



The Oz Vincent Review

Edition #88, June 2021



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Welcome to the latest edition of OVR. Hope you enjoy it! The cover this month depicts a pair of Vincents, not parked but waiting in the morning Autumn light at Drysdale, in Victoria, Australia, before swooping off on a run – a rare event in these times of newly imposed COVID restrictions and lockdowns.

If you have already downloaded edition #84, the item in it on ATD tuning has been updated and there is a revised edition of #84 available from the OVR archives for you to download. You can read a supplementary article in this edition. 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

Letters to the Editor (a small sample of what I received)

Hi Martyn

As a one time, long standing employee in the Insurance industry, and a life time Fellow of The Chartered Insurance Institute *(FCII) I feel I should offer these pearls of wisdom re Insurance

All motorists should insure; a poor man cannot afford to leave his widow a pauper with ten children and an unpaid garage bill, nor yet face a claim for £1500 when some tipsy fool has committed suicide under his wheels; a rich man can easily afford the premiums, and will appreciate the the relief of having a company to stand the racket when misfortune comes his way.

Insurance is extremely expensive, ranging from three guineas for a medium sized motor cycle to ten guineas for a luxurious cycle car. If economies must be effected, the motorist should at all costs secure full protection against all third party risks, which have been known to reach more than £1,000; and in the interests of his dependants, if any, he should insure his person. The sole justifiable economy is to leave the motor itself uninsured; for the worst that can happen is that an amiable person should be robbed of a fascinating hobby.

It cannot be too firmly stated that road dangers are increasing annually by leaps and bounds; our roads are full of pedestrians, cyclists, and motorists who are destitute of commonsense. The most careful driver may be involved in a very ugly smash any time he goes out, and that without any fault on his part; yet he may have no witnesses, and the opposition may have several, not wholly unprejudiced.

The layman cannot cope with the pitfalls of insurance law and the ingenuities of certain gentlemen who draw up policies. It is safe to seek the advice of a reliable broker, or choose a policy approved by the A.C.U., A.A., or a trustworthy motor journal.

So there you are, you have been told!. It will be obvious that some of the information above is a little out of date. It is in fact taken from a book "Hints & Tips for MotorCyclists" and published around 1909 or thereabouts.

To be very pedantic about it the punctuation above is exactly as in the book, with a lot of semi-colons; which you don't often ;see now; and commonsense; that rare commodity; was written as one word.

Best wishes to all; and stay safe; I am making up for the lack of semi-colons; in modern writing;; (plus one for the poor underused colon:).

Colin Manning F.C.I.I.; U.K.

Hi Martyn,

Thanks for the article on the cam spindles etc. I just had to replace a cam and a follower spindle in 'Melvin' as of course the dreaded 'Previous Owner' did something unconscionable back in 1973. Or not. But anyway, a bit of a tip for installing the spindles to a height:

Make up a length of tube that slips over the relevant spindle and brings it to just about the right height out by putting a washer and nut on the end of the spindle so as then one can tap it until the tube stops the spindle going in any further, and then you can tap it in just a touch to get it how you want it, if need be.

But be mindful that the tube length for each particular spindle is likely different. As I had to do this with the bike complete and on the left, it was an easy way to get close to where it had to be.

What I did do was measure from the mark on the spindle coming out to the shoulder at the thread end and make the tube up based on that, and then tap it in the last bit using a straight edge across spindles alongside. Seemed to work. Stops the problem of taping it in too far and then having to pull it out, never ideal if avoidable I feel, the less they get pulled back and forth the better, though I do give them a dose of Loctite 648 at the time. I just did a couple so that is why I recently messed around with this.

Once you've made the tube it can go into the tool box in case ever needed again.

Alice Leney, New Zealand

Martyn,

John Edgar then the orig. owner of the 1948 "Bathing suit" 150 mph speed record Black Shadow snapped this pic of Phil Vincent beachside. The period motorcycling costumes contrasting to Vincents attire - says it all about the class distinctions.

He attended Daytona bike races in March of 1950 with Phil Vincent and Rollie Free and Vincent Martin, the early Postwar So. Cal Vincent dealer.

There are a few more large high resolution pics of Phil and Rollie and crew that can be purchased at the website of John Edgar who was a photography buff as was Phil Vincent. Edgar went onto to sponsor his own Ferrari racing team in the 50's and 60's in SCCA racing .



Carleton Palmer II, USA

[Visit the William Edgar Archive <https://www.william-edgar-archive.com/> where this and more great images may be found . Editor]



Hello Martyn,

In the West London section of the international Vincent H.R.D Owners Club we have our own girl racer, Sian Brooks, a very successful and competent racer rider.

I forwarded the OVR to her as I thought she might be interested in a video of a trail blazer for ladies in to what was considered a mans domain. Sian has updated information of Beryl Swain and has sent me a photo of a fantastic mural on a wall in Walthamstow, London of Beryl Swain as part of an Art Trail.

Apparently the TT organisers tried to rule her out of the TT by making a minimum weight requirement, Beryl thwarted their efforts by piling on a load of weight. A very determined lady !

Thank you for your excellent magazine.

Best wishes, Ron Thomas. UK

Here is a shot of Sian Brooks on a Yamaha TZ250L, where she won the Mike Hailwood Trophy, at the Goodwood 75th Members Meeting, March 2017, Goodwood Motor Circuit – she makes that little 250 look like a monster bike! [editor]



OVR Event Schedule (all COVID permitting)

Date	Event	More Info
July 18	VRV/VOC day ride (destination TBA)	Sec.vrv@gmail.com
Sept 12	VRV/VOC Day ride thru Gippsland	Sec.vrv@gmail.com
Sept 20-24	Australian National Vincent Rally, South Australia	vincenthrdclubsa@gmail.com
Sept 26	Bay to Birdwood Rally, South Australia	
Oct 24-26	MotoGP at Phillip Island, Victoria	
Nov 19-21	VRV/VOC Annual Tour	Sec.vrv@gmail.com
March 2022	Combined VOC/VOC Black & Gold Rally (Vincent & Velocette)	At Lakes Entrance? In planning – TBA, open to VOC members only
March 2022	Tour around Tasmania	www.tassietour.info

Lucas ATD Tune Up – Revisited

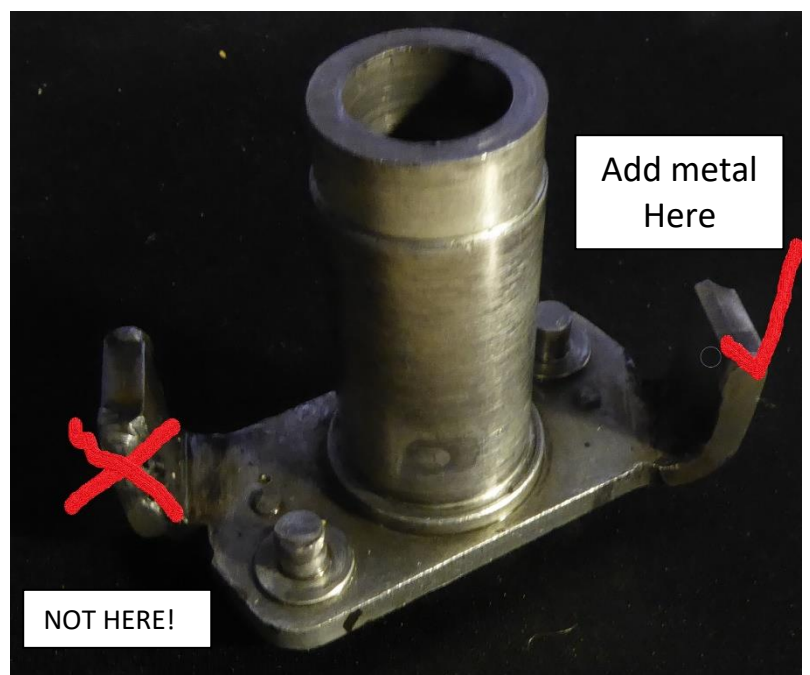
In recent times my Comet has exhibited bothering idle behavior. When the engine is first started it idled reliably and at what I considered a sensible idle speed (no tacho fitted) but after fully warming up – say around 10 miles of travel - the idle speed was no longer where I had set it; in fact, at a stop the motor would race. By engaging first gear and slipping the clutch, I could get the revs to fall to something I considered more acceptable but on pulling in the clutch the revs would quickly rise again.

In OVR number 82 and 84 I covered the tuning of the Lucas ATD fitted to the standard magneto on our bikes. Since then, I have realized that there was a small oversight (err error?) in my original work and article, one that once rectified can lead to more reliable ATD operation (the archive copy of #82 has been revised accordingly).

It is all about ensuring that the bob weight springs have the best chance of doing their job.

