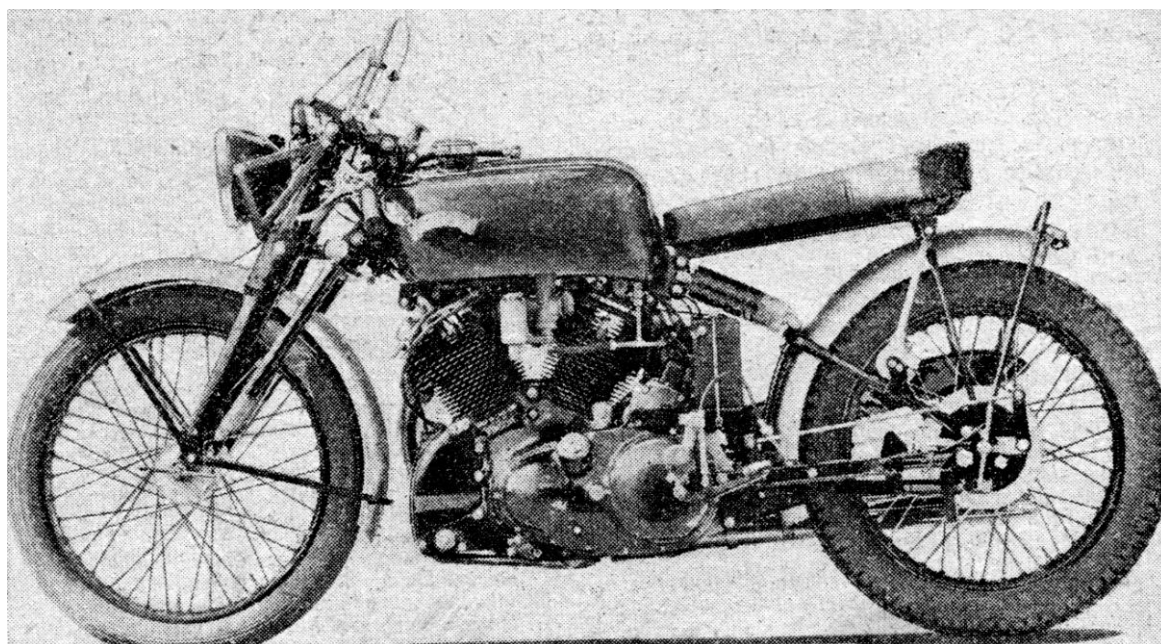
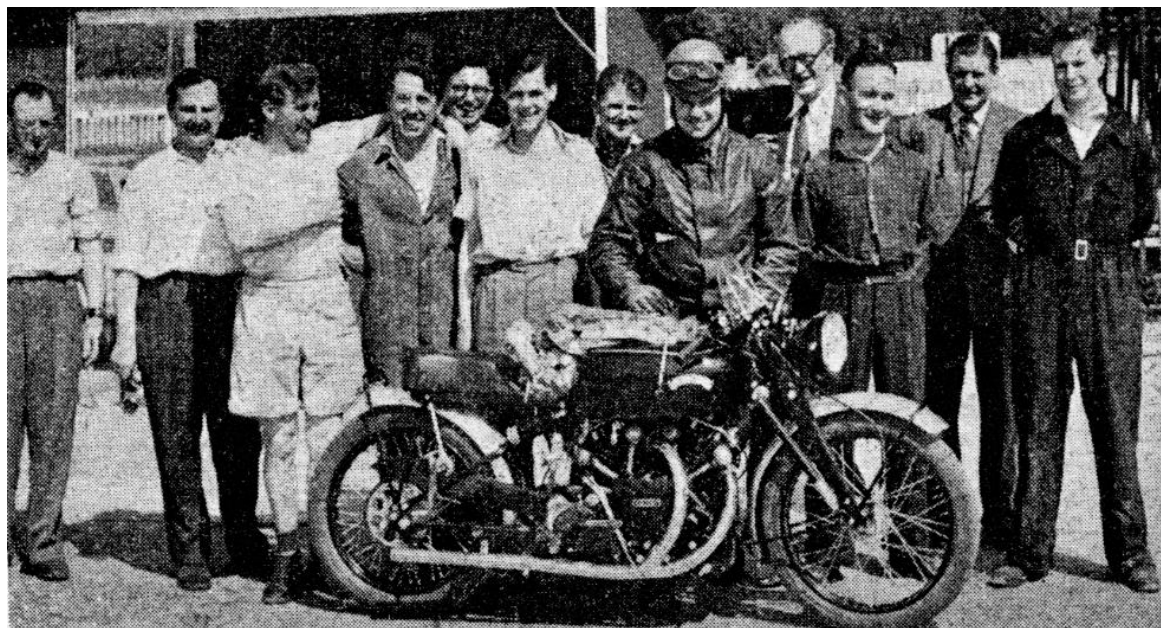




The Oz Vincent Review

Edition #5, June 2014

The Oz Vincent Review is a totally independent, non-profit, e-Zine about all things Vincent as well as the broader classic motorcycling scene. OVR is distributed free of charge to its readers. OVR may be contacted by email at OzVinReview@gmail.com



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What's It All About?

Welcome to the fifth edition of The Oz Vincent Review, an independent, not for profit, e-zine that provides a forum and voice for all folks with a particular interest in Vincent motorcycles as well as an interest in classic British bikes in general.

