



# The Oz Vincent Review

*Edition #90 August 2021*



Disclaimer: The editor does not necessarily agree with or endorse any of the opinions expressed in, nor the accuracy of content, in published articles or endorse products or services no matter how or where mentioned; likewise, hints, tips or modifications **must** be confirmed with a competent party before implementation.

Welcome to the latest edition of OVR. Just when we thought it was over Covid has returned to Australia with a vengeance – though compared with the Americas and Europe we are getting off rather lightly. Quite possibly that is a result of quick action and tight restrictions and lockdowns imposed by the Australia authorities which may upset many of us – but it's better than risking death.

So just hang in there and do not forget it is only by sticking to the Covid rules that we will come out of this sooner.

Clearly its not just me that feeling the pressure of Covid as the contributions for OVR are very thin on the ground at present. I will do my best however there may be a few 'thin' editions coming your way. But you know how to fix that!

As to our cover picture – It is the Howard R Davies machine being prepared in 'the pits' at the 1926 IOM TT. You can view an old British Pathe movie of the event by [CLICKING HERE](#) .

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** (not much happening)

Hi Martyn,

Here are some more words of wisdom from the past that OVR readers may enjoy

“I trust, Gentle Reader, you are now fully aware of the dangers and pitfalls of Insurance, or the lack thereof, on your Motorcycle.

We shall then, turn to the problems of "Loose Nuts" (To digress slightly a good Jock Strap will often help, ) But read on. "If a nut comes adrift, and yet is on such a bolt, that no ordinary adjustment will necessitate its removal, the end of the bolt may be slightly burred over with a light hammer. A very slight spreading of the metal will prevent the nut shaking off, yet a spanner will easily bring the nut over the burr when required.

If the nut be large, and regularly requires removal, put a spring washer or locking washer behind it, and paint the thread with old ropy paint. If a small nut, paint it over with clear varnish. For racing, and non-stop work use shellac and windings of insulating tape”

So there you have it, clearly the reason someone invented Loctite. However now a tip for loose nuts:

"Loose Nuts. If the thread is fairly coarse, the place of a nut may be taken by very tight bindings of copper wire. Pull the wire tight with pliers and twist up the loose end very tightly"

Far be it from me to question the " wisdom of ages" but it does occur to me that if Ancient Motorcycle Man is carrying some yards of copper wire and pliers, he could have room in his knapsack for a few nuts, Ah well.

Since "Hints & Tips for MotorCyclists," cost a whole One shilling and sixpence in about 1909 then I suppose we should abide by the wisdom therein.!

Stay safe C Manning UK

Hi Martyn

Looking back at OzReview #84 brought back great memories around Ben Hall and Mount Panorama

Seeing Frank Sinclair belting around the Bathurst Circuit reminds me of the outback trip Pat and I made in OZ back in 2009 we hired an outback camper from Britz, a 4.5ltr Land Cruiser with long range fuel tanks as used by the Taliban bullet proof tyres and all.

At our hotel in Melbourne we were told we would have a very different Australian experience and so it was to be. It had been a year of fires; the smell was everywhere as we drove out of the north east corner of Victoria state through burnt out forests up past Goulburn after visiting the wonderful Ricketts Sanctuary and his sculptures of aboriginals set in the woods of the Dandenong Ranges. We were on our way towards Forbes I have several heroes outside the general run, Oliver Cromwell is one and Ben Hall another Ben had bailed up the Hotel at Goulburn one of many where he showed up, we found another at Canowindra.



We had the book Camp4 to help us find night spots, and this day drove to a park where the Ranger said we're closed, we said we had seen no signs he pointed to the ridges where in the failing light of dusk a red glow could be seen all around, the Ranger who was fishing at the edge of the lake down to 19% of its capacity said park clear of the trees and you'll be right mate. In the morning we drove up along the ridges through a mist of smoke and deep blue haze. I kind of remember sausage rolls and coffee at Mansfield where there was another memorial to bush rangers dusting with the police this time it had been The Kelly gang.

At Forbes which I knew from a song 'The Streets of Forbes' I came face to face with Ben at his graveside, and at the museum read the Coroner's report which was fetched for me in which the coroner said, "I would have thought the two bullets in his brain would have been sufficient, the man had 32 bullet wounds" We had a little map drawn for us and set off to find Goobang Creek

where Ben died aged 27, we did not find it easily there were none to ask directions along the way, when we found the site there was a sign like you see on motorways - writ large, we set up camp in the bush just as Ben had that fateful night in 1865, a wonderful clear night sky carpeted with stars above us and no light pollution.

Our camper had no toilet facility but we did have a shovel and there are usually plenty of trees in the outback or when not you could see anyone approaching across the dusty desert miles away. The long drop Dunny's when found were always so clean and always supplied with bog rolls impressive, just as impressive were the gas barbeques always free to use and often in places so out of the way, always spotless and never vandalised.



Eventually we rocked up at Bathurst where Ben had had a discussion with a gunsmith about the merits of Tranter and Colt revolvers he preferred the Tranter, one he had owned is in the police museum in Sydney and then rode off leaving the police in his dust bush rangers always had better horses.

We were looking for a night spot and knew there to be one on top of Mount Panorama we did not know at this time of the race circuit or its history or that when not used for racing it is used by locals to drive round, we found the track and joined them most were in fancy cars and gave us strange looks, we cut out when we found the turn up the mountain, panorama is just the right description for our night berth the vista is fantastic. I have since heard from my friend Rodney in Sydney that he drove his 1948 Jaguar SS round the circuit, he said to me scary at any speed, when I told him it started as a gravel track to race motorcycles he said that explains much.

My son in-law when I gave him a 'Mount Panorama Race Track' T shirt back home said "it is world famous and you drove it in a camper" er "yes we did."

