The design of various aspects of the engine are as advanced as anything being used today. There are other areas where the engineering of today can usefully be applied to correct any misalignments which either existed at the time of making or have crept in over the years.

The cylinder head is one element of the engine which can usefully be brought up to date. Lots of people profess to be Vincent specialists, I am not to be numbered amongst them. Maughan and Sons at Fen House, Great Hale Fen, Lincolnshire have more than their fair share of Vincent expertise and as many brand spanking new machine tools as you are likely to see outside of an exhibition. They showed the way they treat every head which passes through their hands, and in nigh on thirty years of fixing Vinnies that's been quite a few.

People normally take the head off because something's gone wrong. Vincents are renowned for doing in their exhaust port threads. The reasons are many and varied but one factor which helps the thread towards its fateful end are the exhaust pipe flanged nuts (ET 84 is the part number). It was found that many of the ones being sold and fitted to the aftermarket exhaust systems which are available for the Vincent today had threads which, in some cases, were 0.015 inches below the correct size. Screw a nut like that into an old thread. and the chances are you'll either cross the thread in the head or pull it out altogether. Maughans sorted that problem out in the same way they sort out most others — they make their own fully machined exhaust pipe nuts. The thread is cut with a single point chaser and the size is controlled to very close tolerances. In the event of a head needing a repair to the exhaust port thread, or to any of the other threaded areas, they are able to effect the best job you could wish to set eyes on.



*Special hard reamer steady bushings are clamped into the upper valve guide location prior to reaming the lower guide housing.*



*With the location steady bush locked in position the fitting diameter for the oversize lower guide can be reamed coaxial with the top guide location.*

Exhaust port threads can either be machined oversize and an aluminium bronze insert fitted or else the old thread can be cut out, the whole area specially cleaned and then using a special high tensile alloy filler rod the port area is welded, by the TIG (argon) method. The thread is then re-cut to the correct size. Tony Maughan scoffs at people who try to spot a bit of weld into the thread and then sort it out with a tap.

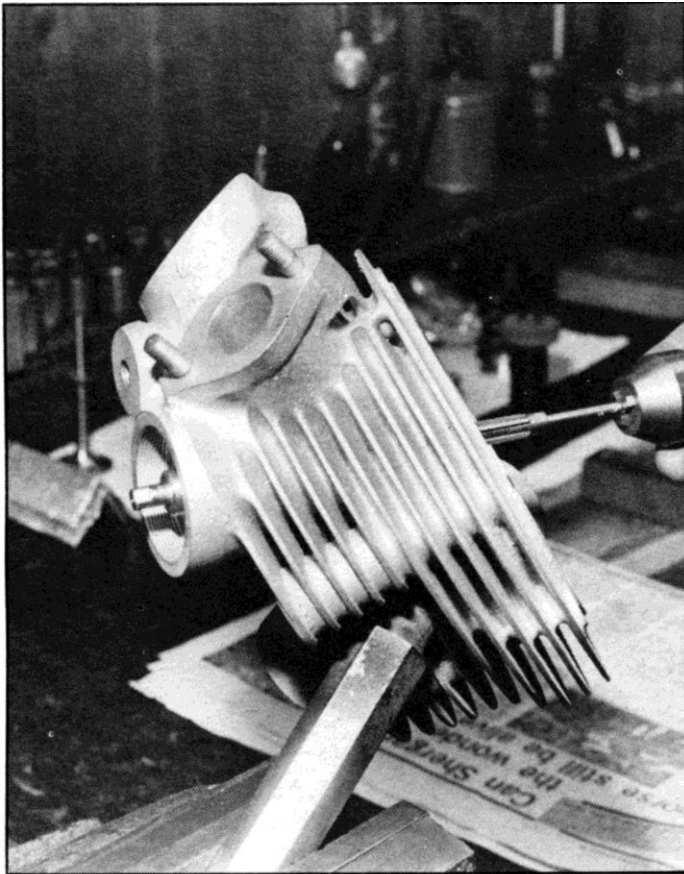
As part of the exhaust port reclamation, the compression joint face and the step which locates with the cylinder liner are skimmed. There are two reasons for this. Firstly, any distortion of the head itself is removed, and secondly the result of all the lapping in with coarse grinding paste which people are wont to do can be seen in the form of rough scars on the sealing faces. The bare minimum is removed at this operation.