In this edition we take a nostalgic look at the setting of world records, the creation of a Vindian, a quick look at the 2015 VOC International Rally in Italy and a bunch of other stuff.

Any e-zine is only as good as its content thus I encourage all readers to submit items on any related subject for inclusion; this could be ride reports, humorous or otherwise incidents, technical information, details of your bike(s) or even reprints of historical material. Given the electronic format of OVR there is little restriction of the inclusion of photographs and such like. This edition includes a number of reader contributions; Don't be shy, you do not need to be a literary impresario – send me what you have and, only if needed, I will polish it for you.

If you have received this copy of OVR indirectly from another reader you can easily have your very own future editions; just send an email to OzVinReview@Gmail.com with the subject "Subscribe". It would help if you included your name and location in the body of the message.

Finally, ever hankered after a two stroke with style? The next edition of OVR may contain the answer.



Melbourne, Australia.

Front Cover

World Records for Vincent

The last edition of OVR featured on the front cover a fully restored Black Shadow that was *said* to be part of Philip Vincents' 1952 attempt on a number of World Records. On the front cover of this edition is the ACTUAL Black Shadow that set the records at the Montlhery track near Paris, on May 14, 1952. Just how many differences can you spot between the real thing and the one on last months cover?

In the course of the high speed tests, on Wednesday May 14, 1952 the Black Shadow broke eight world records in the 1,000 cc class, including the 1,000km, 1,000 miles and 10 hours. This machine was built to the standard Black Shadow specifications as then supplied to the United States market – it was fitted with a 8:1 compression ratio, and a sealed beam headlamp; the only departures from catalogue being the use of Black Lighting cams, Amal racing carburettors an oversize fuel tank, a small fly screen and finally, the removal of both the front brakes and one rear brake.

Testing began on Wednesday May 14, 1952 at 0915H under excellent weather and track conditions. Taking turns, in relay, the following riders set out to reach the 1,000 mile mark; E.J. Davies, F.P. Heath, C.W. Petch, J.P.E. Hodgkin, R.H. Sherry, G. Lefevre, J. Surtees Jnr., C. Julian and D.G. Lashmar. The Black Shadow was within world's record limits at six hours at an average speed of 100.53 mph. Pressing on towards the 10 hours and 1,000 miles limits the 1,000 km, and seven, eight and nine hours' records were also realised. After a brief stop at the 1,000 mile mark, also setting another world record, the eleven hour record was also secured.

Thursday was devoted to the preparation of the Black Lightning with which it was hoped to

June 12, 1952. MOTOR CYCLING 11

THE VINCENT
STANDARD
BLACK SHADOW

SHATTERS

EIGHT WORLD

RECORDS

1,000 C.C. CLASS AT MONTLHERY, FRANCE, 14th MAY 1952
(subject to official confirmation)

including

1,000 Kilometres at 100.8 M.P.H.
1,000 Miles at 99.2 M.P.H.
10 Hours at 99.2 M.P.H.
6 Hours at 100.6 M.P.H.

The machine used was a standard, 8 to 1 compression, American type Black Shadow, but with Black Lightning cams and small choke racing Amals which suit better an open exhaust system. Three brakes were removed, a slightly higher gear ratio was used, the riding position was modified, and a larger petrol tank fitted. The speed averages include all time lost through pit stops—so the machine's running speed was well over 100 m.p.h. throughout.

★ THE WORLD'S MOST DURABLE MOTOR CYCLE
★ THE WORLD'S FASTEST STANDARD MOTOR CYCLE
★ THESE ARE FACTS, NOT SLOGANS

THE VINCENT H.R.D. COMPANY LIMITED, STEVENAGE, HERTS, ENGLAND

conduct further endurance tests the next day.

Friday presented brilliant sunshine and very hot weather which made the track surface as hot as the proverbial high summer New York sidewalk on which it used to be claimed citizens could fry eggs. Not surprisingly, after only a brief period of high speed motoring the rear tyre of the Black Lightning cried enough and failed spectacularly and as a consequence all further testing was halted for the day.

The main body of the expedition had travelled to Paris by road and train and was joined there by Phil Heath and Bill Petch who had both come direct from racing at Hockenheim in West Germany. Philip Vincent, Ken Mainwaring and Paul Richardson were among the crew from Stevenage. George Williams, C.C. Wakefield's Racing Department manager, supervised the racing schedule and also among those present was Tom Joy, the technical representative of the Avon Tyre Company.

Just Rid'n In The Rain

Eric Ducdude, a reader from the USA, shares his aquatic reminiscences with us – thanks Eric



OK its not Eric but it is a bike and it is rain! Editor.

I know many of you have travelled hundreds of thousands of miles/kilometres on your Vincents and other bikes and many of those miles/kilometres were in the rain and it was no big deal...Well as a new guy to the Vincent world with fewer then 4000 miles on my Vincent, I finally found myself at the far end of a run from my garage at the start of some gully washing downpours. At this point the rain that was threatening all day finally decided to hit the ground and it did so, all at once...

I was on the motorway at 75mph when Noah got the first call. I cut the speed to 55mph, and got

out of the passing lane and opened up the distance between the car in front of me to 4 car lengths or more. I switched from the driving light to the high beam H4 quartz halogen 6Vdc 8 inch head light...Yea I know none of that is stock but screw it, it cuts a nice beam into the darkness and it is easy-ish to see in the rain. Kept an eye out in my rear-view mirrors and tucked in behind the 5 inch Vincent speedo as a wind screen... I was almost 2 hours from home... The bike's motorway performance was ok, the bike seem to bog on acceleration, a bit, no doubt due to a rich running condition as my air filters got soaked. It was coming down in buckets !!