I did suggest adding more metal to the bob weight arms in order to reduce the advance range of the ATD and while I was not specific about exactly where to add the metal. The photo provided in the earlier article that illustrated where I added metal to mine, while correctly showing what I did, I now realize I added metal in the wrong place! Pic to the right shows where it should be added.

What we need to aim for is sufficient pre-load on the ATD springs to ensure that once the engine gets up to operating temperature the springs still retain sufficient ‘pull’ to fully move the ATD mechanism into the retard position when the engine comes down to its intended idle speed.



If there is insufficient ‘pull’ then full retard may not be achieved and at idle the engine will seem to be racing or at best, idling at a much higher speed than you intended. And this is exactly the issue I faced.

So how do we ensure sufficient ATD spring pre-load? When you add metal to the arms of the ATD in order to reduce its advance range that metal **MUST** be added to the side of the arm that rests up against the retarded position, this will force the Bob Weight Pivot to pivot outwards further when the motor is not running and in doing so increase the pre-load on the ATD springs.



But first **BE SURE TO READ OVR ISSUES 82 AND 84** – you will find them in the OVR archives.

My poor suffering ATD went back into my workshop (butchers’ shop?) for a rework.

Having dismantled my ATD, using a welder metal was added to the retard side of **BOTH** arms – that’s the side furthest way from the bob weight pivot pins and yes, this will reduce the advance range. What it also does do is

force some pre-load into the springs by changing the resting angle of the bob weight pivot (see second photo).

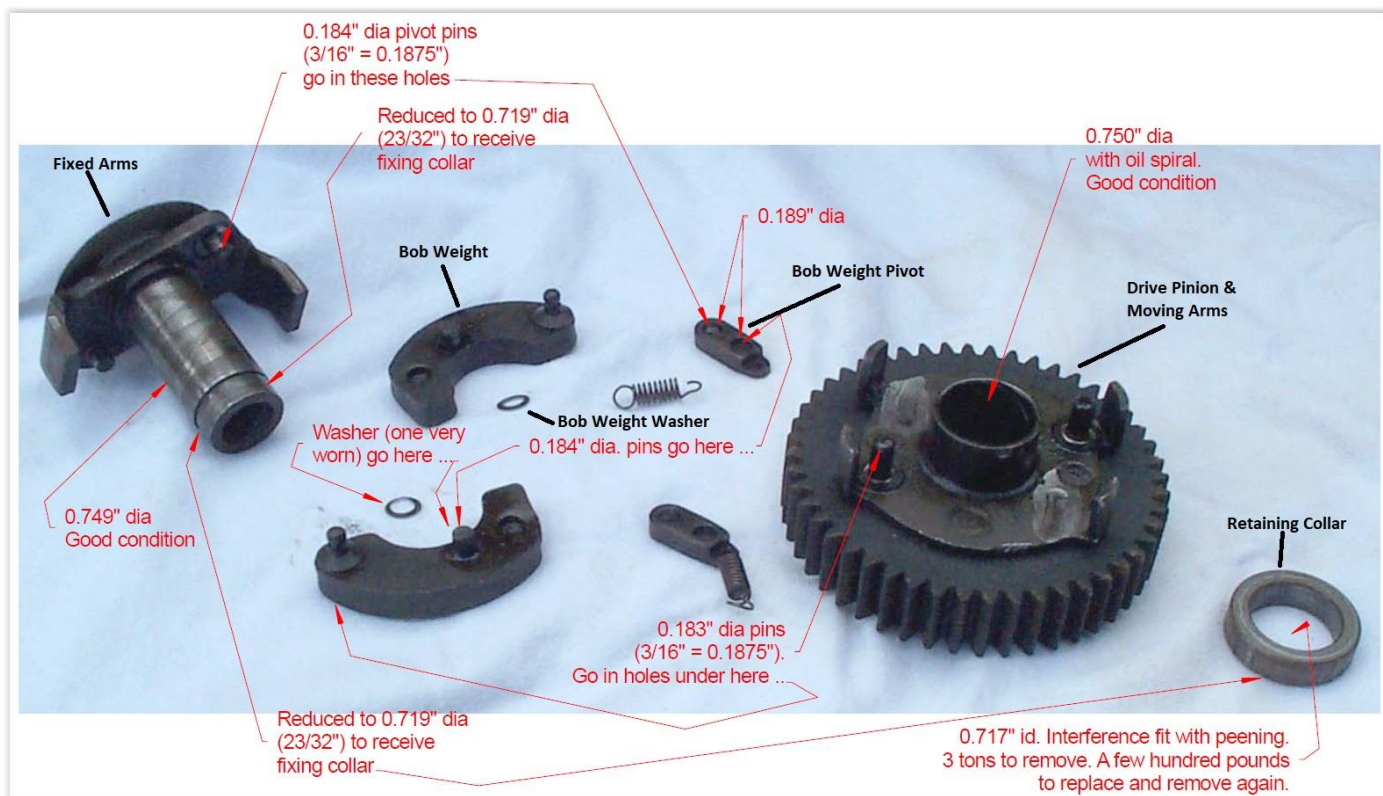
So having done that you then remove the minimum amount of metal you just added in order to give positive and equal contact of both arms to the retard legs on the baseplate – it is this ‘extra’ metal that creates the additional spring preload by altering the relative position of the toggle levers.

Check the advance range that you now have with your ATD. Not clear? Re-read the article in OVR 84! The ATD advance may now be less than you desire so you will need to carefully remove more metal till you get the advance range you want.

CAUTION: Every ATD I have encountered is NOT completely symmetrical so before you start filing, I recommend you mark your ATD so you always reassemble into the same relationship. I used yellow fingernail enamel on mine as you can see in the second photo.

Of course, you DO NOT need to fully reassemble the ATD as you ‘tune’ the advance range, full assembly is only needed once the range has been set.

There are 2 small (easy to lose) anti-friction washers that MUST be in place between the Bob Weight Pivot and the Bob Weight for smooth and reliable ATD operation. If you have lost yours, contact the OVR editor ozvinreview@gmail.com who may be able to help out.



And keep in mind that the advance range at the crank is DOUBLE that at the ATD. So if you want an advance range at the crank of, for example 28 degrees (yielding 4 BTDC retarded and 32 BTDC advanced) you will need an advance range at the ATD of just 14 degrees.

What's coming next? A short item on refurbishing bob weights where the small but essential anti-friction ‘bump’ on the underside has worn away.

SNAFU

My COVID Quarantine Experience - Contributed by Holger, Australia

I was on flight QF778 from Perth, Western Australia on Wednesday 21st April 2021. On arrival in Melbourne I collected my bike and rode to Castlemaine. Saturday 24th April I was contacted by the health authorities and was taken directly to hotel quarantine in Melbourne, Victoria, forced to leave my motorcycle unattended in Castlemaine, 150 Km distant, and was told getting back to Castlemaine to collect the bike was 100% my own problem.

What follows is what I think every person needs to consider before getting on an international flight to Australia or an Australian domestic flight anywhere in the country.

It's clear that the management of COVID quarantine in Australia has mostly been a total shit show. All of the community transmissions and lockdowns in Australia over the last eight months have originated in various quarantine hotels with one exception, that being a hospital.

The President of the Australian Medical Association - National Body, and the President of the AMA in Western Australia, have both slammed hotel quarantine in the strongest possible terms. "Frankly it's ... an abuse of human rights because everyone is saying it's not fit for purpose, it doesn't work," Dr Miller said."

The Chief Medical Officer of Australia, Professor Paul Kelly, told the Senate Select Committee on COVID-19 on the 27th April "We expect that there will be positive cases in quarantine. We expect that there will be transmission in quarantine."

The latter statement would be the equivalent of the CEO of a major oil company saying "we expect that oil wells will blow out and there will be oil and gas leaks into the environment". It is an admission of incompetence! What do they think the word "quarantine" actually means? The Australian government banning international arrivals from India is also an implied admission that they know hotel quarantine is ineffective and they don't want people with COVID in quarantine because they cannot prevent transmission.

I note that the latest transmission in Western Australia was a quarantine hotel security guard. I also observe that the security personnel in the hotel I was in were not wearing N-95 face masks and the TV Drama disposable masks they did have on are not fit for purpose. How can something so obvious and so fundamental go unaddressed in such a safety critical environment? Not only that, but the head of infection control at the agency running Victoria's hotel quarantine program has been stood down after allegedly breaching their own protocols twice in the past two months.

We don't need any additional data, anecdotes, or statements to know that state based hotel quarantine is not only ineffective, it is actually the opposite of what quarantine is supposed to be, in that being placed in hotel quarantine places an individual at the highest possible risk of contracting COVID-19 in Australia at this time.

The person on QF778 that resulted in my present predicament is a case in point. I will not say that man "caused" my predicament because he did not - my predicament was caused by the abjectly abysmal mismanagement of quarantine by the WA state government. That poor bloke came into Australia free of COVID-19 and paid the WA government something like \$3,000 to \$5,000 for the privilege of catching the Indian variant of COVID-19 in so called quarantine. I hope he has engaged a legal firm to seek compensation and damages.