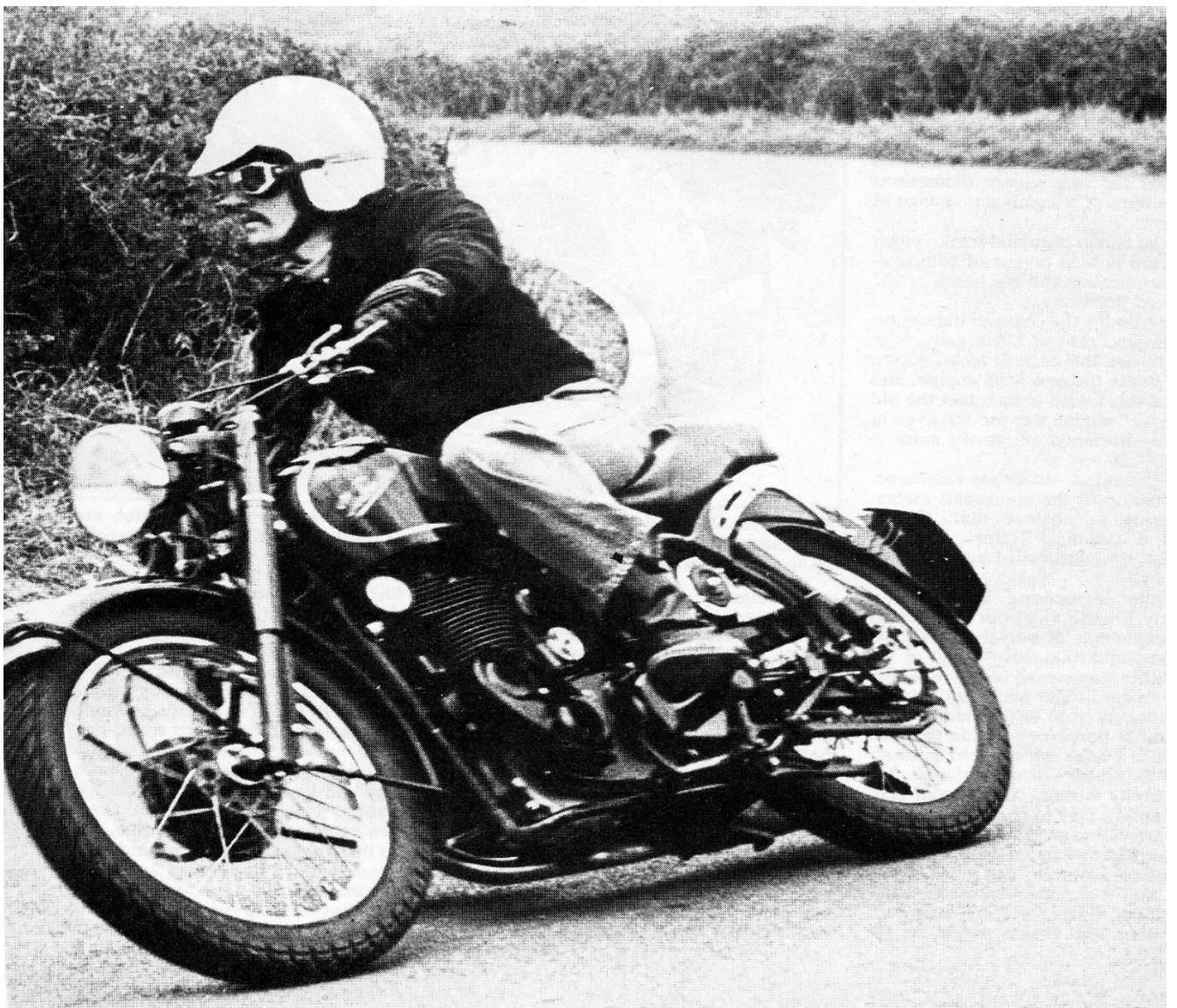
Chris Roche 4 February 2021

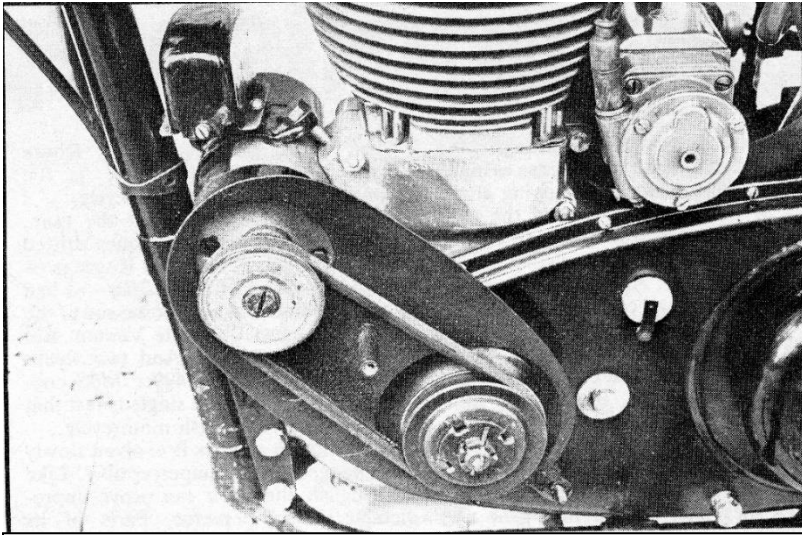
*[Ed: Thanks Chris, is there any more?]*

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## The English Epitome

*By Peter Watson, reprinted from Classic Bike 1978*





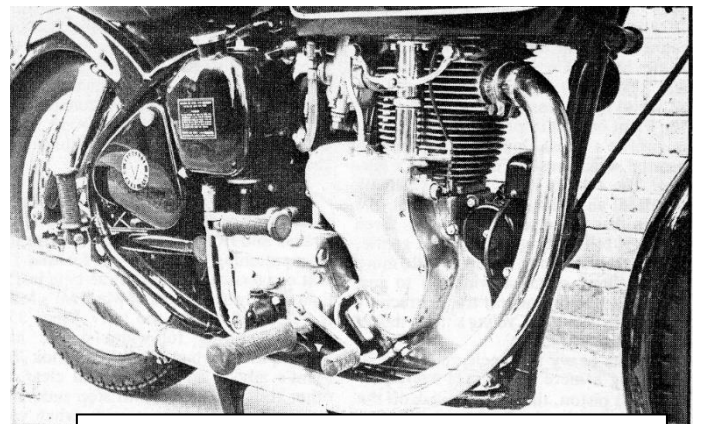
*Removal of cover shows non-standard V belt drive to the dynamo.*

IT WAS very still. Through the graveyard darkness I could sense as much as see a dank white mist lapping at the sides of the valley below and the faint glimmer of a reflection off the tarmac surface of the road, twisting down towards the river. An almost imperceptible ticking of metal cooling and contracting shattered the silence. Suddenly a scent of hot Gunk wafted upwards, bringing with it a whole host of memories like a breath of perfume. It was after mid-night and I was sitting on a British single at the side of a country road in the very heart of England, just letting time slip pleasantly by. I swung down on the Velo's kickstart, slipped into gear and thudded lazily into the distance.

'The Velocette single,' said Royce Creasey, eyeing me steadily, 'is the definitive English motorcycle.' I remember nodding sagely at the time, while other names and marques drifted across my mind. Friend that Royce is I had to bear in mind that he is possessed of the world's strangest Velocette Venom. But he is, naturally, right. And two weeks with Jim Plant's 1954 499cc MSS convinced me. A Velocette single is just that — the definitive English motorcycle.

Like English politics it evolved slowly and changed almost imperceptibly. Like the English climate it can prove unpredictable, even perverse. Parts of its design display brilliant ingenuity, while other parts are notable for their pig-headed stupidity. A German would have been more logical, an Italian altogether more dashing; only an Englishman could have laid out the Velocette single.

The first Velocette MSS half-litre single was developed from the 348cc MAC model, which in turn was a larger version of the 248cc MOV, Veloce's first single in which overhead valves were operated by pushrods instead of an over-head cam. Quite why this 495cc (81 x 96mm) machine should have been graced with the same SS designation which singled out that all-time classic the 350 KSS, no-one seems to know. It was a 75mph cooking single in an altogether different league.



*The Velocette motor – definitive British motorcycle engineering. Despite 'square' engine dimensions the cylinder head is almost hidden.*

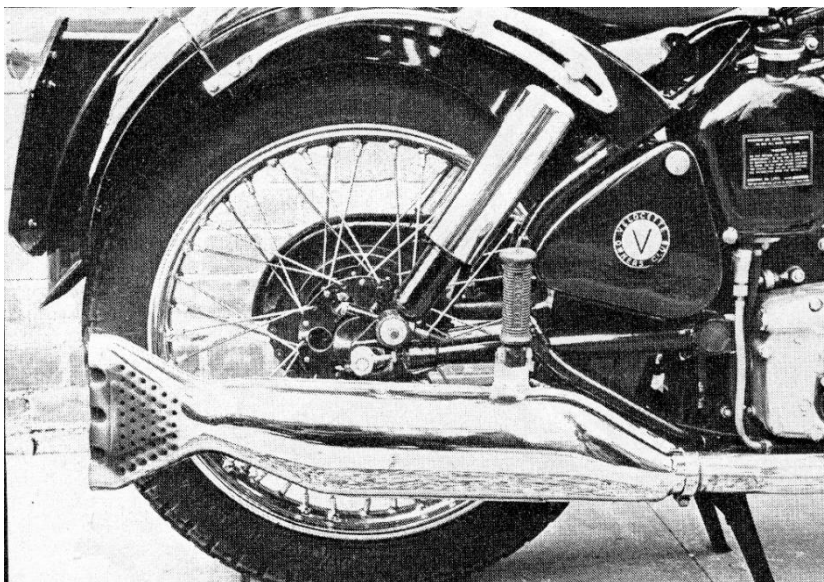
The Goodmans, who owned Velocette, had wanted to produce a machine that was both cheaper to manufacture than the ohc K series while offering more poke than their sedate 250 GTP two-stroke single. The MOV, launched in 1933, opened up an era of prosperity for a firm that had been putting too much time and effort into producing the best without being able to ask the most for it. Yet the way in which they and their staff operated still raises a laugh.

When the MSS was reintroduced in 1953 — it had previously run from 1935 to 1948 with a break for WW2 — it was in a redesigned, 86 x 86mm form. Alan Baker naturally assumed, when questioning Velocette development engineer Charles Udall, that the new square dimensions had been born of a significant change of heart.