The brake effectiveness was down by 30% or so but with a good squeeze and the application of both the FT and rear stopping was not an issue, just the effort was increased.. I decided to get of the big roads and take the two lanes back roads home the rest of the way. Now by this time Noah had the wood delivered and had figured out what a cubit was..

The back roads were less stressful and I kept my distances in front and behind in view and in consideration... At this point the bike was running well but the bike's typical low idle was not as smooth and rhythmic so I kept some throttle on at the stop lights, just in case. Shifting was good acceleration was good and even the stopping was under control with a monster grip. One hour to home and Noah had the keel laid and the animals started to gather.

My riding gear at this point had decided that it had had enough and my right water proof boot was proving that it holds water in, just fine. My riding jacket normally good for an hour in a good downpour was struggling to keep me dry and failing.. My riding pants were doing OK but they are way past their prime.. That darn boot was really pissing me of though... Only 4-5 years old and 50-70K miles on them .. Gona have to see about this once it all dries out.. I hate wet feet, I had a bad experience on a 1000 mile 24 hour trip many years ago and I have yet to recover. If you are interested in reading more [see here](#) .

So soaked in an out we soldered the old bike and I though the tree covered lanes that provided some degree of cover and the cross roads that resembled fast moving streams 1-4 inches deep... Still the bike was fine, a bit soggy and down on power at the low end but she was fine. The Ammeter showed a steady charge the head light was a blaze, well it was still on at least , even the horn was working which is a sometimes affair. I was gona pull this off yet! I geared down for a stop light applied the brakes early and came to a stop, just as I got the thumbs up from the coast guard from their ship on the cross street, the bike's fire went out and she coasted to the road side dead... dang..

Now that the engine was off, I did notice that the rain drops seemed to be the sized of golf balls and they made a lot of noise hitting my helmet even past the ear plugs. So I set to check the bike over...Kill the lights , check fuel by priming the carbs and WTF kick it over....BINGO we are a go!! Full speed ahead Capt'n! Wow that was a surprise..

I was 20 mins from home, the inside of my visor was dripping wet, my jacket weighed 20lbs and I swear I could hear the water sloshing in my right boot...Noah had clearance to depart and was only waiting for the debris to clear from the shipping lanes.. BTW I was the debris...

Traffic was becoming light and I was now motoring downhill to my town. The huge drops were now just a steady heavy downpour and the water level in the streets was down to a trickle. I looked and looked for a problem but the bike simply was not having any of it. She seemed to say, you call this rain? Let me tell you about Manchester UK in 1958 now that was bloody rain! As the heavy stuff eased the power seemed to come back and the bike was smoothing out. My nerves were easing up as was my grip on the handle bar..

5 mins from home I was actually smiling in the rain and motored down into my neighbourhood like it was any regular day... Noah decide to hang out on Mt Ararat for a while as the floods pulled back 39.9 days early...

Once in the garage I let the bike drop into its normal low idle, chugging away like she always does... As I was sitting there with the bike running I swear I heard a faint female voice with a British accent say, " your going to wash me off one day soon, right?"

I hit the kill button and she was quiet , the only sound left was the water dripping on the floor and the ticking of the pipes....It was a good ride.

Cheers,
Eric

Event Calendar

An overview of some upcoming rides and events that may be of interest.

If you are planning any rides or are aware of events that readers may be interested in, you may invite others to participate via the "OVR NewsFlash" service and also the "Event Calendar" column in OVR. Just drop the editor a line at OzVinReview@gmail.com.

September 14	Goulburn Valley Motor Vehicle Drivers Club; Shepparton Swap Meet. Venue - Shepparton Show Grounds, Midland Highway
October 5 - 9	North America East Un-Rally*; Being held at Maggie Valley, North Carolina. Hotel, rally headquarters: Smoky Falls Lodge http://www.smokyfalls lodge.com/magpievalleymotel.html 1-877-926-7440 or 828-926-7440 * Un-Rally = no registrations, no nothing; just turn up!
October 18 -19 <i>If you own a girder fork bike, this is not to be missed</i>	Cooma Monaro Historic Automobile Club, Girder Fork Rally, in Cooma NSW. All entrants MUST be on a Girder Fork bike. For more info see www.coomacarclub.com.au
October 24 - 26 <i>Ripper weekend</i>	Philip Island; Australian Motorcycle Grand Prix
November 29 <i>To Good To Miss out on; around 800 miles over 4 days</i>	You are invited to a dinner for Vincent Riders on Saturday the 29th of November 2014 in the small fishing village of Robe, South Australia. Diners MUST travel to the dinner on or in a Vincent powered machine. Make your Robe dinner reservation now; contact Brian Hale by email; brianh1967@yahoo.com
December 7 <i>Gets better every year</i>	Bendigo Historic Motorcycle Club, Motorcycle specific Swap Meet @ Llanelly. Camp on site O/Nite on Dec 6 th . More info call Elaine 03 5475 1668
September 6-20, 2015	VOC International Rally, Italy - more information below.
Remember	If you are planning any rides or are aware of events that readers may be interested in, you may invite others to participate via the "OVR NewsFlash" service and also the "Events Calendar" column in OVR. Just drop the editor a line at OzVinReview@gmail.com .