A Vincent uses the engine as a structural member of the whole bike. As such the accuracy to which the engine is machined is critical. It is quite often found essential to re-spotface the top surface of the head which locates the head clamping nuts. The reason is simple. If the head is not of even thickness at this point then when assembled with the upper engine mounting that mounting may not be square to the axis of the engine. The result would be to try to bias the steering head to one side. It is just as important to ensure that the head clamping nuts are all of the same thickness. Maughans make their own, specially toleranced from high tensile stainless steel. The washers which fit beneath those nuts are also specially selected for thickness.

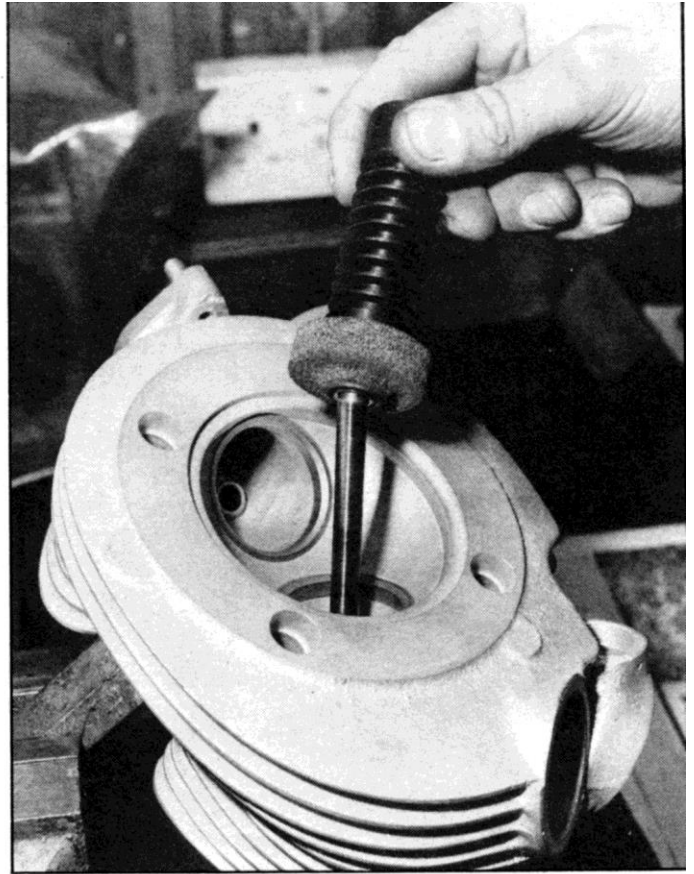
In mentioning the threads in the head we got close to the business area. The Vincent is quite unusual in the way it chooses to open its valves. Most engines push their valves open from the ends; there may be a rocker arm or a tappet and cam above the valve to open it at the desired moment, but not on the Vincent. The valve is opened by a rocker arm which is forked and which operates the valve between two valve guides, so the valve is opened by pushing it about its middle. The result is that the action of opening the valve is far less prone to pushing the valve over to one side or the other, which would be the case if it were opened from the end. The design thus has two valve guides, one above the rocker arm and one below. The valve has two bearing diameters and a further fitting diameter which accommodates the hardened steel collar on which the rocker arm acts.

The upper valve guide locates in an accurate non-wearing datum diameter in the head. This diameter is the one which Maughan and Sons use to correct all the errors in the alignment of the valve guides and the valve seats. They have special tooling which, locating in the upper guide fitting diameter, allows the lower guide hole to be machined oversize to accept one of their standard oversize guides. They make them from aluminium bronze DTD 197 A in a whole series of oversizes, working upwards in 0.015 inch increments.