'Does the 86mm bore and stroke mean that you are now in favour of comparatively short strokes and big bores . . . ?' he enquired hopefully.

'The reason for the changed dimension is very simple,' replied Udall gaily. 'We decided to use the current MAC spring frame to house the new MSS engine, and the size of this frame is such that the old "long-stroke" engine was too tall to go in — so we shortened its stroke until it would fit.'

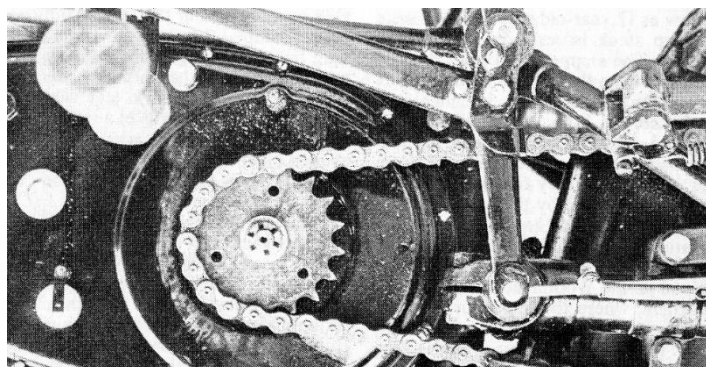
Baker retreated, doubtless saddened, to a discussion of the crankshaft assembly, pausing to observe that: 'I had expected a technical lecture and had received a straightforward admission of expediency!'



*Fishtail silencer and Phil Irving inspired shocks are Velocette trademarks.*

Pragmatic engineering is hardly an exclusively English vice, but we were its leading exponents at one time. Witness the primary and final drive layout of the MSS. With a single-row, caged-roller big end and tapered roller mains and a primary driveline as close to the centreline of the engine as possible — inside the final drive which begins with a sprocket out-board of the clutch — the Velo single has an immensely strong, stiff bottom end. It's also child's play to change a sprocket and the overall gear ratio.

Yet this narrow chain-line, for so long a Velocette trademark, had its disadvantages in that it seriously restricted space for the clutch. Enter therefore, stage left, the infamous Hall Green clutch. As the service manual puts it: 'Before attempting any adjustment of the clutch it is important that the operation of the clutch is fully understood . . .' But of course. When you have to take off a pressed steel cover to reveal the gearbox sprocket and then thrust a special steel peg through one of three holes about its centre, locate that in one of the spring carrier's castellations behind and then move the rear wheel backwards or forwards, depending upon whether the clutch is slipping or dragging, it calls for some thought. And if that fails to produce a satisfactory result you must consult one of the other three pages that deal with the adjusting procedure in a mildly hectoring tone. It's weird; it also slips when subjected to the full force of a Thruxton's 41 bhp, and if you hold it out in traffic for extended periods the tiny thrust bearing gives up the ghost. And yet . . . the Velocette clutch is light and operates sweetly enough if you don't abuse it, acting as a perfect complement to the long-throw, four speed box. This is a one-up, three-down device of great antiquity and charm whose internals can still be encountered on the Silk two-stroke. Its delicate feel but firmly positive engagement are inimitable.



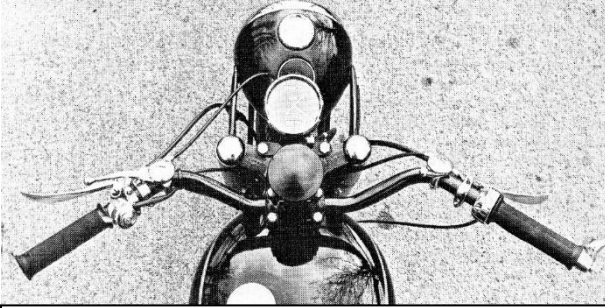
*Primary driveline inside the final driveline makes sprocket changes simple — but clutch adjustment is a different matter!*

And that engine. It climbs up under the black tank with its gold lining and disappears from view. All you can see are the massive fins of the barrel, the short pushrod tower and the Y constructed by it and the short external oil lines. It's a tall, very quiet unit with carefully meshed and very long-lasting helical timing gears transferring the crankshaft motion to a camshaft set high in the crankcase, with short, substantial pushrods. Valve springs are KTT racer-style hairpins. Instead of a chain, the drive to the forward-mounted dynamo is via a flat belt, with the driving

pulley forming part of the engine shaft shock absorber assembly, a spring-loaded face-cam arrangement.

Naturally Jim Plant, secretary of the Velocette Owners' Club spares scheme, has made plenty of changes to his 1954 MSS. They're the sort of changes that any thinking Velo owner makes, subtle yet effective.

Instead of an automatic advance/retard Lucas K1F magneto driven off that fibre gear which always seems to strip its teeth at the most inconvenient of times, he has substituted a BTH manual control



*No idiot lights, just a lever or two more on the handlebars. Almost flat, pulled-back they give an ideal ride position for the performance of the MSS*

mag with steel driving gear. The dynamo drive belt is the later, vee type which slips less readily than the flat one, but they still break occasionally. I've ridden an experimental factory-built Venom with alternator and toothed-belt drive. Replacing the 36-watt Miller DVR 6-volt dynamo with its automatic voltage control on its back is a 40-watt Lucas item disguised as a Miller unit and feeding a JG electronic voltage step-up conversion mounted on the toolbox. This provides 12-volt lighting and a remarkably loud noise from the 6-volt Lucas Altette horn. Cunningly concealed inside the hollowed-out hard rubber case of an original Exide 6-volt battery is a smaller modern Japanese 12-volt

unit.

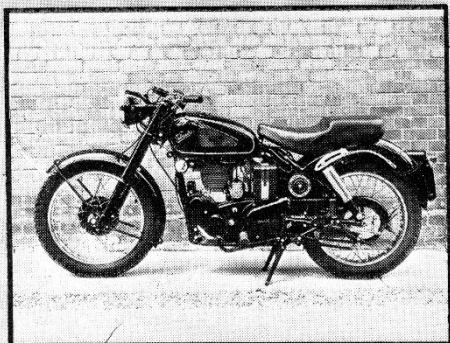
Other mods include wide-ratio gears —it should be the pre-war close ratio cluster as used later on the Venom — a screwed-up primary chaincase, breathers from oil tank and crankcase as fitted to machines after 1967, and a Monobloc instead of the separate float chamber 276 Amal carburettor. The chain case still leaks oil, while the rest of the motor remained clean and tight, but the Monobloc is a definite improvement on the weeping 276.

Jim Plant knows the history of his MSS, one of nine Velocettes he owns. With an engine number that reads MSS 10359 he knows that it was the 359th to roll out of the Birmingham factory in 1954. Production of the MSS ceased in 1971 when all Velocette manufacture came to an end. It was delivered to the Dene Motor Co in Newcastle-on-Tyne and registered on April 7. What happened to it between then and the day that Jim Plant bought it for just £1.50 in 1973, is anyone's guess, but it was a yellow-painted wreck resting in someone's garden. He rebuilt it to this immaculate standard and since he's owned it the engine has been down at least three times. It felt just right: crisp and gentle, willing to plod along in top at little more than walking pace or wind up to just under 82 mph on the test track, precisely the figure Motor Cycling's test model achieved in 1954.

With its heavy flywheels, mild cam —providing a mere 38 degrees overlap —and 6.8:1 piston, the MSS is quick off the line and deliciously flexible right up to the point where it simply runs out of breath. A comfortable cruising speed turned out to be an indicated 60 or a true 56mph, at which speed a sound as mellow as 12-year-old scotch and as solid as rump steak issues from the fish-tail silencer. The stepped dual seat, derived so closely from the pre-war sprung saddle and pillion pad in shape, is delightfully comfortable. With slightly forward mounted footrests and flattish, pulled-back bars, I felt really secure and passengers commented very favourably on the leg-room provided by their perch. Later dual seats are much harder. Naturally the MSS featured Phil Irving's clever invention for varying the spring preload on the Woodhead-Monroe shock absorbers, where the upper location can be moved through an arc of adjustment. Fully forward naturally provides the lightest pre-load and a position roughly central can cope with two medium-sized people. Ground clearance, like the lock, is fairly restricted and once or twice I felt the centre-stand touch down on bumpy curves.