VOC International Rally - Italy

September 6 - 20, 2015

Here is the preliminary information on the 2015 VOC Italian International Rally. It looks like it will be a fantastic event. Just to give you an idea of what it may be like, set out below are the proposed plans - though be clear - planning is still in progress, so some of the detailed information is subject to change. For the latest information AND to register for the rally, [Click Here](#).

Just to be crystal clear - this is the Vincent Owners Club International Rally - OVR is not in ANY way associated with its planning or organisation. Information is provided by OVR as a service to readers.

The Rally runs from Sunday September 6th to Sunday September 20th 2015 and will be split into 3 stages, each of 5 nights, between Sirmione, Rimini, and Montecatani Terme. The organisers will

be offering transport from Milan area airports to Sirmione for those people flying in, and transport between Stages 1 and 2, and Stages 2 and 3 and transport from Montecatini Terme to Milan area airports for those people flying out. You can, of course, make your own travel arrangements.

The accommodation at Sirmione is in a holiday park (Garda Village), close to Lake Garda where you have a choice of accommodation, either an apartment or a mobile home. The accommodation at Rimini is in a group of adjacent 4-star hotels, very close to the beach. The accommodation at Montecatini Terme is in a group of adjacent 4-star hotels.

All rally participants will be receiving half-board in terms of meals (breakfast and buffet dinner) at all three stages.

Hotel pricing is currently being finalised, though the rally organisers have provided the following indicative total cost of hotel accommodation as follows (5 nights for each stage)...

Stage 1	single person	600 Euros
	single person sharing	380 Euros
	couple	750 Euros
Stage 2	single person	610 Euros
	single person sharing	475 Euros
	couple	950 Euros
Stage 3	single person	540 Euros
	single person sharing	460 Euros
	couple	910 Euros

i.e. 75-95 Euros/person/night for couples or single person sharing

Remember, the hotel accommodation includes breakfast and an evening meal.

There will be a gala dinner at Sirmione, a group dinner at Rimini, and a farewell dinner at Montecatani Terme.

For those people coming with motorcycles Garda Village is an enclosed area with security guards, whilst the hotels at Rimini and Montecatani Terme have lockable compounds. We will be nominating one of the hotels at Rimini and Montecatani Terme to be a central point for motorcycle storage.

At Sirmione there will be tours to Lake Garda, Verona and Venice, at Rimini there will be tours to Ravenna and Urbino, at Montecatani Terme there will be tours to Pisa, Sienna, Florence. You will be able to go on these tours by coach, and for the tours to Lake Garda, Urbino, Pisa, Sienna by motorcycle. The aim is to also have a track day at Misano circuit on Monday 14th.

What follows is a list of tours the organisers hope to be running

Stage 1:

Sunday 6th- arrival and registration at Sirmione

Monday 7th coach tour to Verona, short tour through hills and visit Nicolis Museum (by motorcycle)

Tuesday 8th tour to Cascata Verone (by coach and motorcycle), meet up for lunch, travel back by boat.

Wednesday 9th coach tour to Venice, short tour (by motorcycle) with visit to caves and wine tasting

Thursday 10th all day historical tour (by motorcycle), evening meal on boat, musical arrangement

Stage 2:

Friday 11th transport to Rimini, stop at Ducati factory (Bologna) for lunch and factory tour

Saturday 12th short tour to National Motorcycle Museum, including lunch

Sunday 13th coach tour to Ravenna, long scenic tour (by motorcycle)

Monday 14th short tour (by motorcycle) track day at Misano, coach tour to Misano track

Tuesday 15th tour to Urbino (by coach and motorcycle)

Stage 3:

Wednesday 16th transport to Montecatani Terme

Thursday 17th tour to Pisa (by coach and motorcycle)

Friday 18th tour to Sienna (by coach and motorcycle)

Saturday 19th coach tour to Florence.

Sunday 20th motorcycle tour to Abetone Pass.

Monday 21st depart

In all, an exciting Rally! An eclectic mix of wonderful tours, Italian food, wine, and culture, great scenery, and company.

Getting Your Bike from Australia to Italy and Back

Get Routed (international motorcycle shippers) offer a service for those who wish to take their bikes to the 2015 International HRD Vincent Rally. Bikes would be containerised in Melbourne or Sydney (only one container will be used to ship a maximum of 18 bikes) and shipped to Get Routed's main European depot in Felixstowe, England where they would be unpacked and Customs Cleared into the EU. The bikes would stay on Get Routed's specialised motorcycle shipping cradles and trucked to Milano which is approx 1 hour 30 minutes ride from the Rally site. The bikes would be available for collection at a freight depot in Milano at 9.00am on Friday 4 September, 2014, which allows a couple of days to ride to the Rally site.

For the return shipment Get Routed would envisage the bikes being loaded in Felixstowe, England. The advantage is that this allows Rally participants to tour some of Europe at their leisure after the Rally as they make their way back to England. Those who don't want to tour Europe can simply take their bikes back to Felixstowe for storage until the return loading date.

Return shipping cost will be around Australian \$3,940 per bike. Includes marine insurance, Customs Clearance and Quarantine inspection at both ends.

Loading date for the return shipment has at this stage been left open and Dave, of Get Routed would like feedback from those interested so a date can be decided upon. Those wishing to have some input can email Dave Milligan – dave@getrouted.com.au Apart from the arrival date in Milano all else is open for discussion. Majority numbers will help the return date decision, but at this stage Dave is thinking around Tuesday 6 October, 2015, which gives you a months holiday on your Vincent. More information on Get Routed can be [Found Here](#) .