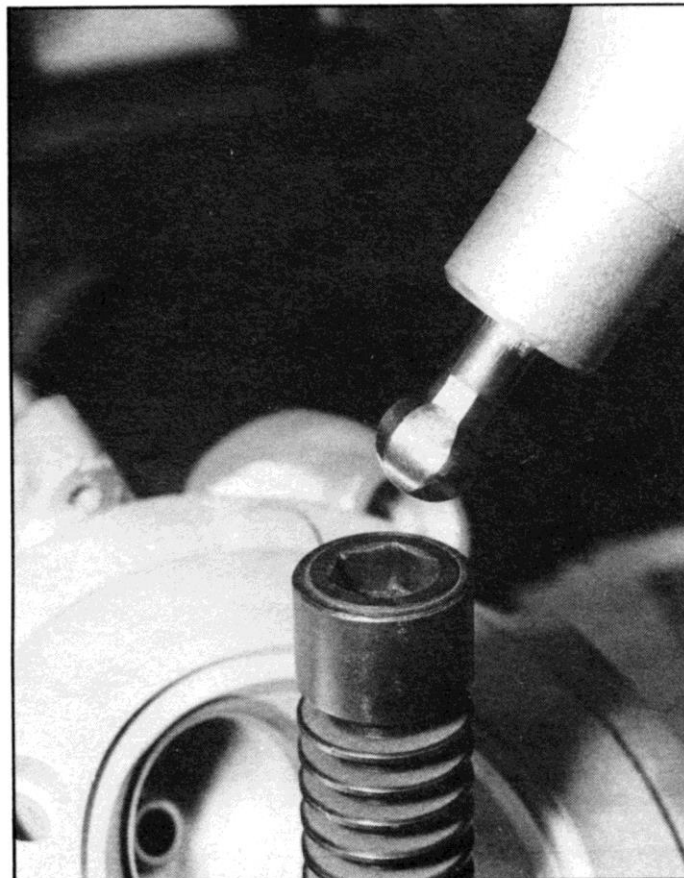
Whilst making the guides they also take care of an anomaly which besets Vincent owners who try to go faster by fitting race cams. Those cams have more lift than standard and so the good old Vincent tuning guide said you should machine a sixty-fourth off the top of the guide to allow the rocker arm sufficient movement with the extra lift. No need for this with the Maughan guides. They have shortened the top of the guide by the required amount. What they also do is to stick that amount onto the bottom of the guide so that the original design length of lower guide is not lost by accommodating the higher lift cams. They don't finish the bores of their guides on the lathe. Instead, they are left a few thousandths of an inch undersize, and the finishing is done with a special set of piloted line reamers which locate in the upper guide and size the lower guide to give the desired running clearance.



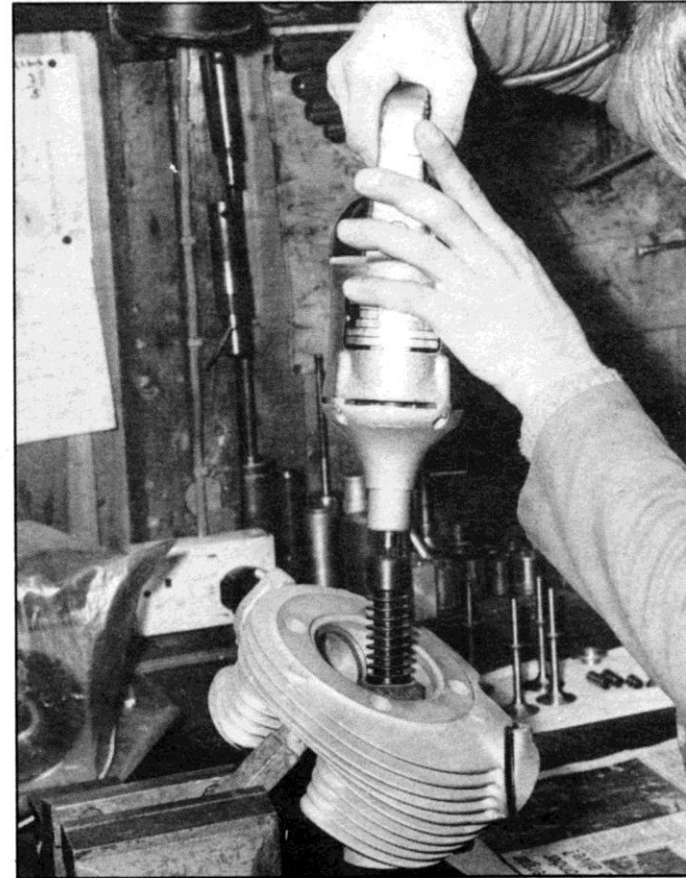
After the new lower guide has been fitted and locked into place with the screwed retaining ring, the bore of the lower guide can be sized to suit the valve. The reamer is piloted, locating in the upper guide's bore.



A hardened and ground piloting bar is locked into the lower guide. This bar is the central location for the grinding wheel which is used to generate the valve's seat, concentric to both guides' bores.