In fact the frame, examined in detail, shows something of a lack of stiffness at the rear to say the very least. When the post-war spring frame was designed for the 348cc MAC, Velocette selected a rigid cradle based around KTT practice and merely welded a tubular lug to the back of the saddle tube through which passed a spindle bearing on two plain phosphor bronze bushes. These are frequently short-lived. Attached to either end of the spindle by a split-clamp arrangement are the two separate tubular arms that make up the swinging fork.

# In Brief



## 1954 Velocette MSS

Engine.....	ohv single
Bore x stroke .....	86 x 86mm
Capacity.....	499cc
Compression ratio.....	6.8:1
Carburation.....	1 <sup>1</sup> / <sub>16</sub> in Amal Monobloc
BHP @ RPM .....	23 @ 5000
Primary drive.....	Single row chain
Clutch.....	Multi-plate, wet
Gearbox.....	4 speed
Electrical system...	BTH manual advance/retard magneto. Lucas 40w dynamo with JG 12v conversion.
Lighting .....	45/50w headlight

### DIMENSIONS

Wheelbase.....	54.5in
Seat height.....	31in
Overall width.....	30in
Ground clearance	5.25in
Kerb weight.....	390lb (inc 1gal fuel)
Fuel capacity .....	3gal

### CYCLE PARTS

Tyres	
(front).....	3.25 x 19 Dunlop K70
(rear).....	3.25 x 19 Dunlop K70
Brakes	
(front).....	7in sls drum
(rear).....	7in sls drum

### PERFORMANCE

Top speed	
prone.....	81.74mph
sitting up.....	73.35mph
Standing ¼mile	18.46sec
Speedometer error at indicated	
30mph.....	29.15mph
at indicated	
60mph.....	55.97mph
Fuel consumption overall .....	58mpg
ridden hard .....	50mpg
Braking distance	
from 30mph .....	35ft
from 60mph .....	158ft
Price new.....	£210 12s. 0d.
Owner.....	Jim Plant, Birmingham.

Above them lies greater weakness in the form of no real cross-bracing of the rear subframe. There is, it's true, a tubular steel tie with flattened ends, but the fact that the chromed steel mudguard stays have a habit of fracturing tells its own tale about what's going on at the back end under hard cornering on poor surfaces. Velocette's mod for long-distance events like the 100mph-plus 24-hour Venom stunt was a stronger tie-piece.

Not that you really feel any of these deficiencies on the MSS. It's beautifully smooth up to 55 mph when vibration gets steadily worse, pounding in through the bars and footrests. Yet a Velo shakes more than vibrates in that nasty parallel twin fashion. Nothing came loose or fell off, unlike a Venom I once rode which attempted to deposit its carburettor on the road. Perhaps the worst aspects of the bike, which was in superb condition, were the brakes and front forks. And I'd naturally be mentioning the lights but for that 12-volt conversion and Lucas car-type head-light.

The braking area of Mr Plant's MSS is 21.5sq in, while the later Viper 350 single featuring full-width drums has 33.75sq in. In urban conditions I took Jim Plant's advice and stayed well clear of other traffic. The need to stop suddenly was, on occasion, met with what you might call an on-going situation. Those Velocette forks, introduced in 1951 after the Dowty Oleomatics had been dropped, may offer an offset axle and reason-able movement, but they felt spindly and poorly damped. Looking down while running flat out through our timing lights, I was greeted with the not altogether welcome sight of the fork legs whipping backwards and forwards in a truly alarming manner. The front wheel may have needed balancing: I don't think Jim Plant regularly puts down 82mph on the road . . .

There's definitely something that, well, gets to you about Velocettes, if you know what I mean. In the past Norton singles, which are in some respects big, brutal, masculine versions of the ideal that Velocette represent, have been my favourites. But Velos have a very different character, epitomised by the ritualistic starting procedure and the long, swinging kick necessitated by a kickstart that is ridiculously low-g geared. And the MSS — and certainly this particular example — represents that happy medium between going so slowly that you fall asleep and going so fast that things fall off in the rush. I'd love to own it, but Jim Plant definitely isn't selling . . .



I run down the road across the valley pretty regularly these days. It's part of one of my favourite roads. But whenever I pass the spot where I stopped to let the feel of the definitive English motorcycle sink into my mind, I remember that night. And how pleasant it felt just to be alive.

*Peter Watson, 1978*



Stevenage Treasure: Oil Pump Worms Failure with thanks to Franco Trento

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BOWLING GREEN WORKS  
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HERTS

Our Ref. CM/EMT.

Your Ref.

17th October, 1949.

Messrs. Elder, Smith & Co., Ltd.,  
Adelaide,  
Australia.

Dear Sirs,

PRIVATE & CONFIDENTIAL.

FAILURE OF OIL PUMP WORMS  
500 c.c. & 1000 c.c. Models.

Owing to the supply of phosphor bronze material of inferior quality, which could not readily be detected, a number of engines have recently left the factory with oil pump worms, part No. O.P.31, which are likely to fail in service, in the first few hundred miles.

This condition will be rectified in all machines - irrespective of engine number - leaving the factory after 23/9/49. So far as machines already delivered with Engine Numbers from prefix F10AB/1, F10AB/1B or F5AB/2, suffix 2550 onwards are concerned it is vital that this component be changed before delivery to the customer, or if already delivered, the customer should be requested to return his machine for replacement of the faulty part.

Free replacements will, of course, be provided automatically for every machine involved. The procedure

Cont'd.

(2)

for replacement where the worm has not already failed is as follows:-

- 1) Remove exhaust pipe or pipes and timing cover.
- 2) Remove timing gear steady plate and idler gear - after first noting timing marks.
- 3) Remove half time pinion (Tapped holes are 2 BA).
- 4) Remove oil pump plug.
- 5) In the end of the oil pump plunger is a  $\frac{1}{2}$  B.S.F. thread into which screw a hexagon head bolt  $2\frac{1}{2}$  long. Engage 3rd or top gear and slowly rotate the rear wheel, meanwhile preventing the plunger from turning by holding the aforementioned bolt with a spanner. This will have the effect of forcing out the worm - pushing the inner race of the outer main bearing before it.
- 6) Remove the race immediately it is free, and into the tapped holes in the worm screw 2 - 2 B.A. hex. hd. bolts. The worm can now be levered out with screwdrivers after suitably protecting the face of the timing Case.

The replacement worm can now be fitted and re-assembly procedure is, of course, the reverse of the foregoing. The replacement can be carried out in approximately 1 hour.

IT IS ESSENTIAL that the faulty worms be destroyed.  
Engine Numbers concerned delivered to you:-

F.10 AB/1B/2621.

(3)

This letter is an emergency notification of a serious fault, and replacement worms will be forwarded automatically at the earliest possible moment.

We apologise for the inconvenience caused, and are confident we can count on your co-operation to remedy the situation with the minimum of dislocation.

Yours faithfully,  
For THE VINCENT "H.R.D." COMPANY LTD.

A handwritten signature in blue ink, appearing to read "S. Henning", written in a cursive style.

Assistant Sales Manager.

*"look ahead"*

*WITH CONFIDENCE ON*



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- DYNAMO LIGHTING SETS
- COIL IGNITION SETS
- A.C. GENERATOR SETS
- FLYWHEEL MAGNETOS



## OVR/VRV Event Schedule (all COVID permitting)

**Vincent Riders Victoria (VRV) events are open to ALL international Vincent H.R.D. Owners Club (VOC) members and their guests.** Event details may be found at <https://securv.wixsite.com/vincent> updated regularly.