The current state of international air travel is such that there is nothing unusual about an international traveller whose destination is one Australian capital city arriving in a different capital

city, undertaking quarantine where they landed, and then taking a domestic flight to their final destination. Given the relatively high risk of catching COVID-19 in the corridors of the quarantine hotels, what happened in the case of QF778 on the 21st April 2021 isn't really all that surprising.

What does all this mean for you? Well, as long as quarantine arrangements remain as they are in Australia, then taking any domestic flight, or international flight into Australia, comes with a very real risk that you will end up in exactly the same situation that I found myself in. The risk might be low in absolute terms, but it is a real risk and it is certainly not negligible - just ask the other 257 people on flight QF778.

Assuming that you recognise the risk associated with getting on a domestic flight, are you then ready to accept the possible consequences? In case you think it's just two weeks in a decent hotel with room service, laundry, cleaning services, linen, and so on, allow me to spell it out.

Read the following once a day for the next fourteen days and see how long that feels like.

On first contact you will be told to remain where you are and not to go out or have any contact with any other person. In my particular case that resulted in more than 24 hours with no food and only water from the tap in my accommodation.

Next you will be collected by spooks in suits and taken to a quarantine hotel where you will be issued with a detention order and escorted to your room, all the while being treated like a leper. The walk into the hotel and up to your room is a very high risk activity but no special precautions are taken and the mask you will be given is not fit for purpose. If an infected person has been in the same space a short time prior to you being there, you could easily become infected yourself.

Once you are in your room, then you cannot leave and nobody else will be allowed to enter. Everything that leaves the room will be disposed of. This means you cannot have laundry done, no cleaning apart from what you yourself decide to do despite not even having a toilet brush, no change of linen, and nothing to heat any food. The only 'real' cutlery in my room was a pair of teaspoons, but fortunately I had my Leatherman wave knife in my motorcycling kit.

I was in a fairly new hotel on Melbourne's South Wharf, and meals were provided. Well, they say "meals" but I have never seen or smelled such disgusting stuff. In case you think my expectations are unreasonable, I have travelled the globe, been to Africa in the eighties, the former USSR, and the far east, but never have I seen such stuff served up as being fit for human consumption. It was possible to have meals delivered from outside or groceries from Coles or Woolworths, and I didn't even bother to bring the hotel meals into my room.

Once you are the subject of a detention order it becomes an offence for you to leave your room, and you can be fined or jailed for doing so. There is no recourse and no appeal. The Minister responsible and his department will simply ignore you while they hold you up as an example to the wider community to convince them that they are keeping them all safe from COVID.

By far the biggest issue you will face is the risk of becoming infected while in quarantine. Those responsible for your safety are not managing it properly and your ability to control the risks for yourself will be limited by your confinement. You need to assume that the air in the corridor outside your room IS loaded with COVID and that anything delivered to your door has also been contaminated.

Things you should do are as follows:

- Place a supermarket order as soon as you arrive and order in verified COVID effective disinfectant spray like Pine-O-Clean hospital grade, disposable latex gloves, hand sanitiser spray, hand sanitiser wipes, and some liquid disinfectant.
- Demand that they provide you with a fit for purpose N-95 mask, and learn how to fit yourself properly once you have it. A complete and proper seal is critical to protecting yourself.

- Use the disposable gloves when bringing delivered items into your room. Assume the items and the gloves are contaminated as soon as you close the door.
- Use the COVID effective disinfectant spray to disinfect what you bring in and disinfect the gloves before taking them off and disposing of them.
- Spray disinfectant around the doorway before you open it and after you close it.
- Assume that your mask is contaminated every time you open the door and decontaminate the mask and your hands after removing the gloves. I found the sanitiser spray to have a less rugged smell than the disinfectant.
- Have a plan to decontaminate yourself and your gear as soon as you leave the hotel. Do not wait until you arrive at another destination. Do it on the pavement as soon as you are outside. Assume that every surface exposed to the air in the corridors and elevators on the way out has COVID on it. Be prepared to ruin the clothes you have on with disinfectant spray.

Finally, assuming you get in and out of quarantine, go and get a COVID test seven days after you leave. Be cautious in those seven days and conduct yourself as though you have the virus and are contagious. Some might say that sounds like you should place yourself in quarantine, but that would be ridiculous because the way quarantine is being mismanaged in Australia right now, nobody should ever be allowed to leave, just like [Hotel California !](#)

[EDITORS COMMENT] This “letter to the editor” was written in the middle of May 2021. The contributors contact details were provided to OVR but have been redacted at his request

Since then, there has been a significant COVID outbreak in the state of Victoria with the number of positive cases compounding every day. We were told on May 31 that there were 45 positive COVID cases with over 20,000 people in the state having been identified as close contacts of those already infected resulting in over 5 million people in lockdown. Just 5 days earlier the number of positive COVID cases in the state was ZERO!

The Australian Government that has constitutional responsibility for quarantine and national border management continues to do NOTHING to prevent transmission of COVID, forcing those without the legal responsibility for quarantine to do their best in establishing and operating makeshift quarantine facilities at locations around the country.



People wait for COVID tests in Melbourne on Wednesday, 26 May.
Source: AAP

As of midnight May 27 the state of Victoria was plunged into a minimum week-long lockdown with residents only be able to leave home for five reasons: to get food and essential supplies, for care and care giving, for authorised work, to exercise, or to get vaccinated. All schools closed, no public gatherings of ANY sort and only supermarkets and essential services like drug stores, gas stations and banks may remain open. Exercise and essential shopping is limited to just 5 Km from a citizens home.

All other Australian states have closed their (state) borders with Victoria. No one in or

out.

*And still the Australian Federal government continues to permit travellers from COVID ravaged countries to enter Australia. **SNAFU!***

Winton Winners!

An OVR contribution from Franco Trento

There is an annual historic vehicle event conducted by the Austin 7 club of Australia at the Winton Racetrack located near Benalla in central Victoria. It's a 3 day event held mid May – practice on Friday and events held over the weekend.

Early Saturday morning it was crisp at -1C to start but warmed up to a lovely 19C with cloudless skies.



Cam gets a knee down in a fast right hander

Bob Rosenthal (Clatworthy Norton) who is very experienced at the Winton circuit in particular won the first race by a margin of 0.09sec from Cam Donald on an Australian developed and prepared Godet Vincent Grey Flash (Part of the Luis Gallur racing stable) with Garth Francis ESO/Manx Norton, third 0.5 sec further back , so a bloody good and close racing enjoyed by the great spectator presence.

In the arvo, Cam pulled some very good opening laps in race 2 to win by a comfortable margin with Bob on the ES4, second.

Sunday morning saw Bob have a cracker of a race with Cam in a very close battle with Bob finally crossing the line ahead by a miniscule 0.2 second margin. Possibly the best race of the whole event!

Last race saw Cam give it his best performance pulling a 100 metre lead on each of the 4 laps, winning by a very comfortable margin and securing the trophy , whilst Bob experienced Ignition trouble on the ES3 .

As Cam commented in his post event message *"The 2021 Winton Classic was a brilliant weekends racing 🏆 A massive thanks to all involved."*