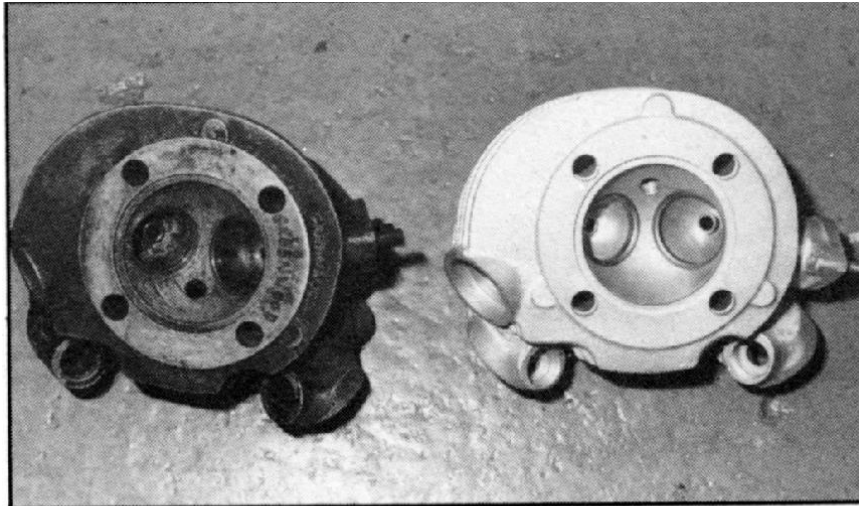
The drive to the grinding wheel allows some articulation so that it is not possible inadvertently to bias the seat out of position.



Steve Hayward carries out the final seat grinding operation on one of the many hundreds of Vincent heads processed by Maughan and Sons.

The seats are also machined true to the upper guide datum. In most cases the seats have to be replaced. They make their seats from aluminium bronze to the required size to have an interference fit into the seat housings. The seat housings can be reclaimed by boring oversize if needed or by welding or reboring if they are already well over standard size. The housings are machined from the upper guide datum. If it is a simple case of replacing the seat and re-machining the valve seat, then the seat is fitted to a hot head with a slide hammer.

After the head has cooled the special pilots for the valve seat grinding equipment are installed. These lock into the valve guide which has been correctly positioned relative to the upper guide datum, a series of grinding stones

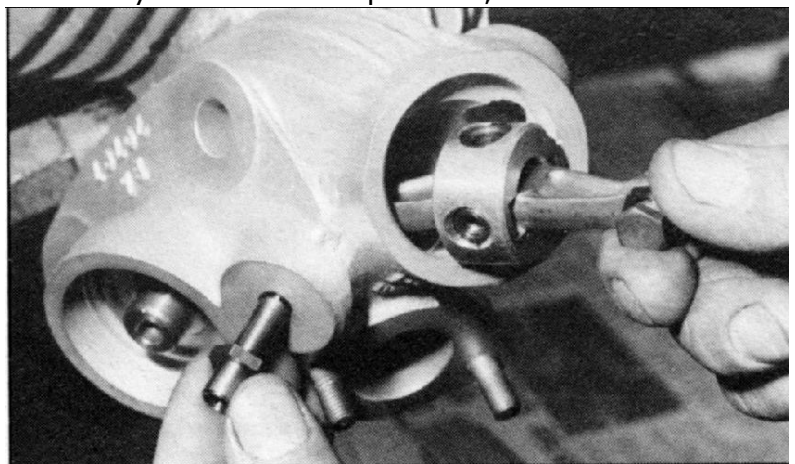


*Bead cleaning removes the dirt and grime which 25 years of use can leave.*

are then very lightly applied to the valve seat, being guided by the central spigot which is locked into the guide's bore. The process, being a grinding operation, is a very low force one. This results in minimal misalignment of the seat face. Final lapping in, the bare minimum being needed, ensures that the upper and lower guides and the valve seat are all perfectly orientated one to the others.

The lower guide on a Vincent is held in place with a screwed lockring. The lockring threads have been known to strip. This is no problem as special tooling is made up to tap them out oversize where needed and also when they are at the maximum size they can be welded up and then recut to standard proportions. Spark plug holes can be reclaimed by Helicoils if needed, so pulled threads are no worry.