### VRV Local Section Rides

<i>Date</i>	<i>Details</i>	<i>Duration</i>	<i>More Info?</i>
<b>2021</b>			
Sept 12	VRV Day Ride	1 Day	Ride thru Gippsland including the Strzelecki Ranges & Grand Ridge Rd. <a href="mailto:vincenthrdclubsa@gmail.com">vincenthrdclubsa@gmail.com</a>
Sept 20-24	Australian National Vincent Rally, South Australia.		
Oct 10	VRV Day Ride to Noojee	1 day	Contact Martyn Goodwin
Oct 22-24	Iron Indian & VRV Yackandandah Tour,	3 days 2 nights	Contact Phil Pilgrim to make your booking
Nov 19-21	VRV/OVR Alpine tour	3 days, 2 nights	email to <a href="mailto:sec.vrv@gmail.com">sec.vrv@gmail.com</a>
Dec 11-12	VRV Overnight run	2 days, 1 night	Ride to Walhalla, overnight at the Walhalla Lodge Hotel & Pub
<b>2022</b>			
April 1-3	Combined VOC/VOC (Vincent & Velocette) Black & Gold Rally	3 days, 2 nights	In Planning – location , Lakes Entrance

### VRV Local Section Meetings

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
August 10	VRV Committee Meeting,	Zoom meeting, starts 5 PM
August 15	<b>VRV Annual General Meeting</b>	To be a <b>ZOOM</b> meeting commencing 12 noon
Sept 10	Tentative - Committee Meeting,	Zoom meeting, starts 2 PM
October 17	General Meeting – details to be advised	
Nov 28	Old England Hotel, Heidelberg, Year End Lunch booked for 12 noon, be there by 11:50 am. Plenty of car and bike parking.	<b>End of Year Social Function</b> – booked for 20, must confirm numbers by September 15 <sup>th</sup>

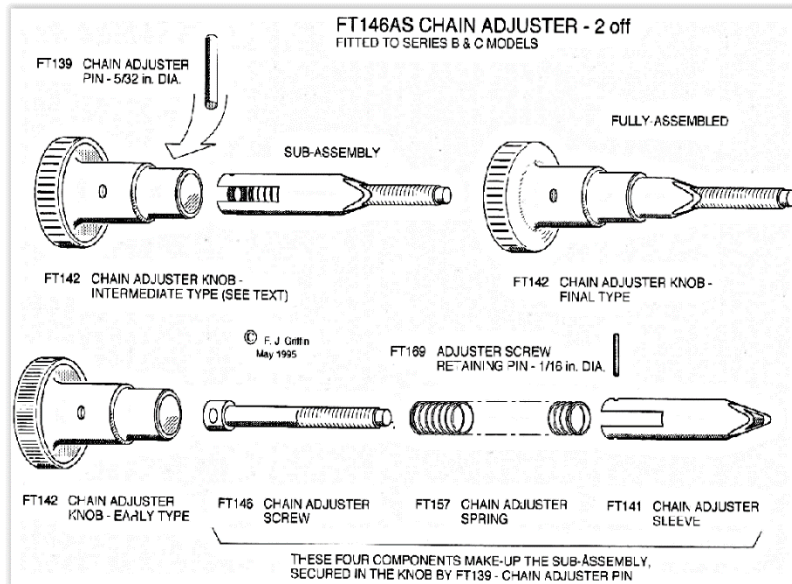
### What Others Are Doing

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
Sept 26	Bay to Birdwood Rally, South Australia	
Nov 7-14	Classic Club of Victoria 50 <sup>th</sup> Anniversary Rally	CMCCV members only, NO Guests.
Nov 13-14	Bendigo Swap Meet	
<b>2022</b>		
March	Girder Fork & Singles Rally, Llanelly	In planning -
March	British M/C Club of Tassie, Tour of Tasmania	In Planning - <a href="https://bmctas.com/">https://bmctas.com/</a>

**ALL COVID PERMITTING**

# Vincent Chain Adjuster – Extension; FT146EX?

Just as the two Phil's intended, I have 2 rear wheel sprockets fitted to my Vincent Comet. I have a 48 tooth for regular running and a lower gearing 50 tooth for extended running in hilly and mountainous terrain.



I have found that when installing a brand-new chain if I cut it to suit the 50 tooth rear sprocket, when I then turn the wheel to use the 48 tooth I almost run out of travel within the chain adjuster itself, even though there is still room left in the RFM dropout for the rear wheel to move further back.

Just about any new motorcycle chain will stretch and my experience has been that a chain, initially cut for a 50 and 48 tooth sprocket, that has seen over 1,000 miles of use will stretch to the point that the standard Vincent chain adjuster simply runs out of travel when the 48 is brought into play.

My initial thought was to modify the standard adjuster by removing the threaded 'screw' which has an overall length of 2.5 inches and replace it with one 3 inches long, thus giving an additional half inch of adjuster travel. The thought was to source a suitable 1/4" BSF socket head set screw and modify the head of it to fit into the existing Chain Adjuster device. Problem was I was not able to locate any that were the required length!

Then OVR reader and contributor, Glen Bewley came up with a very elegant solution: A purpose made spacer to go between the business end of the chain adjuster and the rear axle.

Take a half inch square section of bar stock, just a whisker over a half inch or so long. Mill a concave half inch diameter half round or so section in one end. No Mill? do your best, as I did with a selection of round files. This concave rounded end will engage the axle proper. It makes it easier to create the concave half round in the end before you cut the bar stock to length.



At the opposite end, drill a blind hole 5/16 diameter (it does not need to be any more than 3/16" deep) in the middle directly opposite and centred on the half round side, for the screw of the chain adjuster to engage into. Now ease the rear edges of your extension spacer so that it can fit snugly into the end of RFM hanger slot as far forward as required. With a suitably equipped workshop, instead of using a file as I did to ease the edges you could use a mill to put a half inch diameter convex curve at the end that faces the chain adjuster mechanism.

Normally our axles are some distance back from the actual physical forward end of the slot. Put your new chain adjuster extension between the adjuster and the axle and the chain adjuster will be centred and bearing in the blind hole to keep it there. Centralize the axle so the wheel runs true and carry on. Not an original Vincent design but it works a treat.

BTW – It can be a bit of a fiddle to install or remove the Chain Adjuster Extension as there is not much room for your fingers – but the use of a suitable magnet wand makes it a piece of cake!



# Valve Springs...

## *effect on performance*

### Engine speeds

Engine speeds in excess of 5,000 r.p.m. are common in modern motor cycles. At this speed a valve opens and closes approximately 2,500 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

### Valve Temperature

The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

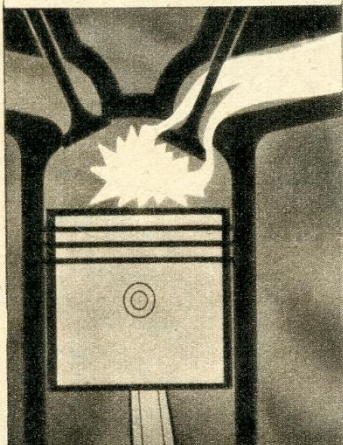
**Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open**

### Valve Bounce

At *high* revs, a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force

exerted by the spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.

Hot exhaust gases escaping



Badly burnt exhaust valve

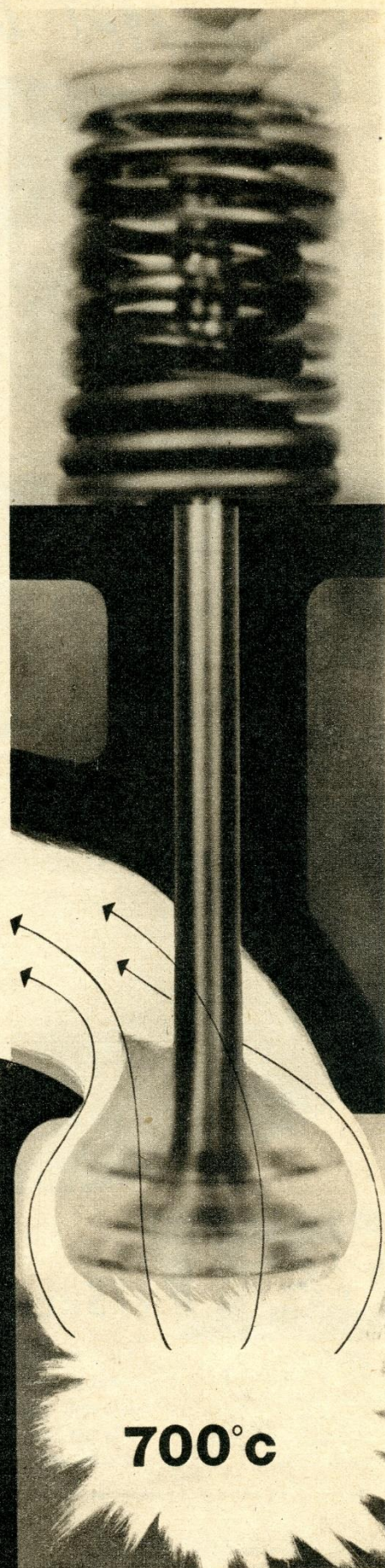


*For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to fit Terrys, the most efficient and reliable valve springs made.*