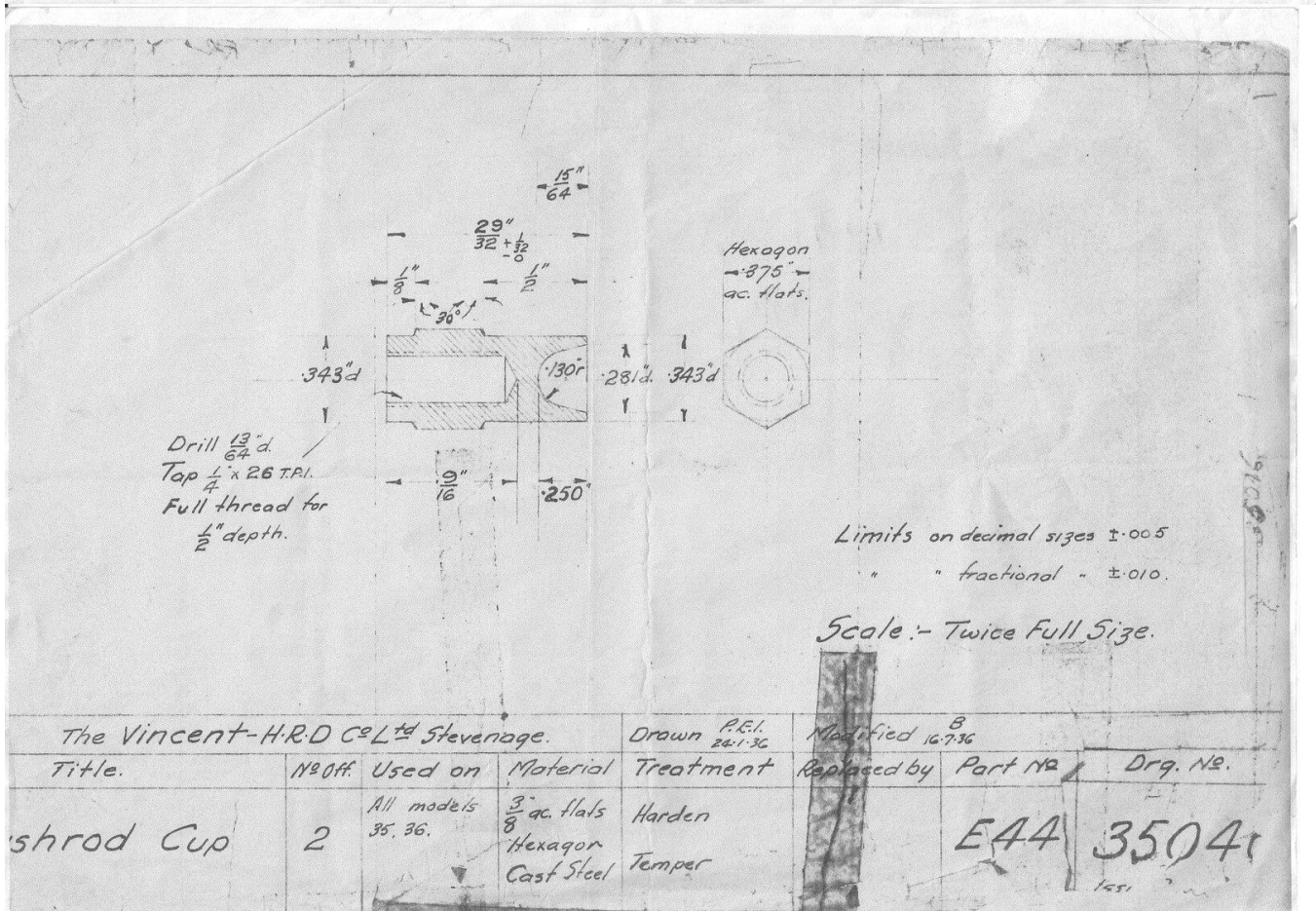
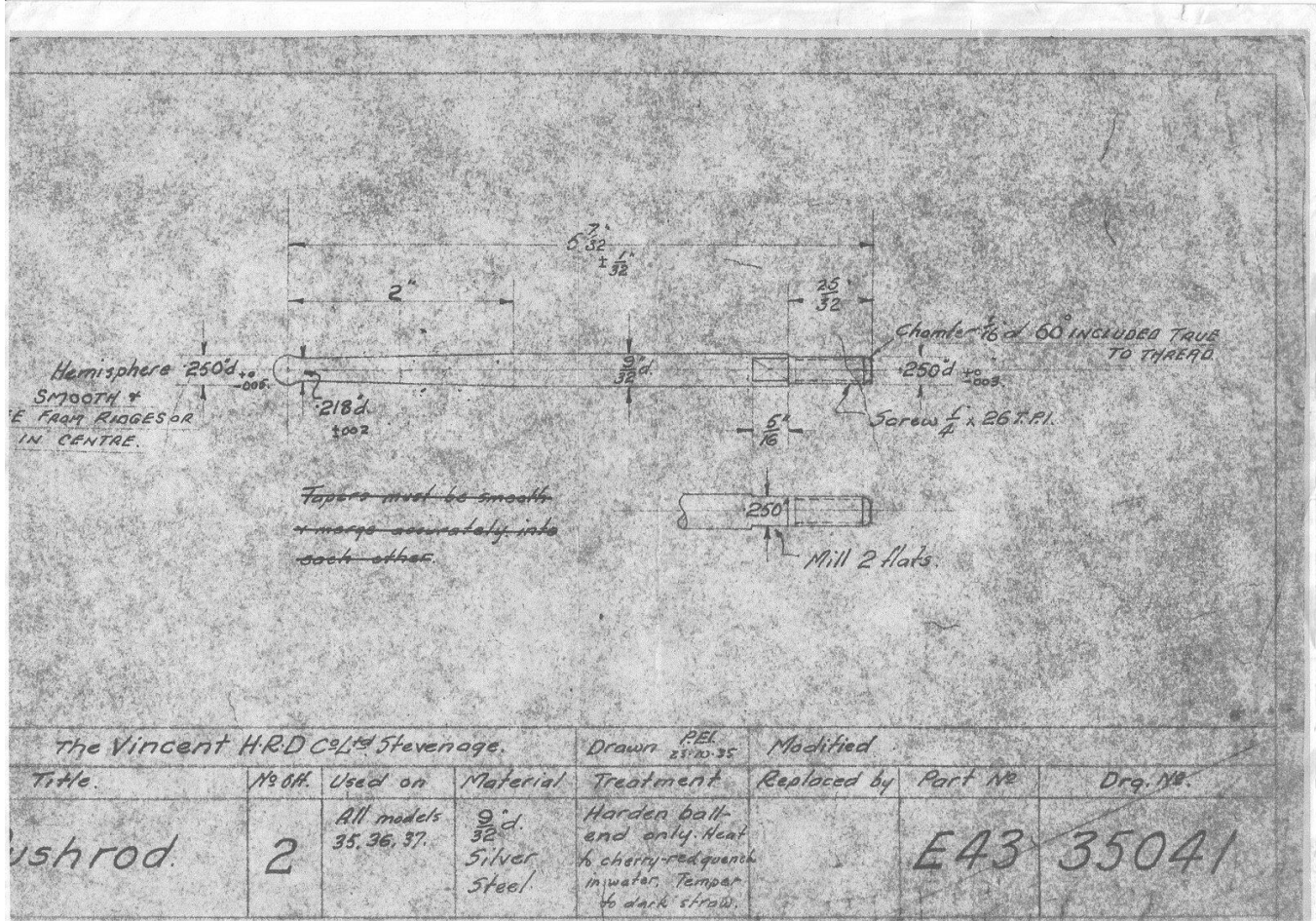
Cam Donald wins the Senior Classic Solo 500 Trophy & the Ken Lucas Trophy Handicap on the Luis Gallur Godet Vincent Grey Flash : Photo: Cameron Donald, Kaz Anderson Family, Luis Gallur- owner Grey Flash and Greg Brillus -Vincent Master Builder /Racer/Tuner/Good Guy.



For some video of the Winton Event just [CLICK ON THIS TEXT](#)

Series "A" Pushrods

These obscure series A drawings, penned by Phil Irving back in 1937, made a recent appearance on a Vincent forum which many OVR readers may have missed.





NATIONAL MOTORCYCLE MUSEUM “LIVE” OPEN DAY-SAT October 30, 2021.

After the cancellation of the 2020 event due to Covid-19, Saturday 30/10/21 will see the museum return to hosting our 7th annual free open day when everyone will be invited to visit the museum collection free of charge. Now one of the largest events in the UK biking calendar, there will also be a host of other free attractions including **Henry Cole and Friends live on stage!**

Museum Live 2021 Timetable: To assist visitors, everyone arriving on site will be given a free timetable with a full list & timings of all the day's exciting, free, events.

Free Museum Entry: Everyone is invited to visit the museum collection, free-of-charge.

Indoor Autojumble & Trade Area: The event will feature a large indoor autojumble and trade area held within the warm & dry surroundings of the museum.

The event will also feature trade stands & displays from many well-known names from the wonderful world of motorcycling!

The museum shop will be open throughout the event selling a huge range of classic motorcycling books, clothing & memorabilia.

Meet The Experts:

In attendance will be some of the museum's specialist suppliers & craftsmen, (including our own restoration team) as well as other classic motorcycling experts who will be available to chat and answer questions.

Henry Cole And Friends Live On Stage:

*TT legend & TV presenter **STEVE PLATER** will host two special free to enter **HENRY COLE AND FRIENDS** stage shows at 11.00am & 2.00pm.*

Held on the stage in the museum's magnificent Britannia suite, these now legendary free 1 hour chat shows will feature TVs Henry Cole and Sam Lovegrove, as well as whole host of motorcycling personalities from the past & present.

All our guest stars will also be making personal appearances to sign your favorite memorabilia in addition to some special book/memorabilia signing sessions.

LIVE “Start Up” Feature Presented By The Brackley Festival of Motorcycling:

See & **HEAR** some of the most famous race machines in the world started up on our LIVE Start-Up Stage, situated in our Britannia Suite. Bikes old and new will include some of the museum's famous racing inventory as well as ex-Moto GP bikes courtesy of the Brackley Festival of Motorcycling & Phil Morris Racing.