Insurance & Breakdown Services in Europe

If you have insured you bike with an insurer in Australia you will find that that policy will not provide ANY cover once your bike is outside of Australia. Get Routed DOES NOT provide for any insurance for you or your bike while it is in Europe. Likewise Get Routed do not provide roadside breakdown services. Both of these are your responsibility to arrange. OVR will be endeavouring to understand what options are available and will report as/if information becomes available.

Renting a Bike in Italy for the Rally

The next edition of OVR will have a review of some the motorcycle rental options in Italy for those who want to ride while they are there but for whatever reason, do not want to take their own bike.

Travel Insurance

So, you have made the decision – you are off to Italy for the 2015 VOC International Rally. Just remember it is not uncommon for so called risky activities such as motorcycling to be specifically EXCLUDED from many Travel Insurance policies so before you head off check your policy to ensure all of the risks you want cover for are actually covered. If the policy does not cover all that you want, contact your insurer now to get the cover extended. This must be done before you commence travel – it is way too late to try to get the policy changed AFTER the event.

From *Indian* to *Vindian* OR Where is that Hacksaw & Angle Grinder?

A reader contribution from Phil Pilgrim, Australia

Part 1 of 2



This article is written to help anyone else keen to modify their **Indian** for more performance, 105 mph compared to 80 mph things like 4 speed, foot-change, hand clutch, Twin carbs certainly make it a very attractive modification. New Vincent engines are available from **J.M.C Classics** in UK 0173 249600 at \$25,000 (depending on exchange rates) complete. If you decide to order one, order a non-electric start version as there is no way to fit it in a **Indian** frame, also don't order a Alton Generator as one will assume you will adapt the existing Cycle Electric or Delco-Remy belt driven type you have although it is very convenient to leave the Vincent-Alton type in position. I will assume you will either have a fair bit of knowledge before starting this project or friends that have it, you will need patience & a well-equipped workshop, some times its two steps forward & then one back, enjoy your **Indian**.

The original **Vindian** took the Stevenage factory 3 weeks to build, I hoped mine would be three months to finish (but took 6 instead)I would like to thank all the people mentioned in the article & encourage you to support them if you live in Australia.

Ingredients

- 1 x 1948 Indian Chief (Although any model from 1946-52 will do)
- 1 x 1946-55 Vincent-H.R.D 1000cc engine assembly

Method

Quickly remove the existing **Indian** engine as instructed in Service Sheets, then arm yourself with a small angle grinder fitted with a thin slitting wheel, hastily cut off the rear gearbox mount on the frame (pics 1), as at this stage you have passed the point of no return, you can then remove the kicker crank spindle. The cross rail in the frame which is much to low for fitting the new powerplant, therefore it needs removing as well



Pics 1

I suggest you sit the **Vincent** engine in the frame at this stage to calm your nerves, this will also encourage you to keep progressing as you will get a rough idea how it looks

Problems

P.E.I (Phil Irving) said it was an easy fit “Like a Kernel into a nut” I reckon more like a “*Watermelon into a Grape*” - it’s very squeezey, the first thing is the magneto area followed by the front valve spring cap, the exhaust pushrod cap & the front exhaust pipe with nut. You could cut the frame, but I resolved to merely flatten the offending areas.

The original **Vindian** apparently, was assembled by cutting out the seat post tube, fairly drastic this would alter the integrity of the frame strength, but this would simplify the engine moving further to the rear. I can see this would complicate the mounting of the seat “pogo stick” but an Indian 4 seat tube is much shorter so there is an idea for somebody

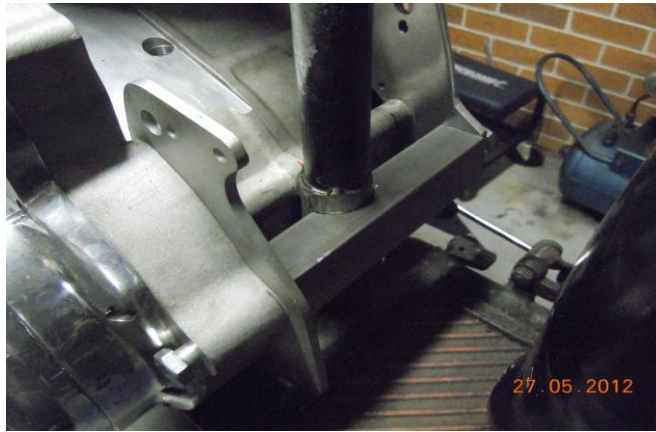


Pic 3

Pic 4

The Oxy-Acet plant is needed for the heating of these areas, (pic 3 & 4) and a lot of lifting the engine in & out. The biggest problem is the rear mount for the engine you can’t get the engine far enough to the rear of the frame even after grinding the rear of the crankcases & the **Indian** seat post tube, the factory & two previous replicas made a **severe underestimation** in my opinion of the forces on this part of the frame as they welded a small tube on the seat post tube & fitted it with the Vincent RFM stud, the factory can be forgiven for their version as it really was a mock-up & would have not gone into production this way.