The other area where a Vincent head is subject to wear is in the rocker tunnels. As their name implies they are circular housings which hold the rocker bearings. These bearings are a fairly complex machined item, and they rely for accuracy on the rocker pin hole, the one which suits the ET 28 pin, being accurately sized and square to the outside diameter. This, with today's 'that's near enough' attitude prevalent outside of the Maughan works, meant that those available were designated as sub-standard and they make their own. In fact they buy very few components from outside and those which they do, such as valves, are manufactured to the exacting standards set down by Tony Maughan who believes that quality comes next to nothing.



*The ET 100 modification clamps the rocker bearing into its tunnel housing with a high tensile fixing.*

They use a special method of securing the rocker bearing into the tunnel. The captive rocker bearing system, ET 100 modification, is a demon tweak which pulls the rocker bearing in one direction, the same direction as all the force which the valve spring is causing. The bearing is thus locked into position by the oil feed bolt which doubles as a locking bolt and an oil feeder for the rocker assembly. The bolt and the small special shaped nut have to be made from

super high tensile steel. Maughans make theirs from the best available. It is essential to modify the rocker arm itself to miss the nut, but this only takes a few moments as, surprisingly, the Vincent rocker arms are not hardened. They are made from KE805 hot drop stamped.

Just a final word on the way Maughans finish off their heads. They do a bead blasting operation on the bare head. This follows a chemical cleaning tank which is used if the head is particularly dirty or is painted. The blasting is done when the head is bare to ensure that none of the beads get trapped in some important component. The subsequent hot fitting processes for the seats and the guides, as well as the normal good housekeeping and clean working procedures laid down at their works ensures that when finished the heads not only look better than new they are actually more accurate.



Just some of the superb Vincent valve train parts, manufactured by Maughan's and still in production in 2020.

this item first published in Classic Mechanics 1979

Maughan & Sons may be contacted thru their web site <http://www.maughanandsons.co.uk/>



# A Spectacular Prang

Bill Forbes toured and raced Vincent HRDs from the late 1940s until just before he died in 2002.

His first race was on an early 1948 Series B Vincent HRD Rapide in the Easter 1950 20 lap (80 miles) Bathurst Open Event. Without any prior racing experience, he was competing against greats such as Tony McAlpine, Lloyd Hirst and Harold Braun, all mounted on race prepared Vincent HRD twins. Amazingly he finished fourth and was the first Vincent HRD to finish the race.

During his long racing career, Bill had many spills but none were so spectacular as his first bad prang which occurred on the open road with no other vehicle within miles. Details of the story were recently unearthed by Tony Jones whose father Ken attended Parramatta High School at the same time as Bill and the late Bob Satterly.

With his appetite for racing wetted by the Bathurst success, Bill decided to enter for the Nuriootpa races on Boxing Day 1950 and the Ballarat races on New Year Day 1951. His plan was to ride his Rapide, fitted with standard 6.8 to 1 pistons (the fuel available would not stand any higher compression ratio) to the events. Then change to 9 to 1 pistons and use 50/50 petrol benzol for the races.

Around this time Ken Jones had graduated (?) from a 1948 Speed Twin Triumph to a TC MG. So his car was the ideal thing to carry the 9 to 1 pistons and the tools necessary for the compression ratio changes. Bob Satterly was coopted as the third member of the group to assist with the not insignificant mechanical work associated with the four piston swaps.

With Ken and Bob in the MG and Bill riding his Vincent HRD, the trip down the Hume Highway and the Murray Valley Highway was uneventful as far as an overnight stay in Swan Hill. However with hindsight, the bike's wheels had taken a pounding from the pot holed Hume Highway surface which had deteriorated over a wet Winter.

Ken recalls that after a morning start from Swan Hill, he was flat out in the MG doing about 70 MPH. Bill was following but apparently lost patience with being shaken up by the dirt road corrugations when travelling at such a "slow pace". He passed the MG and took off into the distance at what must have been 80 MPH or more.



◀ The "wreck" with what is left of the front wheel and hub, pannier rack and bags removed and waiting for Ken to return with transport to Nyah West.

A while later Ken and Bob saw a cloud of dust in the distance and then, what appeared to be, a tree stump in the middle of the road. As they got closer the tree stump turned out to be the wreck of Bill's bike. After a front wheel collapse, the bike had gone end for end about four times. Bill was lying in the grass at the side of the road moaning and with a cut head and gravel rash damaged face. Ken and Bob loaded Bill into the MG and Ken carted him off to the Nyah West Hospital where they put a few stitches in his head and made his face gravel rash look more frightening by a liberal application of Mercurochrome.