Conveniently located at the heart of the Midlands transport network, with Birmingham international railway station just a five-minute taxi ride away. At over 1000 machines the National Motorcycle Museum is not only the largest collection of British Motorcycles in the World, but also an award-winning venue with conferencing and events facilities.

Website & On-Line Shop: www.thenmm.co.uk

National Motorcycle Museum, Coventry Road, Bickenhill, Solihull, West Midlands, B92 0EJ

Velocette

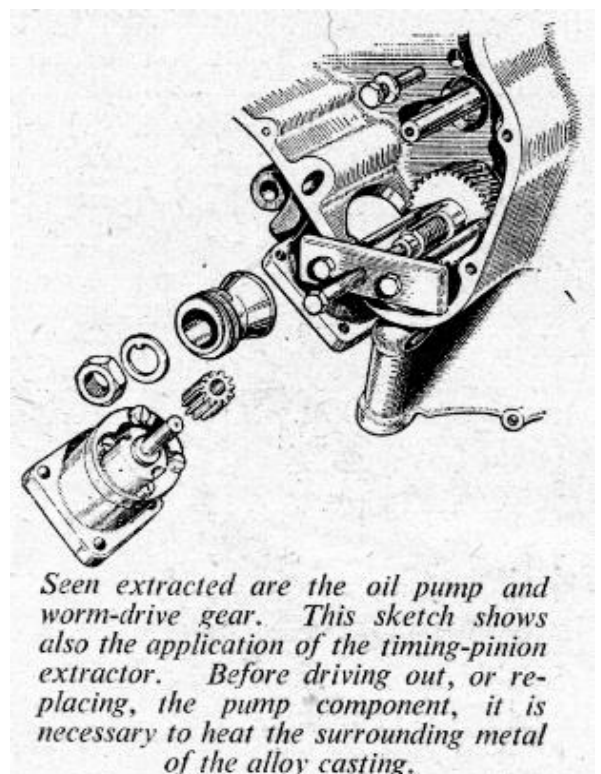
The 248 and 349cc MOV, MAC and MAF Models; Part 1

ALTHOUGH it is not a significant abbreviation, the prefix " M " with certain additional letters, has been used by Veloce. Ltd., for a great many years to identify the o.h.v. push-rod models made by that company, and to distinguish them from the o.h.c.-engined machines labelled by the pre-fixing letter " K ". The first of the " M " series was the MOV, a lively 248 cc. o.h.v. motorcycle marketed in 1933 and continued up to the war and afterwards until 1949. The MOV was followed in 1934 by a 349 c.c. version—a longer stroke dimension was the chief difference—known as the MAC.



During the war, a Service version of the MAC was built at Hall Green and though, with the exception of details such as clutch-plate arrangement, it was a replica of the " civvy street " version, this model was distinguished by the letters MAF. Bought initially for immediate post-war transport, one of these ex-Army jobs is still in the possession of the writer and it is, therefore with considerable personal interest and nostalgia that the following servicing details are put down on paper.

From experience I would say that, fortunately, the spares situation is excellent in that Veloce. Ltd. with sound engineering wisdom, long worked on the principle of making one part applicable to two or more engines in the range. For instance, MOV, MAC and MAF crankcase details are almost identical save for a 14-roller big-end on the " 250 " against the 16-roller type used for the bigger-capacity models. The same main bearings are common to both crankcases: the small-end bush sizes are similar and the valve-timing with Veloce cam No. 17 is the same in both cases. With cam No. 17/3 MAF



Seen extracted are the oil pump and worm-drive gear. This sketch shows also the application of the timing-pinion extractor. Before driving out, or replacing, the pump component, it is necessary to heat the surrounding metal of the alloy casting.

USEFUL DATA

(Applicable to all machines unless otherwise stated.)

Tappet Clearance: Inlet .003 in.
Exhaust .006 in.

Standard Cylinder Bore: 2.677 in.
(Rebore when wear is in excess of .008 in.)

Piston Ring Gaps: Compression Ring .010 in.
Scraper Ring .012 in.

Small-end bush: .625 in. + .0005 in. — .00025 in.

Big-end Roller Diameter: .1875 in. (Rollers supplied in .0002 in. and .0004 in. oversize.)

Crankpin Sleeve Diameter: MOV. 1.2492 in.
MAC. 1.374 in.

Ignition Setting: 4° before T.D.C. with ignition-control fully retarded. For engines with Lucas KIF magneto, timing is set 38° before T.D.C. with A.T. unit held fully advanced.

Valve Timing: (check with tappet clearances at .010 in. inlet and .015 in. exhaust.)

MOV. and MAC.	MAF. with M17/3 CAM.
Inlet opens before T.D.C. 50°	30°
Inlet closes after B.D.C. 60°	60°
Exhaust opens before B.D.C. 70°	60°
Exhaust closes after T.D.C. 40°	30°

Main Bearings:

Drive Side: SKF.1/131750 roller type. Bore 22 mm. O/D 50 mm. Width 17 mm. This bearing is also fitted on the timing side of current engines in place of the standard SKF. W4442 ball-journal bearing previously used.

Cam Wheel Spindle dia.: .499 in. to fit .500 in. diameter bush. Idler wheel spindle dia. .561 in. to fit .5625 in. bush.

Cam Spindle End float: .0015 in.

Carburettor Settings:

	MOV.	MAC
Main Jet	120	130
Needle Jet	4/061	4/061
Needle No.	5/052	6/065
Throttle Valve No.	5/3	6/3
Throttle needle clip setting	Third groove	Third groove

procedure it is a good idea to scrape away the remains of gaskets and Paper washers with a view to securing oil-light joints in the somewhat extensively built-up rocker-box assembly. Take pains to see that abutting faces are perfectly smooth. There is a direct oil feed to the rockers and the pressure at this stage is not great, but if care is not taken in ensuring that the joints are 100% oil-tight. a dirty engine will be the penalty.

Crankcase Components:

It is not possible to separate the crankcase halves until the small mainshaft pinion has been extracted. and for this purpose the makers recommend the use of the simple puller illustrated dimensionally. It is also essential to take off the automatic timing unit, a device fitted to the majority of the engines dealt with in this article. A special sprag should be used to lock the timing unit in position. while the main spindle bolt is slackened, so that the governor mechanism

models were turned out with slightly different valve timing, details of which will be seen in the Useful Data panel.

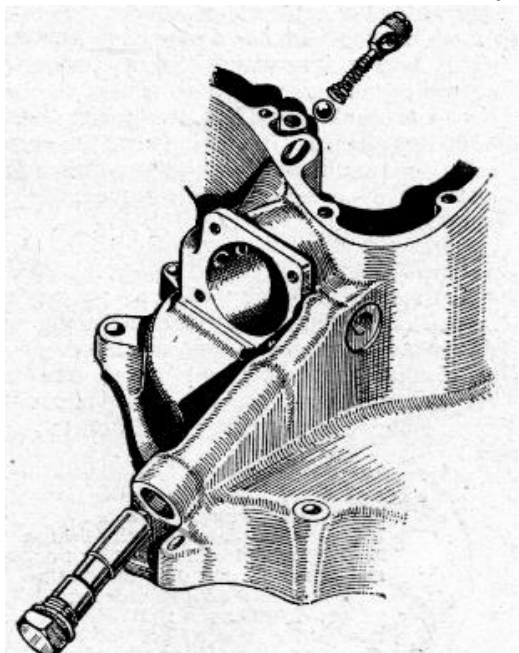
Essential tools required for engine renovation are few and the manufacturers supply a series of blue prints for devices which the owner himself can make up. The toolkit includes a dual-purpose spanner with pegged and hexagon ends. This is an essential tool with application to the engine-shaft shock-absorber mechanism and the clutch assembly, both of which have to be dismantled before the crankcase can be taken out of the frame.

Dismantling Procedure: Taking down the rubber dynamo drive band. the endless primary chain and the engine-shaft shock absorber and sprocket is straightforward and. if the gearbox is to receive attention later, it is wise at this early stage to remove the clutch, the rear chaincase half and gearbox shell complete.

Next, remove the rocker box. without separating the halves, and then the cylinder head, complete with valves. Long through-bolts anchor the cylinder head and cylinder to the crankcase. The two push-rods are protected by a telescopic tube with flanges top and bottom and the flange-nuts. together with the centre gland nut, must be slackened before the cylinder head is taken off. Two gaskets and a steel guide plate are used at the top of the push-rod tube and there is another gasket at the lower end. between the bottom flange and the timing chest.

Spares for the cylinder-head assembly are readily available and old valve guides. valves and springs, therefore. should not be refitted if wear is suspected. The rocker mechanism also can be renewed without difficulty.