Although it was rumoured the seat tube was removed, pictures of it prove otherwise **Vincent** engines are stressed members & the powerplant is hung on seriously heavy-duty head brackets. The **Vindian** had the motor bolted in around the crankcases, I decided on a fully machined rear mount with offset bolt holes to give it some strength, **Sam Vella of SJV Engineering** 03 9383 7888 manufactured the mount (Pic 5 & 6) on a Saturday morning, (thanks for that Sam)



Pic 5



Pic 6

This mount is crucial as the whole engine & chain alignment are all relying on this fixture. The other area that needs attention is the lower front engine plates, these are standard Vincent front stand plates cut-off at the front & bolted onto the crankcases, jack the engine up slightly, then through the **Indian** engine mount lug welded to the frame, mark your 9/16 hole for drilling. Remove the plates & drill both plates together for alignment, note small spacer welded on the frame for headsteady this is the same as the factory Vindian

So how's it looking?



Pic 7

The R/hand plate needs to be notched at the top to clear the brake pedal lug, pictured beside is the standard Vincent engine plate, the cut versions note the two spacers 5/16" for R/hand & 1/8" L/hand to align the engine. You will also notice the clutch pedal sits far to low & needs to be lifted as the Indian factory did on 1950/53 models by welding a spacer on top of the existing spindle hole, as on Blackhawk models but longer, if you don't the gearchange pedal fouls the exhaust pipe.

At this point note the rear footboard lug just below the bulge on the chaincase, there is no room for the L/hand exhaust pipe so it needs to be removed & modified to sweep underneath instead of above this can be achieved by buying a 1940/45 R/hand footboard lug (JG-2310) from Jerry Greer engineering and grinding it to suit before welding it on but I found they were out of stock & manufactured mine over a day terrible job to do; better to buy one. Jim Brownlee of **Outercycle Eng** bent the exhaust pipes & handlebars (03) 976 19217; Vincent mufflers came from **Reband** in S.Aust (08) 5524825



Pics 8

The next huge problem is the fuel tanks!

I purchased a new set of 4.1/4 gall tanks from **Iron Horse Coral** they are all welded unlike soldered **Indian** tanks unfortunately the front carb on the Vincent motor needs to fit on inside the L/Hand tank the rocker caps & oil lines foul the fitting as well, the other issue is the fuel taps need to be shifted so this is good because Indian taps are useless & 1/4 BSP tap unions ensure trouble free taps from a British bike will cure your problems forever. **John Bennett 03 57865198** is the greatest tank manufacture in Australia so I let him cut the tanks & notch them for cable entries on the front this way there is no unsightly clutch/valve lifter cables hanging like "jungle vines" around the engine like on previous attempts (Pic 9 & 10)



Pic 9

Another major step is the brazing of all the lugs on the frame **note** I said **Braze** as **Indian** frame have cast-iron lugs on them you must braze, as steel will have problems when electrically welded

on to the standard frame lugs. I used many people to give me advice on this including **Aces Engineering Supplies** (03) 9311 6644 who supply large amounts of the welding consumables in Victoria, they said, “although modern rods will stick cast-iron to steel the cooling & pre-heating of such areas are critical and could/would promote cracking! Metallurgist in our Association (**Iron Indian Riders Association of Australia**) Chris Knoop totally agreed, as did two other “Gun Welders” so me a humble M/Cycle mechanic of some 40 years experience listened.

I contacted Rob Baker of **R.G.Baker Eng** (pic below) **03 98991400** to Braze weld the frame Rob is a practical man & thought of a lot of easier ways to fix the clearance problems encountered in getting the engine to fit easier, he logically thought the easiest way was “Cut the frame to give more clearance around the magneto & front cylinder exhaust nut, even know the nuts are machined off halfway on the cooling rings, as on the original **Vindian** this I disagreed on, but the next suggestion was brilliant “So why don’t I shift the exhaust port over 3/8 “on the front cylinder seeing I am remachining the stripped exhaust port thread anyway? This is the thinking outside of the square I like, so he did this modification & it made the exhaust very easy to fit, the pipe fits & without difficulty, Jim Brownlee from **Outercycle** said it was much easier to pull the front bend around the frame tube, I’m happy that I did this & as I’m not building a factory replica it doesn’t matter and it is not noticed. I anticipated 5/8” needs welding onto the brake pedal lever boss I decided to remove the boss & manufacture a longer one (2” overall) with the accompanying pivot sleeve as it is just as quick.

The extra clearance is needed to clear the R/hand exhaust pipe & **Vincent** magneto drive gear cover. The modified L/h rear engine mount is next to a standard one.



This article will be continued in the next edition of OVR

The Romance Behind the Bowden Mechanism

A contribution from A. Wheatley, Wales, UK

The principle of the wire control mechanism is among the things we take for granted. Few, indeed, have ever troubled to inquire who first thought of it, and when. The device is too familiar to excite any curiosity about its "origin. Yet, when you think of it, the arrangement of an inextensible inner member housed in an incompressible outer covering was in fact one of the major inventions; It was revolutionary when it appeared; it is now universally employed on motorcycles and in a variety of other applications as well. Without it we should indeed be poorly off. Although no doubt we would have handlebar controls, including twist grips they would be clumsy affairs of rods, bell-cranks and even universal joints of the kind the Americans actually fitted to their early motorcycles.

It seems' hardly too much to say that the importance of this invention was at any rate roughly comparable with that of the spray carburettor -yet; when asked about it not long ago all I could reply was that the idea must have originated with someone called Bowden. While that was correct, I felt I ought to have known more. Subsequent enquiries brought to light facts likely to interest others, as they did me.