Bob remained with the bike and partly dismantled it in preparation for transport into Nyah West. Bill spent two days in Nyah West Hospital. Ken recalls Bob straightening the front forks with a lump of wood levered against a fence post and then he and Bob scouting the area around Nyah West but not being able to find any right length replacement spokes. In the end, at a Swan Hill bike shop, they bought an assortment of spokes, cut them and Bob brazed the bits together to more or less the correct length. Bob had to do the brazing as the bike shop mechanic would not take the responsibility for such (as he thought) a risky venture.

Later, in a Nyah West hotel room, Ken and Bob sat with an egg shaped rim and gradually rebuilt the front wheel with the not particularly helpful assistance of Bill in bed, concussed and partly delirious, mumbling advice such as "try the next hole". Only 23 original spokes were salvaged so 17 brazed spokes had to be used.

With no headlight and missing mudguard stays, rear taillight/numberplate holder and only one of the twin front brakes working, Bob rode the bike to Adelaide and back to Sydney but a compromise was made in that they gave the Nuriootpa and Ballarat races a miss.

On Christmas Day they were in the middle of the Coorong so lunch consisted of a shared can of peaches and a tin of thickened cream.



*Lunch stop somewhere on the Coorong — Christmas Day, 1950.*

Throughout his life Bob maintained that the most enjoyable and memorable ride that he has ever had started on the Great Ocean Road on Bill's wreck of a bike when a Bristol sports car went past him in a cloud of dust. Not to be outdone Bob took off after the Bristol and for more than 80 miles they exchanged places many times on the alternating dirt and bitumen sections of the road at that time.

Ken and Bill became a bit concerned when there was no sight of Bob ahead so they stopped at a small town and asked if anybody had seen a motorbike pass through recently. They were told that a motorbike covered in dust had sped through the town a while back with a sports car chasing him!



◀ A dusty Bob, looking pleased with himself, after dicing with a Bristol on the Great Ocean Road.



► Bill with his starting to heal "battle scars" next to Ken at a lookout on the Great Ocean Road.

At one point when passing through central Victoria, Bob got stopped at a level crossing. A policeman coming the other way, on a bicycle, asked Bob what he was doing riding an obviously unroadworthy vehicle.

Bob replied that he was riding the bike back to New South Wales for a friend who had an accident on it. At this stage Bill got out of the MG which Ken had parked just past the level crossing.

The copper took one look at Bill's mangled face and said "I see what you mean, get on your bike and get out of Victoria".

Those were the days!

[Click HERE for more about The Great Ocean Road](#)