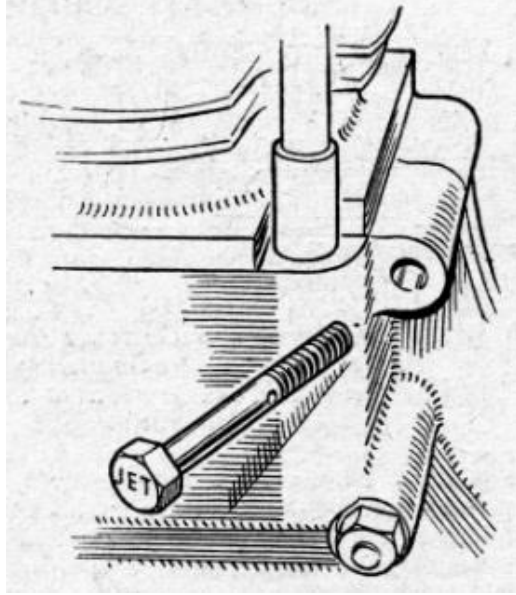
During the dismantling



Shown withdrawn are the spring-loaded, ball-type check valve, which prevents crankcase flooding, and the suction filter bolt, designed to obstruct the passage of foreign matter to the return side of the oil pump.

can be withdrawn. In addition to normal crankcase securing nuts and bolts, there is a special oil-jet bolt to withdraw. This is located at the rear of the crankcase on the near side.

For many years Velocette practice was to use, on the drive-side, a roller-type bearing with a ball



The oil feed to the cylinder wall is metered by this hollow bolt screwed into the crankcase at the rear of the cylinder

journal bearing on the timing side. Dimensionally, both these components are identical, and recent modifications result in the specifying of roller bearings to support both half-shafts. With oil in the big-end bearing, the connecting rod should have no detectable vertical play. If it is considered necessary to dismantle this bearing, a heavy box-spanner will be required. The crankpin nuts are set up tightly and, although there is no locking device, considerable leverage will be required to shift them. The MOV crankpin is fitted with 5/8 in. Whitworth nuts (1.101 in. across the flats). The tool used should not have an outside diameter around the hexagon in excess of 1 7/8 in. For the MAC/MAF engines, the tool required is a 3/4 in. Whitworth spanner (1.3 in. across the flats). The crankpin is slightly tapered and the flywheels, therefore, can be prised apart fairly simply.

Velocette crankpins are made up of two parts, comprising a hardened-steel sleeve pressed on to a relatively soft centre pin. This method enables the owner to renovate the crankpin economically by renewing only the outer sleeve. Standard diameters are, for the MOV, 1.2492 in.; MAC, 1.374 in. This

data applies to the post-1939 models; before that time crankpins, similar so far as dimensions are concerned, were made in one piece.

Veloce. Ltd., pointed out that, while it is immaterial which way round the pin is fitted (the sleeve is recessed at both sides and there is no need to register oil holes), it is essential to make sure that the oil passage through the timing-side shaft to the inner face of the flywheel is quite clear and that the oil hole in the roller track faces the rear at 90° from the vertical at T.D.C.

Oversize rollers are obtainable, but, before fitting such parts in an effort to compensate for wear, the condition of the crankpin and the hardened ring in the connecting rod should be thoroughly scrutinized.

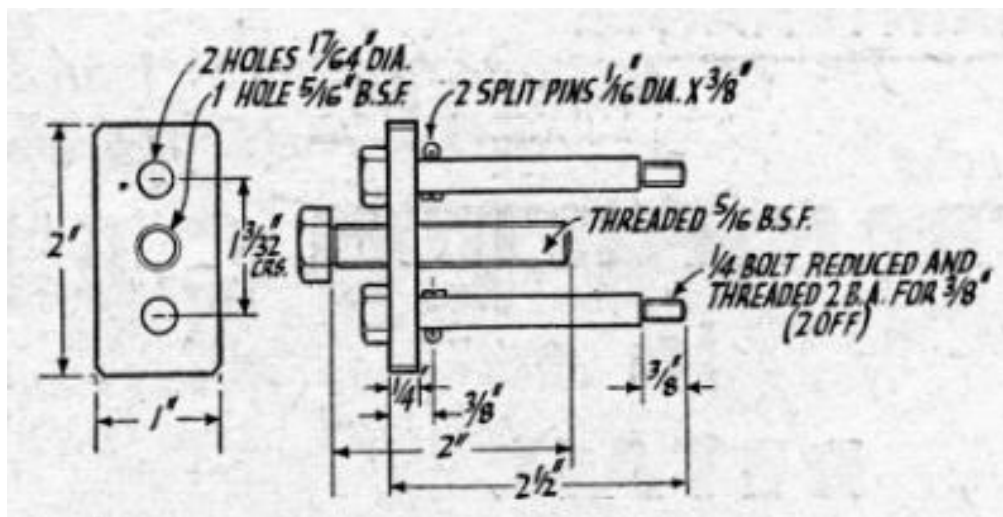
Noisy running, for which, sometimes, big-end and main bearings are held responsible, can be attributable to slackness in the cam-wheel and idler-pinion bushes. The degree of permissible play should not be in excess of approximately 0.001 in. The correct diameter of the idler spindle is 0.561 in. and the bush 0.5625 in.; the cam-wheel spindle diameter is 0.499 in. and the I/D of the bush 0.500 in. If these bushes are renewed the job must be set up properly after the new parts have been fitted and bored to these dimensions. It is most essential also to check that neither the cam, nor idler, wheels have more than 0.0015-in. end-float. If this dimension is exceeded, performance, again, will be noisy.

Lubrication: From the gear-type oil pump, which is a press fit in a housing at the bottom of the timing chest, lubricant is fed through a distribution channel in the timing cover. On some models the oil has to pass a 1/4 inch. steel ball which, when the pump is stationary, is held against a seating in the oil passage by a light spring. The spring is positioned by a plug screwed down to a shoulder just inside the orifice of the passage. This is a check device to prevent crankcase flooding when the machine is left standing.

The main oil feed is via the timing-side shaft to the big-end and there is a supplementary channel running upwards through the timing cover with outlets to the camshaft, the cylinder wall and, via an external pipe, to the rocker mechanism. The feed to the cylinder wall is metered by means of a small hole in the previously-mentioned hollow bolt, the hexagon head of which is marked "jet,"

screwed into the crankcase at the rear of the cylinder. Be careful in slackening and screwing up this bolt; heavy-handedness may result in it shearing.

One other important item in the lubrication system is the suction filter. This is a special bolt, with a shallow annular groove, screwed into the base of the crankcase. All oil has to pass this filter before reaching the return side of the pump and, due to the fine-limit machining of the annulus and the shape of the bolt, the device serves efficiently as a trap for swarf and other foreign matter.

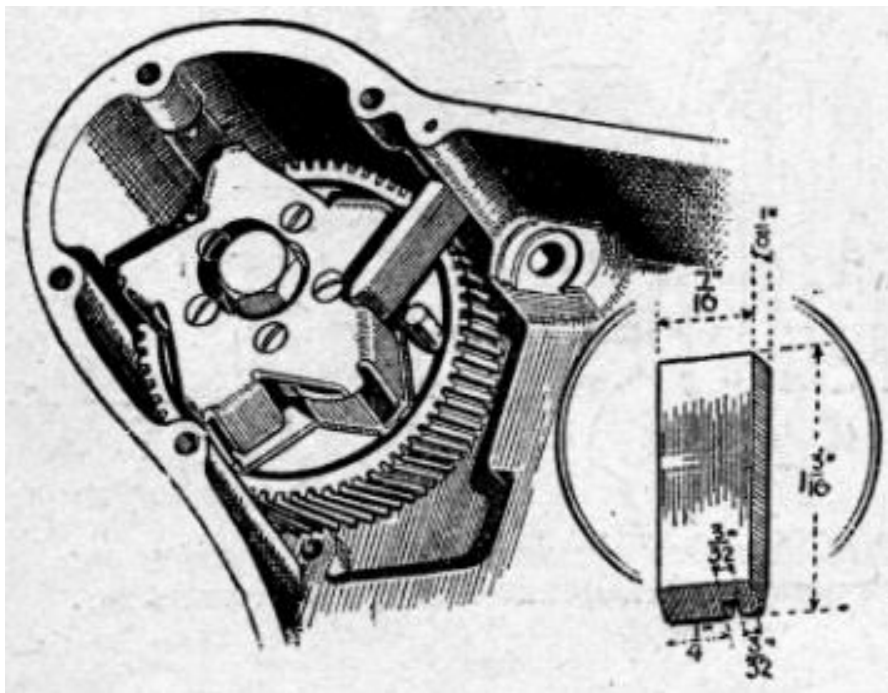


Details of the timing pinion extractor recommended by Veloce.

The suction-filter bolt and spring check valve are developments which were added during the years since 1933 and, while both are fitted to the majority of 1939 and post-war MAC models, it is not improbable that they will be missing from certain of the earlier machines.