## TERRYS AERO VALVE SPRINGS

*The experts' choice*

HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND ©25



# FLASH IN THE PAN - “A10”ing in Europe

*PROLOGUE: This story took place a number of years ago. The presence of a B.S.A. in a Vincent themed E zine may seem a little out of place but Vincent motorcycles do make an appearance. Keep the Chrome up and the Rubber down!*

## THE DREAM

When my wife Dorothy finally retired [possibly], we decided to rent our house and live overseas for a year. We are both big fans of France and have English friends in Provence who run Tours on old Brit Bikes. They put us onto a large house for rent on the outskirts of St. Remy-de-Provence complete with pool and nestled amongst a forest of tall umbrella pines. It's about a twenty-minute walk into St. Remy – just far enough to get good mornings walk in before the heat (or in our case the chill) of the day set in. It was affordable in the off season with the proviso that we clear out in the summer when the rent quadruples! Considering that we could only stay in Europe for 3 months (VISA restrictions) at a time, the situation suited us well. Bags in hand and with a very expensive exit from Australia (*WEIGH your check –in and carry-on before you get to the airport*) found us weary but thrilled when we first saw our French provincial house on the hill.

Walking a lot the first few days to get our legs and bearings, we were then onto the highways and byways of rural France. French rural roads have a speed limit of 90 km dropping automatically to 80km in rain. French drivers are very good, mostly polite and generally stick to these speeds. Intersections are nearly always roundabouts and there is a thousand-year-old and charming French village [and bar] every 10 km or so. The French generally think that old bikes are ‘tres jolie’ so all-in-all it's a good place to ride old bangers and I had decided to organise one for Europe before leaving Oz. I dreamt of a totally trouble-free machine that would carry us from village to village where we would sip Pastis (The Local Fire Water) and Rose wine as we went our merry way.

The bike of choice would be a B.S.A. Golden Flash. They are, in my humble opinion, the most practical bikes ever to emerge from Armoury Road. If you [CLICK HERE](#) you will find a very well-spoken English Motor Journalist in his well-preserved 70's testing a 1955 Flash. He was riding when this bike was new and states that as a young fellow, he would never have purchased such a machine, but with the benefit of experience he has come to appreciate what an excellent design they are. Speaking for myself I have ridden RGS's, Gold Stars, Super Rockets etc. and they are all initially more exciting than the gentle old Flash; but they tend to grow off one as the day progresses.

Since my focus was on using the bike, I figured I would avoid the supposedly “restored” machines on offer in favour of a bike that had the practical mods done to it. To that end I selected a machine for sale from a dealer - a '55 model and very correct. The early A10's are the best as far as standard brakes go; they have the QD rear wheel with rod actuation of the brake and the very adequate half width, 8-inch front hub. Later versions went steadily downhill as far as stopping goes; though to my eyes, they look more stylish. The machine had been sourced from Ireland where it had stood unused for a number of years. The paint and chrome were weathered but original and it had had a lot of money thrown at it. The list included: new rims and stainless spokes, 12volt conversion, and a Boyer electronic ignition hidden away in the original magneto. Best of all, it had had the SRM crank end feed done and it boasted an SRM billet oil pump as well as well as billet con rods. I contacted a mate in Scotland and he gave me the nod to have the bike delivered to him. This was duly done and the bill including shipping was just under A\$7000. I reassured my somewhat sceptical spouse that this was a great deal and the bike would cost us little more than fuel and oil from henceforth. For various reasons beyond my control, this is still a somewhat sensitive topic between us!!

Packing for a year is difficult and we made every error in the book (another article for world travellers). Sending some things ahead seemed like a sound idea so I elected to post of a few tools, rain gear, blinkers and switchgear to Andrew. I had to insure the package and declared the value at A\$1000. This turned out to be a huge mistake as H.M. Customs would not release the goods without a payment of over three hundred quid!!! If I had said “personal effects” and not insured it, it would probably have gone through. I have made a declaration and asked for a refund but



governments are never as fast to give money back as they are to take it – perhaps something will come through upon our return to Oz in 2014 (still dreaming).

B.S.A. Club members may be aware that there is an electric start kit available for A10's. I had had one on back order for quite a while for my 57 Road Rocket at home. As Europe beckoned, I re-directed it so that it was delivered to Scotland as well. My reasoning being that eventually I would take it back to Oz and I might as well enjoy it in Europe first. *[The starter won't be mentioned much again in this article, but it's a brilliant bit of kit.]*

My Caledonian Cobber is a scientist by training and is a well-known old bike Journo; as well as, of course, a 'dyed-in-the-wool' BSA man. It was an exceptionally cold, early Spring in Scotland and I should have known that having my bike and my industrious friend together in his shed could only result in one thing (or two or three): he got the bike running, fitted the starter and blinkers and carried out a total rewire as well! All done in his "toy shed" amongst a few other Aussie bikes, waiting patiently for their owners to arrive and ride. This was well beyond the call of duty but of course I was extremely grateful for all his help.



We had been in France about three weeks by this stage and the weather had improved to the point where we decided to catch a plane to Edinburgh, spend a few days fitting some luggage and carrying out a few tweaks to the A10 and ride the bike back to Southern France. The few days stretched to a few weeks; old bikes seem to be able to vacuum up all the time there is. The bike had really good tyres on it and I was prepared to leave the wheels alone. Flat tyres are thankfully rare in Australia but are much commoner in Blighty for some reason [ask our very own Doug Fraser]. At my Chums insistence we bought some best quality inner tubes and got stuck in. Now at this point the DREAM starts to fade.

## **BIG BANG THEORY.**

Many years ago, I worked in the aviation industry and shared hangar space with the air crash investigation section. One of the things that stuck in my mind is that pilots, like the rest of us, are very reluctant to let go of fixed ideas, often ignoring a mounting pile of evidence that something has either changed or is not right until it's too late. In this case the fixed idea that this was a great bike with an SRM bullet proof engine started to come into question as soon as we removed the tyres. Although the Wheels appeared to be professionally laced, we found to our horror that all the spokes were poking a minimum of a quarter of an inch proud of the nipples on both wheels - a certain recipe for disaster. We checked further and discovered that, as expected, the brake linings were new and not quite bedded in, but all the wheel bearings appeared to be the originals and totally knackered, but the bike handled and ran well, with no sign of what horrors lurked under the surface. After a decent run the filters were checked for metal in the oil and all was well. I had checked with Gary at SRM and he confirmed from the I.D. number in the timing case that they had indeed carried out all the parts modifications; BUT, they did not assemble the engine. On some days, it was below zero in the toy shed and I felt we had imposed on my friend's generosity enough, plus we had things to do in France so I felt that all was well to head south. At this point I had racked up about 100 miles on the A10. We had planned to ride to the Newcastle ferry, a four-hour trip, but it was so miserable in normally sunny Scotland that we got a lift down in a borrowed van. With the last snow of spring still on fields, we headed for Amsterdam.

We disembarked next morning in Zeebrugge in Holland - about the busiest port in all Europe. I had chosen to land on a Sunday to minimise traffic congestion, this proved to be a two-edged sword. I would have preferred secondary roads out of Holland but there is no real choice but the tollways to get to the French border. The bike was loaded to the gunnels and was a handful at walking pace but was rode really well at freeway speeds. The slowest speed to avoid being run over was 110 clicks, and at that we were in a crush of huge container trucks from all over Europe.