# OVR Event Schedule, updated 28 September 2020

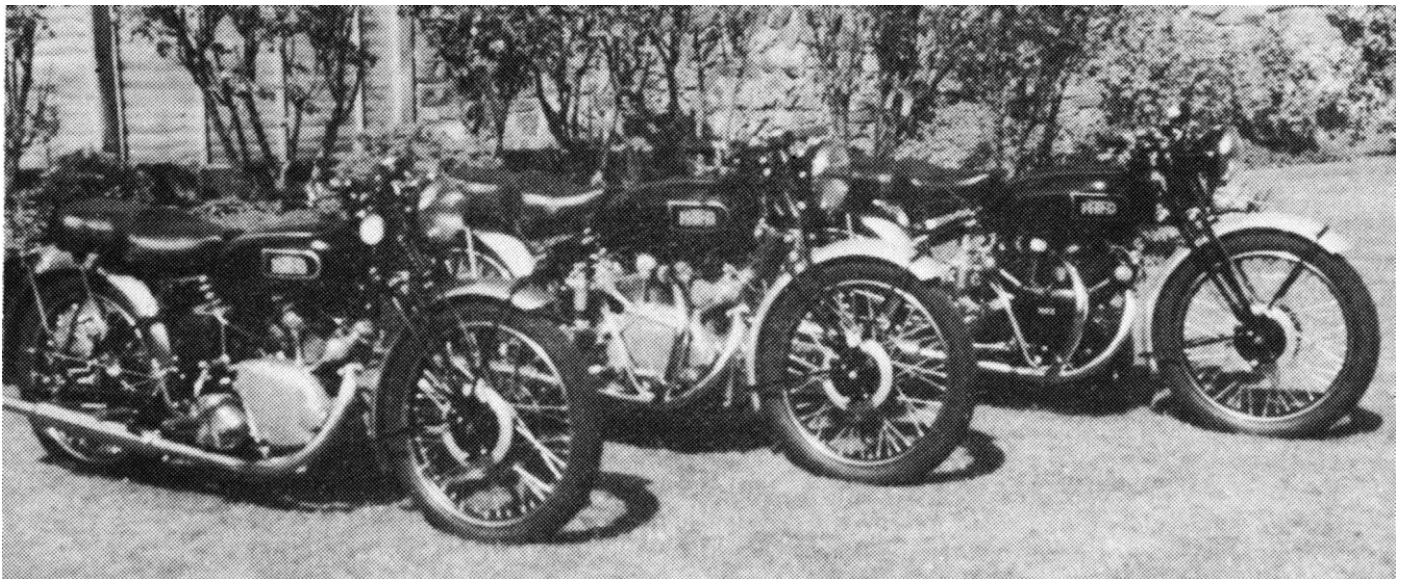
Date	Details	More Info?
2020	2020	

**Postponed** OVR Bushfire Relief Ride – in Victoria, Australia. See OVR July 2020 **Regrettably postponed till the COVID crisis is over – god knows when that will be!**

**COVID Update:** Within Australia most state borders are now closed, making inter-state travel almost impossible. Within some states, travel inside the state is also constrained. The Australian national border is also closed. This situation is expected to be in place till the COVID crisis is under control - and that could be some time away.

## **THREE B's**

A 1947 Series B Rapide, brought for £273, had a shattering 0-60 mph time of 6 seconds . . . the same vital stastic as 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 499 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 artists 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 499 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.

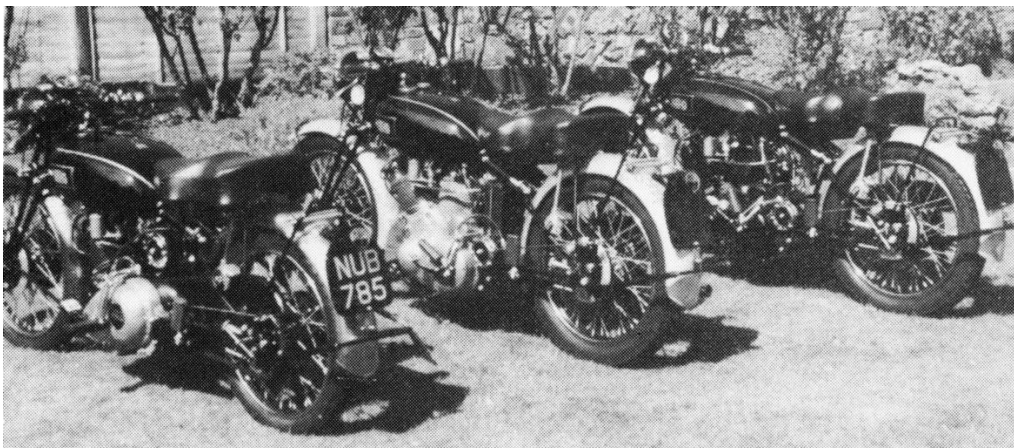
However, we are glossing over the first exciting and difficult years of production far too quickly, something I was to experience first hand. So impressed was I with my Rapide that I decided to see if Phil Vincent and his stalwarts could do with another willing helper to build the world's fastest standard 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 legendry, 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.



***Black-tank beauties from the 1940's. These are Brampton forked Series B Vincent-HRD's – two 998 cc plus a 499 cc Meteor single***

## 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.

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**SELL: Vincent Series C twin chaincases** and clutch cover painted and ready to go A\$1200.00 you won't get one from UK cheaper than this. Located in Melbourne, Australia. Can ship world-wide. Contact Phil at [unionjackmotorcycles@gmail.com](mailto:unionjackmotorcycles@gmail.com)



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### SWAP - Series B UFM

I have a good condition (probably needs a repaint) Series B UFM, number R3576.



Would like to Swap for a good condition Series C UFM for Comet project.

If you can help please email to [Rodneybrown58@icloud.com](mailto:Rodneybrown58@icloud.com)

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**SELL: Amal Mk1 Concentric Carburettor Shim Kits**, provides for twelve 0.016" incremental needle adjustments to allow precise mixture tuning in the critical mid-range. Also suitable for Wassell carbs. Just A\$15 per kit including postage world-wide. Additional kits just A\$10 each. Email [ozvinreview@gmail.com](mailto:ozvinreview@gmail.com)

**SELL - COVID Cleanout:** I have had a good look through all my Vincent stuff and have decided that a number of things need to be moved on. These items are all located in New Zealand, though the prices are in Australian \$. Packing and post/shipping costs extra.