Reassembly:

There should be no measurable side play in the flywheel assembly when it is bolted up in the crankcase. Any necessary adjustment should be made by shims placed in even numbers



To anchor the automatic advance mechanism of the BTH magneto fitted to some models a small sprag can be made up to the dimensions shown.

on each mainshaft to keep the assembly central in the crankcase. If the shafts have been properly trued to .001 in., there should be no difficulty at this stage of the work. No joint packing is used between the crankcase halves.

It is desirable to refit the magneto and timing wheels before carrying on with the top-end components. Note that behind the cam followers special "Belleville" washers are fitted; take care to replace them.

spring covers should be replaced if they are worn, otherwise oil will leak out and spoil the appearance of your finished work.

Replacing the cylinder, piston, cylinder head and rocker box is perfectly straight-forward work, the main requirements being clean surfaces on all facing components. Special felt washers used at the base of the bell-type valve-

This item by Bernal Osborne first appeared in "The MotorCycle" in 1954.

To Be Continued

REALITY CHECK

A few weeks ago my local V.O.C. Section (Vincent Riders Victoria) held a social lunch at nice pub in the regional town of Daylesford.

It was most enjoyable meeting up with club members but speaking for myself the same can't be said about the ride there and back. It was most unenjoyable, beginning and ending with a long freeway commute.

I have not had my Rapide very long and in true artillery fashion I had been "Gunner" change out the 12 + year old tyres but had prevaricated - I paid for my parsimony on this run slithering and sliding all the way. Also, some years ago I had been spat off a large modern cruiser at speed in wet weather on a freeway and that has left a dent in my psyche. Not to mention totalling the bike.

The weather however was dry on the ride up to the country. The town of Daylesford is located in a very touristy region which sits on a plateau. It is 600 metres above sea level and enjoys a cooler and wetter climate than that of Melbourne, so although it was a dry late autumn ride on the freeway, on ascending the plateau the climate abruptly changed to a proper English Summer i.e. foggy, cold, wet and miserable.

When I arrived at the pub there were a fair sprinkling of bikes but most of the participants had elected to arrive by car. I quite envied these sensible folk and fell to thinking about why I found the ride to and from the lunch so objectionable and about the future of day rides generally.



The following comments are both local and subjective but perhaps will strike a chord with readers.

There is an old Greek myth about two warriors who were invincible. They were victorious in every conflict, however a Prophet told them they would one day meet an enemy they could not defeat. They went in search of this enemy and eventually they found it. The enemy's name was Time.

I regularly read articles about this or that treasured Classic Vehicle, the problem is that I owned some of them when they were new. I have noticed that quite a few of my friends are getting old.

It hasn't yet happened to me of course, although there does seem to be some sort of distortion effect in the bathroom mirror! The cold fact is that as Classic Brit Bike enthusiasts, we are generally an ageing population and we inhabit a rapidly changing world. There are two ways one can migrate, you can move to another place or just stay put and the world will change around you.

Melbourne has a projected future population of eight million people. Riding up the main Freeway North from Melbourne there are numerous signs extolling the virtues of the new suburbs that are soon to be built there. Travelling South reveals the same sort of chaotic, sprawling Growth. Eventually what are now regional towns will be incorporated into this sprawling Megalopolis. It is

my opinion that we should have a defined limit to the city boundaries as is usual in European Cities, with the majority of the population living in higher density areas.

However, we seem to be following the American model of Urban Sprawl with more and more Freeways and Toll roads. Driving on Freeways is boring. Riding a modern bike on Freeways is even more boring and Riding a Fifties Classic Motorcycle on Freeways is Mega boring with a scoop of anxiety thrown in as the machines were never designed for this environment. Quite a few years ago my wife and I visited some friends in Los Angeles. They had a microwave oven with a fan, the fan bearing was collapsed and I sourced one out in a warehouse in the suburb of Compton. At that time this was the Gangsta Rap capital of America and full of homeless people yelling at the traffic. Well, we drove for four solid hours on the L.A. Freeway system to reach the warehouse - and we were still in L.A.! It was not uncommon in that city to find a relatively new car with 400,000 plus miles on it. The point is that an environment like that is not conducive to day trips especially on an old bike and that's where Melbourne is headed, I fear.



I have a friend who lives in a suburb that was once on Melbourne's fringe and very much semi-rural. It has many small attractive roads but those roads now carry a traffic load they were never designed for. Even leaving his dirt road front gate now requires vigilance and lots of throttle seven days a week. Vincents are more capable of holding their own in traffic than most machines of the era. However, I have noticed a phenomenon in other clubs, to wit, that the challenges of modern traffic often impel riders to use a modern bike. This is a self-perpetuating cycle [no pun intended, well perhaps a small one]. So the less club members use their Classic Bikes, the less likely they are to use their Classic Bikes.



Another looming concern is the competence of the driving public. Our age group would give an old vehicle space but most drivers now are considerably younger than us and old motorbikes do not register as part of their cultural world view. Modern cars are so agile and easy to drive that skill levels seem to have declines; drivers are cocooned in their own little bubbles and are subject to distraction from communication and entertainment systems. Add to this the possibly slower reactions on the part of the old bike rider and we have another layer of difficulty. I live 1.5 km from the city centre and often use a classic bike for errands. It's easy as the traffic is usually grid locked and I can park on the footpath. The only threats I have to deal with are suicidal Pedestrians, Gig workers trying to beat deadlines, Cyclists and helmetless Jerks on electric scooters and skate boards.

I have been in the classic scene for a very long time and have ridden extensively in America and Europe. My last big overseas trip was just pre-Covid where I did a 4,000 km solo journey from France to Spain and back on my Faithful B.S.A. Golden Flash. Riding in the remote countryside was wonderful, the cities not so much. Here in Victoria, I have always tried to support organised events on a club eligible machine. I well remember 8am starts and 400km days but, as Bob Dylan said many years ago "The Times They are a Changing". That

sort of riding definitely does not turn my crank these days. Now all the above sounds like I should be logging on to [www.scared to ride.com](http://www.scaredto ride.com) but that is not the case.

In light of the foregoing observations, I think that around large cities the model of the day run with its lead rider and tail end charley has had its day. Riders tend to bunch up and this frustrates cars who then become angry. I have witnessed a couple of very close calls where aggressive drivers have forced their way into the stream of bikes.

Re the social side, in my opinion an organised event should be nominated as either a riding event or a social event, it really shouldn't be both as we are a bike club, not a car club. If it is social I may choose to drive. As a plus I can then bring my wife, have a few ales, talk bikes and snooze on the way home.

So here are some suggestions for the future:

1. Lunches: a great chance to meet and greet, riding a bike being totally optional.
2. Breakfast Runs: this requires clement weather and some dedication. There should be a nominated breakfast spot, riders can get there on their own or with mates, their choice.

This means participants can leave the city before the hordes and masses get going, and the return run should be against the traffic flow and therefore relatively peaceful, plus the rest of the day is available for family .

3. Gypsy tours: This sort of event means being away from home for at least a week, more or less following a suggested route, but following your own time table, you can ride as fast or as slow as you want, leave when you choose , ride by yourself if that suits, and arrive when you choose. A real chance to get away from it all and reconnect with riding.

4. Rallies: A chance to get out of town for a few days, enjoy like minded company and ride roads that are more analogous to the roads our bikes were actually built for. Old bikes are a time machine and I hope I can keep riding them for many years to come. Achieving that goal may require some structural changes, including electric starting, weight considerations etc. Vincents win out here as they are such small, light bikes.

5. The "Meet" : This how our American Cousins do it. The distances in the U.S. really don't support riding old bikes to events. Folks can and do of course but just being at the event and displaying or parading ones pride and joy is really the goal. I recall attending a swap meet in Illinois some years ago. It was a huge event and I came across a very large marquee with the banner 'Ariel Club of North America'. Lined up were the biggest collection of beautifully restored bikes I have ever seen. I never saw one of them move or even start all weekend.

For the participants, riding the bikes was not the point, meeting and greeting old and new friends and displaying their treasured old Machines was. This type of event does not preclude individuals or groups doing a ride, but it does give folk who for whatever reason can no longer safely ride a motorcycle a chance to participate. Hopefully most club members have quite a few years of riding left, but its comforting to consider alternatives.

It is now my choice not to own any modern bikes, although modern bikes are very, very good. I regard them as appliances that can only yield an anodyne experience. But once again, that's just my opinion. The old bike movement is a broad church. A viable old bike club cannot be run by strict rules. A club than ran exactly how I wanted it would end up with myself as the only member. A Psychologist friend of mine who is also a keen motorcyclist once said to me "Motorcycles mean something, but you will never know what it is"

An original contribution By Phillip White, Australia

[Editors Comment] It is pleasing that the local section, Vincent Riders Victoria, is headed down this path with monthly alternating events with a focus on (a) social meet n greet, chatter and splendid lunches and (b) actual rides with a focused on using our steeds as they were intended with food, if necessary, being just a short stop distraction.