To begin with, the notion of using a flexible control connection in place of a rod is a very old one indeed. Daimler employed it on the 1885 experimental motor bicycle, and in conjunction with a twist grip That actuated a cord which applied the brake to the back wheel. You can actually see it in operation if you [Click Here](#) But that was no novelty even in the 1880s. All Daimler did was to follow what was then, common practice on bicycles of the boneshaker type. It Was originated, I rather fancy, by Michaux, one of the most notable French builders to apply a basic but effective rear brake.

Such crudities went out with they arrival of the safety bicycle, , if not before and rods were used invariably, if not always satisfactorily, for cycle brake controls and those of the motor vehicles that were just beginning to appear on the roads. It was at that point, in the middle 1890s, that Ernest Monnington Bowden stepped into the picture, and in doing so completely changed one aspect of it.

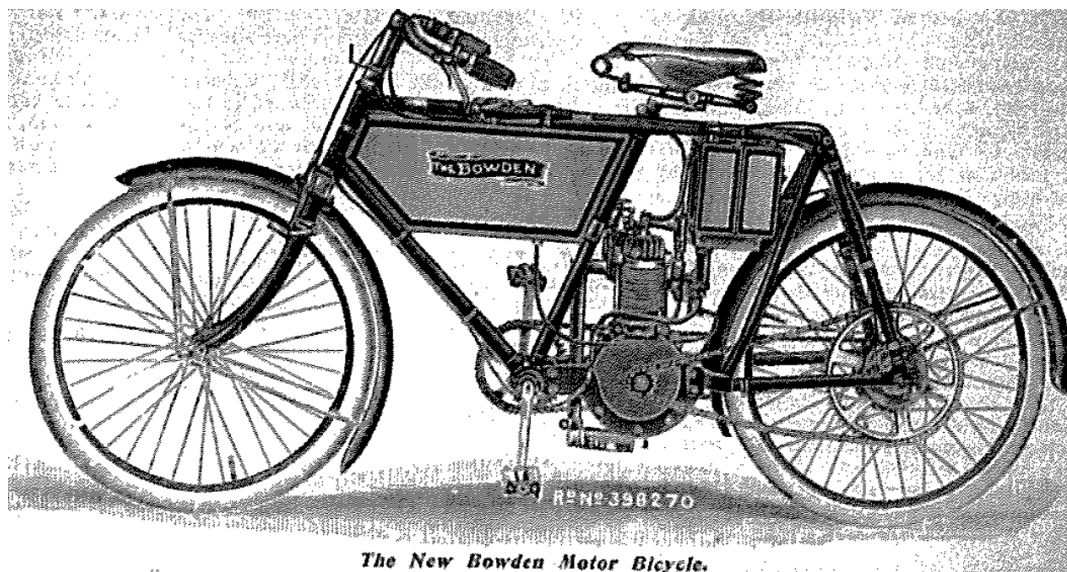
He was the son of a Worcestershire parson, born in 1860, and a B.A. of Cambridge. Apart from that he travelled over most of the world, and was evidently an exceptionally knowledgeable man. His pet hobby was cycling, and he gained many racing successes.

Bowden was a writer, among other things, and was the author of a "Pocket Guide to Cycling" that was popular in its day. By that time he had turned his attention to the urgent problem of improving braking systems, and in due course evolved what was then quite a new principle. He applied for his first patent in the latter part of 1896.

A syndicate was formed to exploit it in the following year and while it encountered heavy going at first owing to the scepticism of cycle-manufacturers; it was not long before the product firmly established itself. Bowden died young, at the age of only 44, but it is pleasant to record that he received substantial recompense for his invention.

Doubtless he was fortunate in his business associates, chief of whom was the late J. R. Nisbet, the owner of a cycling periodical published in 'Scotland. Nisbet, however, I was fully alive to the possibilities of the motor cycle and became a prominent figure during T.T. week and on other sporting occasions.

When motorcycles began to gain some popularity, their makers, too; were inclined to be slow in adopting Bowden mechanism. To show what could be done, the syndicate marketed a machine of its own in 1903.




E.M. Bowden was himself a keen rider by that date and it may be supposed that he was mainly responsible for the design of the model. It had a vertical single-cylinder engine, mounted behind the seat tube in a manner reminiscent of the Ormonde; while a clutch was fitted and the drive was by chain. What made the Bowden motorcycle even more advanced was that all the controls were located on the handlebars. Probably it was the first machine to appear with this feature.

Apparently other models were produced- as well, but manufacture was discontinued after Bowden mechanism became generally adopted by the industry. The story did not quite end there, however, as in 1922 the factory introduced the J.D.. This was the creation of one of the original directors, Mr. John Dring, and had a 116 c.c. two-stroke engine secured to the front down-tube, inside the frame. A chain-driven countershaft carried a roller that drove the rear wheel when in contact with a dummy belt rim. It was really an anticipation of what became common practice with clip-ons, but was premature and failed to appeal to the public.

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Of course, Bowden (Engineers), Ltd., as a concern, steadily improved their product. Some of the developments have been notable, but I am only concerned here with the work of E. M. Bowden, an inventor who gave so much to the motorcycling world.

V.O.C. N.S.W., Moss Vale Rally

May 23 – 27, 2014

Sam May 24, 3 trusty souls from the Classic MC Club of Victoria headed off from Melbourne for a Vincent Owners Club, New South Wales Section, Rally at Moss Vale, near Sydney. Burger Drake and Brian Hale on Vincent Rapides and myself (your trusty editor) on a Vincent Comet.