Contact Eugene Nehring in New Zealand on: [eugenednehring@me.com](mailto:eugenednehring@me.com)

1 x mostly complete set of Girdraulics REDUCED to just A\$5,000, 2 x Used Rear Hubs \$50 each, 1 x Good Used G50 \$100, 1 x Vincent Single Pull Throttle \$100, 1 x Comet Steady Plate Good Used \$50, 1 x Rapide Steady Plate Good Used \$50, 1 x Comet foot Hanger (Brake Side) CAD plated \$150, 1 x Comet Pivot Stand Axle CAD Plated \$50, 1 x Series D exhaust Nut \$50, 1 x Comet Battery Carrier with front Strap \$150

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**SELL: Steib Sidecar**

I have become the owner of an original, fully restored, 1950 S350 Steib sidecar, due to the fact that I had to buy the Sidecar with the attached 1961 BMW R50/2. **The bike I want to keep**, but the sidecar has to go. The sidecar is in immaculate unmarked condition and has been fitted with a hand operated hydraulic brake. Like most Steibs, it is easily converted between left and right hand mounting. Located in Townsville, Australia. Seeking sensible offers around A\$14,000. Can assist with shipping world-wide. Email to Paul Gilbert for more information [pmgilbert@netspace.net.au](mailto:pmgilbert@netspace.net.au)



**Now 2 just Bikes For Sale** - please , seller requests NO DEALERS

1. **Vincent Rapide**. A bit of a but a good one. Engine is Series B and the UFM and RFM are Series C.

Current owner since 1978 a private collector in Queensland with no problems. Selling due to old age!! Bike is located in the Illawarra area of New South Wales. Offers in the vicinity of AUD\$60,000 for a quick sale. Reply in first instance to Alyn Vincent. [alynvincent@mac.com](mailto:alynvincent@mac.com).

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2. **Series B Vincent Rapide**. Matching numbers in excellent condition. Bad back forces sale of this well sorted machine. Currently running an Alton but original generator available.

The bike is located in Queensland, North of Brisbane.

Offers in the vicinity of AUD\$85,000.

Reply in first instance to Alyn Vincent, [alynvincent@mac.com](mailto:alynvincent@mac.com).

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3. **2007 Ducati Monster 695**. Elderly owner who cannot ride anymore.

Offers in the vicinity of AUD\$6,000

Located in the Illawarra area of New South Wales.

Reply in first instance to Alyn Vincent,

[alynvincent@mac.com](mailto:alynvincent@mac.com).

Interested? email to [alynvincent@mac.com](mailto:alynvincent@mac.com)



## **SELL: Vincent Seats**

2 x new Vincent seats for sale, one is standard, the other a long version, brand new covers made by Dion Drake for the authentic look . A\$750 each. Located in Melbourne, Australia. Can ship world-wide. Contact Phil at [unionjackmotorcycles@gmail.com](mailto:unionjackmotorcycles@gmail.com)



# Service Providers

The Service Providers listed have been used with a degree of satisfaction by OVR readers in the past. Just because they are listed does not imply an endorsement of them by OVR. Service providers are not charged a fee for this service nor can service providers themselves request that their information be included, though they may request that an entry referring to them be removed.

## Spares:

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

**Maughan & Sons, UK** Taking pride in producing the highest quality spares, Maughan & sons stock over 1300 parts and produce over 800 for the Vincent Twin and Comet. Ships worldwide. More info here <http://www.maughanandsons.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 [pl\\_holdsworth@yahoo.com](mailto:pl_holdsworth@yahoo.com) Located in Chicago IL USA.

## Nuts n Bolts:

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

**Precision Shims Australia**: All types of shims made to your requirements, ships worldwide. More info at their web site [www.precisionshims.com.au](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: [ogrip400@hotmail.com](mailto:ogrip400@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)

**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)

**LUCAS STUFF** – The man who bought Kevin Baker's Lucas Parts business is Danny Lee in Melbourne. Email: [dannyleepersonal@gmail.com](mailto: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 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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# SERVICE

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