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.

SELL: Mercedes-Benz Valente 2012

Will fit two Vincents easily for rallies. It's been serviced on a consistent basis, and accident free one owner car. I am only selling this car because I'm buying an upgrade (another Benz). This 2012 Mercedes-Benz Valente is in fantastic condition as it has been regularly maintained with below 52,000 km on the clock only that's under 5,700km's a year! Can accommodate 8 people or 2 large motorcycles and 2 people, I have removed the quick detachable seats for all of its life to carry



bikes so they are in as new condition; the car still has the plastic carpet protection fitted which is normally taken out on pre-delivery, a couple of light supermarket trolley "dings" are on the door, beside that the body is fine. All shackles fitted for tie-downs and storage space is considerable

SAFETY FEATURES: This car has passenger airbag. This car has driver airbag, ABS brakes, rear parking sensors, side airbags, rollover stability control, brake assist and front parking sensors. It has 6 airbags fitted for your protection with an ANCAP safety rating of 5.

Optional Vision package fitted

(Bi-XEON headlights) and a genuine tow bar and weather shields fitted You don't get that in a Korean knock-off!

MORE FEATURES: Using the multi-function steering wheel, listen to your favourite music and answer calls without taking your hands off the wheel. This car has leather steering wheel, rear air conditioning, hill holder, power steering, front power windows and cargo tie down hooks/Rings. Luxury of 2 zone climate control. This car has 17" alloy wheels, bluetooth, cruise control, iPod connectivity, USB audio input, front colour display screen and remote central locking. New \$500 Century AGM Battery just fitted, as well as a genuine MB towbar and MB factory weathershields.

It will come with a Victorian roadworthy certificate. The Victorian registration is paid for the next 7 months until Dec 2021. All books & spare keys with vehicle just A\$35,000 firm.

Ring Phil Pilgrim 0400 009 252

SELL: Vincent Spare Parts List, Series B and C.



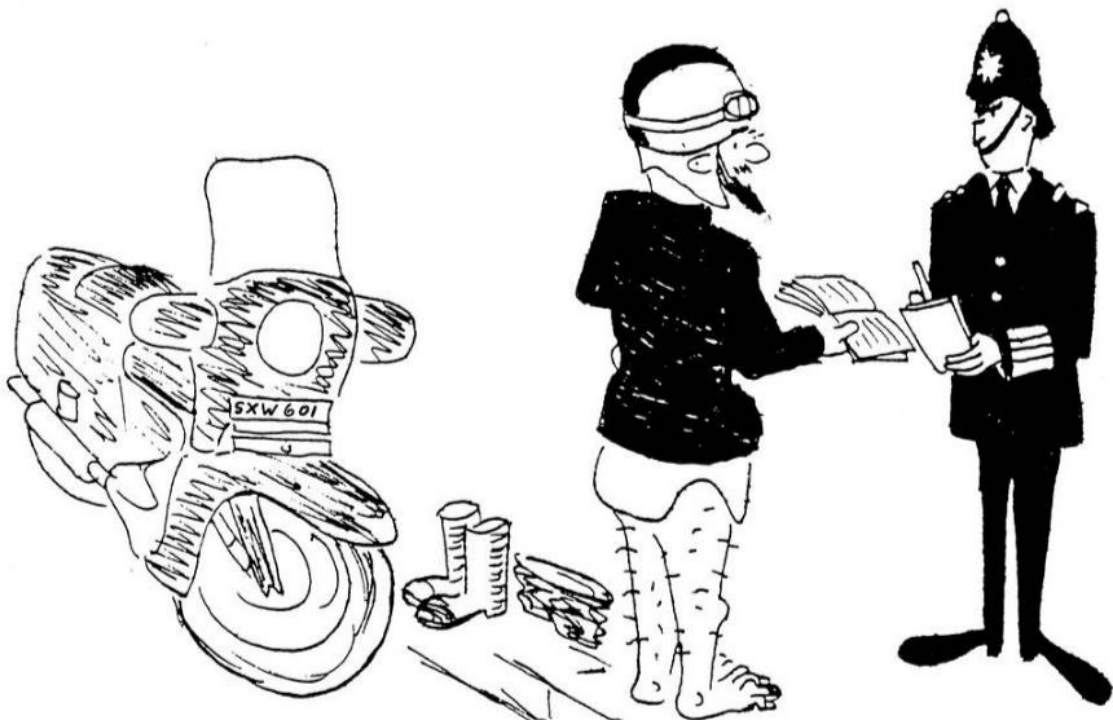
I have a copy of the Spare Parts List if someone would like to have it. It belonged to my late husband who helped someone restore a Black Shadow.

Thanks to the OVR editor it has been identified as a Matt or David Holder reprint from the mid 1980's. It is in very good condition.

Located in Melbourne, I am seeking just A\$25 plus postage for it.

Email Wendy Scott scottwr@bigpond.com

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



But, Officer, it says here on page 58 of 'Know Thy Beast' that I should take my trousers off before starting my bike!

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.

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>.

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

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

Paul Goff, UK: A massive range of electrical spares and replacements including 6 and 12V quartz Halogen bulbs, LED lamps, solid state voltage regulators and lots lots more. Ships Worldwide. PayPal accepted. See Paul's website for more information www.norbsa02.freeuk.com

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

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

Cometic Gaskets: Modern, reusable gasket sets for Vincent twins and singles. If you actually USE your Vincent you are mad not to use these. Contact Paul Holdsworth of the VOC Chicago section c/o 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

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

Small Parts & Bearings, Australia: Has an extensive range of small parts and bearings and also spring steel shims an an amazing range of sizes. More info at www.smallparts.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: 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

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

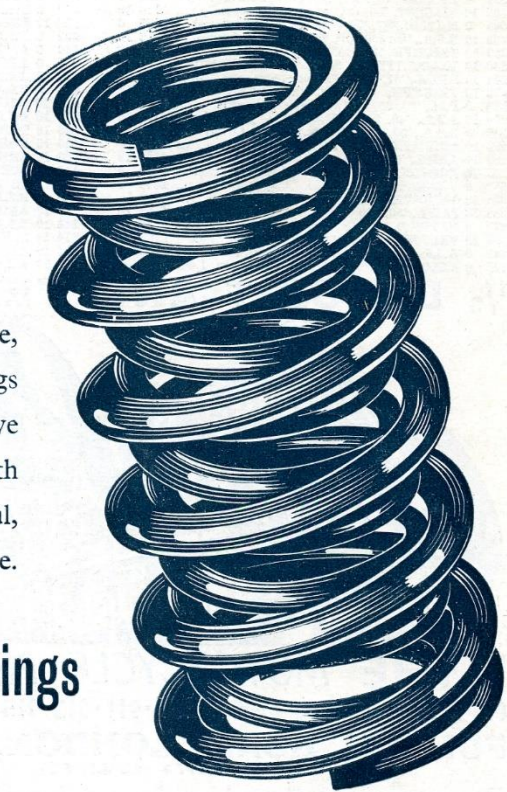
Dyson M/C Engineering, Australia: Wheel building, Crank rebuilds, Bead blasting, Rebores & Engine Rebuilds and more. Located at 12 Chris Crt., Hillside, Victoria. Phone 0400 817 017

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

Tyreman M/C, Australia: Highly professional and reasonably priced motorcycle (and car) tyres, 102 Chifley Drv., Preston, VIC. Ph 03 9480 0911 ask for Ari (*disclosure – OVR gets its motorcycle tyres here*). www.tyremanmc.com.au



When speed and acceleration are not as good as they might be, make sure that power is not escaping through the valve springs being worn. They are easily replaced and a new set will give your engine a fresh lease of life for a long time to come, with better performance and lower petrol consumption. Be careful, though, to specify Terry's — the best valve springs made.



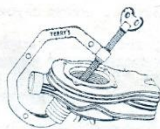
TERRY'S aero quality valve springs prevent power leakage

TERRY'S MOTOR CYCLE ACCESSORIES



P 30

Terry's Magneto Spanners
The 'Midget' 8-leaved spanner fits all sizes of ignition nuts and is also invaluable for general purposes. Includes .012 feeler gauge and small screwdriver. Blued finish 1/6 each.



Terry's O.H.V. Spring Compressor. Designed for easy and rapid manipulation of overhead valve springs. Will withstand a compression of over 300 lb. without strain. For 250 c.c. or 500 c.c. engines. Price 15/- each.



HERBERT TERRY & SONS LTD REDDITCH ENGLAND

Terry's Steel Tool Clips. Hardened and tempered. Tools can instantly be inserted or withdrawn and are held firmly in position when not in use. All sizes from 1/4" to 2"