The SRM Balanced Crank was doing its job as the bike was quite smooth by old bike standards. The Speedo didn't work but I had fitted up my GPS so no problem. We were south of Amsterdam and running strong when it started, an almost imaginary tiny tinkling noise seemingly from the engine. That was impossible of course, but just in case I started working my way to the shoulder. The tinkling had turned into a not particularly loud knock by this stage and I spotted a servo. I pulled in and shut down and we dismounted. There had been no loss of power and I thought it possible that there was a tappet problem so off with the tank and rocker boxes but to no avail. The oil was not hot either.

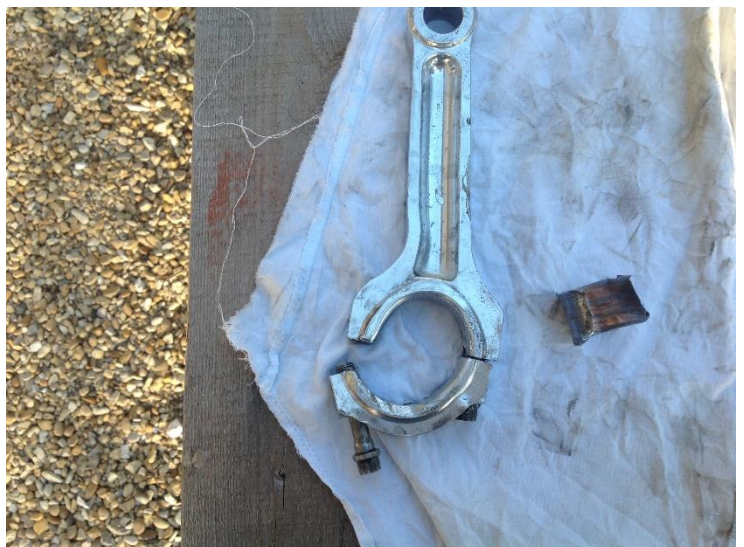
Now for the problem with Sunday. At heart, Holland is still a religious country. There were just a couple of teenage girls running this servo and no - there were no taxis; and no - there was no hire car business's open; and no - we could not leave the bike there; and, of course no - we had no mobile phone service as our French phones didn't seem to work on Sunday either! They did say there was a motel about 3 km up the road.....they thought [it turned out to be 14km]. If this had been Oz I would have called a mate for a pick up, but we were a long way from home. I decided to try and limp to the motel. In retrospect it might have been better to hitch hike and hope the bike got stolen - which might well have been the cheaper option.



We remounted and set off on the verge at around 15kph. We had only gone a few hundred yards when there was a tremendous BANG!! and the back wheel locked solid. I saw something metallic ricochet off the road and into the weeds.

As we sat there in the quiet afternoon sun, my wife said: "Is that bad?" It sure was. I was looking at the mangled end of the right-hand con rod. I had a great view because there was very little crank case left. A later strip down revealed a scrap crank, rods and cases; and, as a parting gift, the flange was gone off the front of the cylinder. Fortunately, the camshaft was fine though it turned out to be out of a plunger A10. There was only one thing for us to do, get to a pub a.s.a.p.!!

We [actually my wife because somebody had to sit on the bike and steer] pushed the bike over the crest of the rise and as luck would have it, there was a servo. I coasted down the few hundred yards to it only to find it was an automated station with not a soul around. I was getting a little frazzled by this point and when a tradesman's van pulled in, I practically tackled the guy. He had some English as most Dutch people do and he was great. We used his ladder as a ramp to get the bike into the back of his van. I wedged myself between the bike and some paint drums in the pitch-black back of the van whilst my wife was told to get in the front and did she mind small children? - of course not. Two toddlers in car seats took up the bulk of the bench seat with only a bit left for the driver. The nice Dutch man said she could just stand up between the car seats and the front windscreen/dashboard. Though this seemed a practical (and the only) solution, the children had other ideas. While she tried to converse with the father, the little one kept smashing his juice box into her face and pummeling her in the chest with his tiny shoes all the while yelling "Nein". Trying to salvage a tumultuous ride, my wife asked the driver/father what he was doing on this sunny Sunday afternoon that he would be so generous with his time towards us wayward motorcyclists. He said he was minding the children as his wife was a policewoman and had to work that day!!! Something about no seatbelt and standing in a car fending off a 2 year old was going to be hard to explain to the judge!



After many wrong turns and several attempts at directions, the generous father pulled into a motel with secure parking for the oil oozing bike. A frantic few minutes at reception and we were finally in a room – still with no phones but with a bar downstairs...that was all we needed to review the events of the day and analyse our options.

Next day I contacted a car hire company, thinking I would have to strip the damn bike and stuff it into a teensy Euro car. Because we were only going one way the car would have to be French registered and they did not have any cars available. However, they did have an enormous, brand new, French registered Mercedes people mover which they would let me have for small car rates. Yes, things were on the up and up. I removed the seats and parked the van next to a Macker and waited till a couple of Husky young tradies pulled in for a burger break. We all just lifted the BSA and chucked it in the back. We had a great trip back and since it was freezing and pissing with rain the whole way I was kind of glad to not be riding.

## **GRAVEYARD SPECIAL**

So when we were finally back in St. Remy I started weighing up the options. St Remy was made popular by Princess Grace of Monaco. You can buy an overpriced cashmere sweater, get your poodle clipped and coloured and enjoy fine dining, but there is not a BSA dealership for miles. My buddies at Classic Bike Esprit have a lot of old bikes but not a lot of old parts. SRM would build me an engine if I found the parts but of course it is heading into summer and the turn-around would be 3 months. This all sounds pretty bleak and a reasonable man would give up at this point but I did have one Ace up my sleeve. Whilst staying in Scotland we heard about an old chap named Angus that wanted to sell off some bikes and there was a rumour that one of them was an A10. Some years ago the councils in Scotland sold off all the care takers cottages in the middle of old cemeteries and Angus lived in one of these. The bikes were: an alloy-hubbed B31 that had its guards hacked about and a J model Royal Enfield single. These wet sump bikes are really good and although it had been standing for a year amongst the tomb stones with its tank off, it had great compression and all controls worked. I reckoned it was only a few hours off rideable.

Angus wanted 500 Quid each for them which by Aussie standards is cheap. If you advertised either of these scoots in Australia you would be trampled in the rush. But my Scottish chum and his mate thought they were too expensive. I asked about the A10 and in a thick Scottish accent Angus said "Ono, I sold it tae Beastie"! Beastie turned out to be a chap called Stewart who wanted a classic but figured the A10 project would be too much. We had a look at the 100% dismantled bike which was a 1958 model with an asking price of Sixteen Hundred Quid. The tank had been re-chromed and frame bits powder-coated and everything seemed present except it had been fitted with the earlier half-sided front wheel. There were a lot of extra bits as well, boxes of new wiring harnesses and switch gear, spare frame parts, oil tanks etc. — and several sets of crankcases. Of course I said no.....



That night we were all having a brew and I gave my opinion that we were nuts, all those bikes deserved an offer. My chums rang Angus and offered 800 quid for both bikes, which he accepted and which I thought very good buying, whilst I rang Stewart and we settled on 1300 quid for the A10 and the bits. All this stuff was loaded into the ever generous mate's toy shed.

After the Big Bang, we rang my chum and of course he was sympathetic in the extreme. In retrospect I should have stripped that engine since it and the rest of the bike had obviously been put together by someone of limited skills and knowledge. A close examination of

the shrapnel revealed that the small ball race that locks the crank was only partially present, with no sign whatsoever of the balls themselves. The con rod that threw had one of its bolts pulled completely out of the alloy. According to Thunder Engineering (the manufacturer) that indicates that that bolt may not have been torqued correctly [the torque settings are much, much greater than a BSA rod]. The SRM conversion involves replacing the timing side bush with a combination roller and ball bearing. The roller carries the load whilst the track for the ball section is split, when assembled this locates the crank doing away with the need to shim for end float. After the bearing race there is a soft iron washer then the timing pinion. I suspect that the soft iron washer had been assembled first. This would have put the caged ball bearings up against the iron washer instead of the bearing track, thus we have a recipe for disaster.

In the piles of engine stuff back in Scotland there was a minus 40 thou ground crank from the 58 and another set of cases with what looked to be a serviceable bush that should work as the foundation for a new engine. One of the engines turned out to be from an Ariel Hunt master but it yielded a great set of rods and other bits. I got a thin flange set of barrels with a worn standard bore from Brian Pollit at Lightning Spares [great people to deal with, highly recommended]. I found a machine shop about 40 minutes' drive away in Salon de Provence. These guys spoke as much English as I do French which is nil. I mimed putting the barrels upside down and made boring motions followed by throat cutting motions; they laughed but got the message. [this is a common error with automotive engine reconditioners, motorcycle barrels must be referenced off the base flange] They knew their business though, it turned out to be about the best rebore job I have ever seen. Anyway, from a standing start I got the bike back on the road in 3 weeks.

## OIL PRESSURE PARANOIA

After all this trauma and considering there were no less than five different donor engines involved in this dirt-floor rebuild, I really wanted to know what the oil pressure situation was. Off the Net I found you could drill into the relief valve chamber and tap it for a pick up. I did this and fitted an oil pressure gauge. On start-up pressure was great, around 60 psi. However, as the oil heated up, down went the pressure to about nothing. This gauge is a Morgo item made for classics and I noticed that the needle was a long way back from zero - perhaps zero was really 10 p.s.i.? Was it way too insensitive to tell me what Friends in the U.K and Oz my unceasing demands for posting hand-holding sessions via email this that provides at least half the



The last A65's had a pressure automotive types, 7 vs 10 p.s.i. I started the engine and light went and bugged me, on comes the light about 3000 rpm. I blamed the undersized solid bush from SRM which my Froggy mates turned to .0001 clearance, another excellent job and cheap too. [Try finding the French for "Line Bore" in your tourist Phrase book.]

Back on the road to success until at the ten-mile point when the light started to flicker again. The answer to all this is on the Lightning spares web site. Brian went down this path years ago and strongly suggests that you don't try and find out what the oil pressure is on your A10 because there probably isn't any. Well, I came to the same conclusion and decided to get a grip on myself and just ride the damn thing - which I duly did running up 200 trouble free miles at 80 kph with the odd burst to 100 clicks. By this time our French visas were up and we decamped for America for three months.

## POST SCRIPT

I left the bike with my Classic Bike Esprit buddies with instructions that they please use it - all care - no responsibility. I got an email from them just the other day telling me they took the bike on a five-day trip of the Vercour region along with 3 or 4 of their old Brits and 50 or so other Classics. The event was open for any bikes built up to 1974 so the A10 was sharing the road with such bikes as Laverdas, Commandoes, Hondas, etc. The Vercour region was the centre of the French resistance in WW2. It is a natural mountain fortress and to this day, very lightly populated.

In 1944 the Nazis flew in specially trained troops in gliders landing at night with 50% losses. They marched into the village at daylight and wiped the resistance forces out, along with a lot of innocent people. The point of this bit of history is that it is very tough country.

My mate casually mentioned in his email that he had come around a corner one morning on a Square Four and found that heavy rain the previous night had covered the narrow mountain road with sand. He managed to plough through it, but the next rider, who was on my bike, was gassing it and well leaned over. The bike hit the deck and high-sided over the verge and down the cliff, taking the rider with it. Fortunately, there were some trees twenty feet down that arrested the descent of the bike and detached rider. He earned himself some broken ribs and a torn shoulder.

It took 8 men with ropes to drag the Flash back up the cliff and on inspection the total damage was confined to a dented guard, twisted forks and a smashed-up headlight. This is now what is called "Patina". The old boy started right up and finished the run and now has 1100 miles up so I guess it's a goer.

Originally I thought I'd call the bike Gordon [after Flash Gordon] but maybe it should be named after that apocryphal, three-legged, one-eyed mongrel dog that answers to the name of "Lucky"!?!

Phillip L. White, Australia. July 2013

## ***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.*

## ***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](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** Takeing 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 excelent 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 excelent 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)

**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](http://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](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

**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 use 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)

**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](http://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](mailto:steviemoto@hotmail.com)

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

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

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

**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

**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](http://www.tyremanmc.com.au)

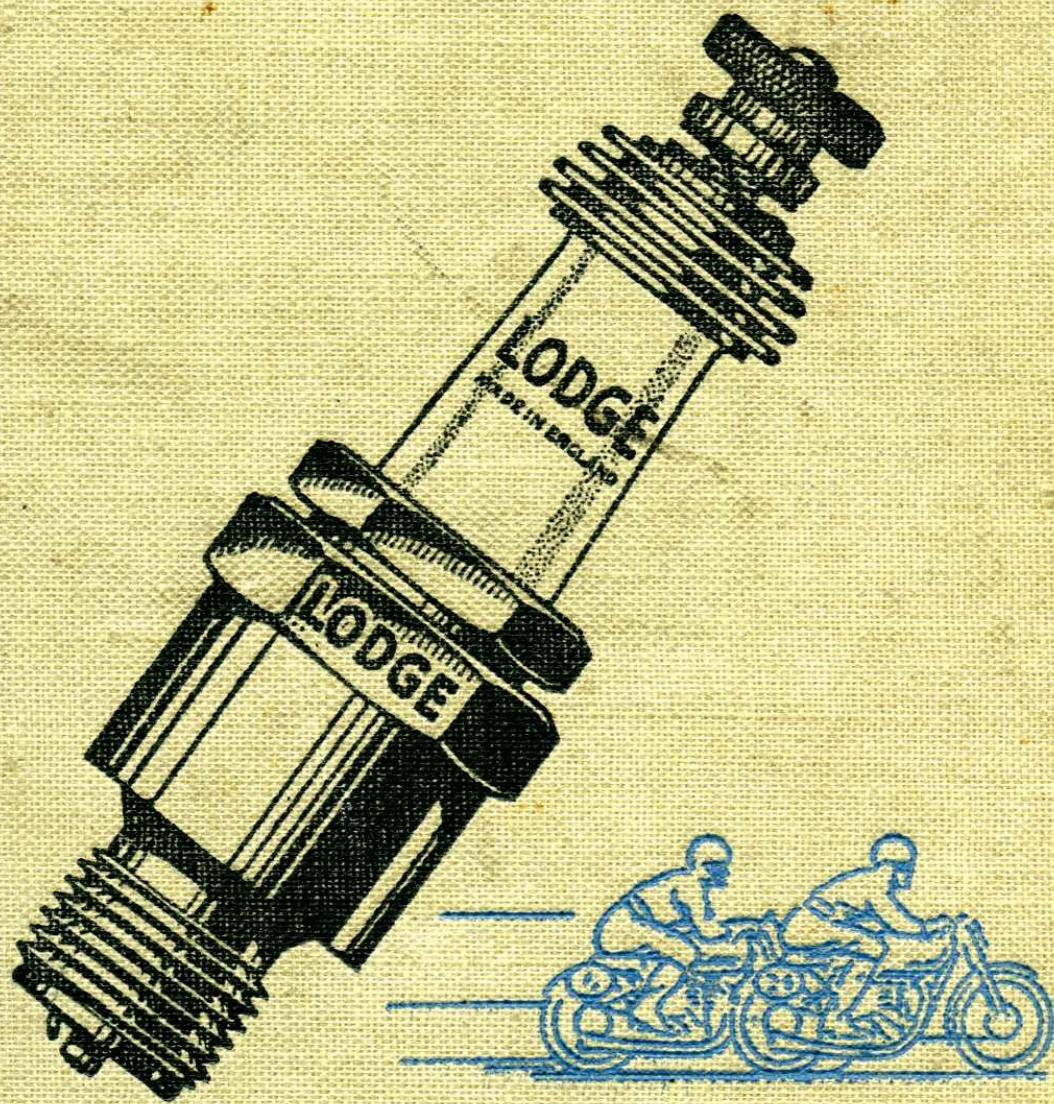


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