The plan was to spend 2 days travelling to the rally site in Moss Vale, 1 ½ days at the rally then a further 1 ½ days on the return journey to Melbourne. Well that was the plan, but it worked out slightly different.

Day One, 447 km: I headed off from Melbourne, via Whittlesea and up the mountain to Kinglake West where I met up with Brian Hale and Burger Drake on their Rapides. From there we went on to Yea for a welcome coffee and toasted fruit loaf at the Red Plate Café – next time you are in Yea make a point of giving it a go – coffee and service are great. From Yea we travelled via Yark and Merton where we turned left onto the Euroa-Mansfield Rd which was followed to Euroa then to Benalla ; After that on thru Yarrawonga and Mulwala then into Corowa where we met up with the ever jovial Bill Garner for lunch at the local bakery.

After lunch we passed through Howlong, Walbundrie, Culcairn finally arriving in Holbrook, our overnight stay at around 4 pm where we met up with Bob Slatterly who was trailering his Rapide outfit to the rally.



At the Red Plate Café; Burger left, unknown admirer and Brian right.

Day Two, 465 km: After a bakery breakfast we left Holbrook, travelling North on the Hume till we reached Kyeamba where we turned off to Wagga Wagga; then it was on through Eurongilly then Bethungra, Cootamundra, Harden, Bowning, and back on the Hume to Goulbourn for lunch. After lunch on up the Hume to Marlan where we turned off to Moss Vale in the Southern Highlands, around 140 Km from Sydney, arriving mid afternoon and again meeting up with Bob.



Day Three, 193 km: was the rally itself. Following a huge breakfast; fruit juice, cereal, bacon and eggs and toast provided by the organisers, the 9 Vincents and 16 Velocetes hit the road on a 120 km round trip from Moss Vale, Sutton Forest, Exeter and Fitzroy Falls. We regrouped at Grandpa's Shed at Fitzroy Falls where one lucky rider was able to purchase a gearbox for a 1947 BMW (bike). After that we proceeded on to Robertson for the morning tea stop.

Bob with his immaculate outfit and passenger, Ken Jones – not sure about the Diesel !

Then on via the Kangaroo Rd we headed back to Bowral and on towards Mittagong along the old Hume highway and into Berrima for lunch. After Lunch, being just a few short Km from Moss Vale we, the Victorian Vincent Trio, decided to extend the run with a blast down the escarpment to the coast and return.



Three ways to pack for long distance travel! Burger, Brian and Martyn

Day Four, 741 km: – Yet another huge breakfast! Replete we checked the weather for the day and the next day as well – showers were forecast for both – not promising! So we made a decision to head for home, if possible in just one day. We left Moss Vale around 9 am and headed for the Hume highway which we then stayed on for the entire run to Melbourne. It was not without incident as one of our number ran out of fuel at one point (he is making a habit of that !) but no problems – team spirit won through. Of interest, the average speed on my Comet this day was 104 kph – not to shabby for a 63 year old bike and a 69 year old rider.



Overall it was a fantastic 4 days of riding and fellowship, and it goes to prove that Vincents are still the perfect mount for rapid, comfortable and reliable long distance travel.

The NSW organisers, Joanne Wenden and Rod Moore, are to be congratulated on a great event, as is our own Brian Hale who navigated superbly for the Victorian contingent.

Bring on next year!

Two NSW participants; Mr. Ellis and Alyn Vincent

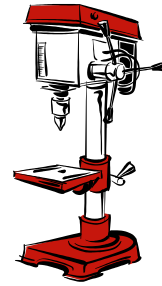


Breakfast underway at Moss Vale

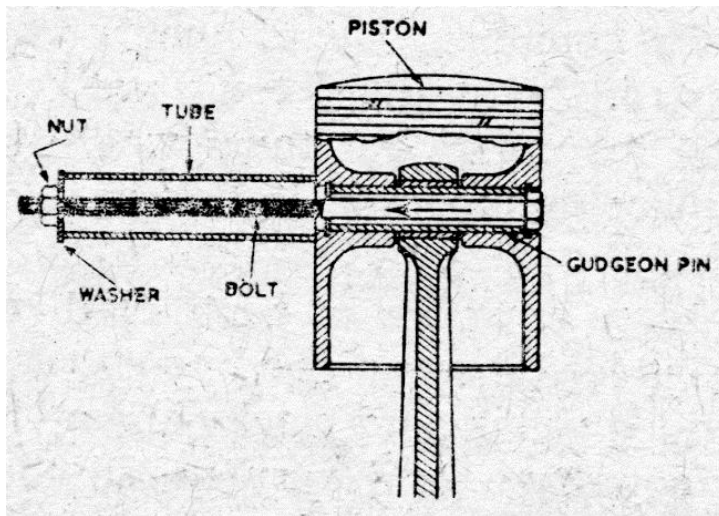


Outside Grandpa's Shed, Fitzroy Falls

Workshop Wisdom



Illustrated is a gudgeon pin extractor which is very cheap to make and is suitable for most types of pin.



All that's needed is one long bolt (a bit longer than twice the diameter of the piston), with a body thin enough to slide through the gudgeon pin centre and with a head that must be able to pass through the gudgeon hole in the piston; a socket head would be ideal. Also needed is a length of metal tube with an ID slightly greater than that of the gudgeon pin and also longer than it plus a suitable washer and nut.

After removing the circlips from the piston, the bolt is slipped through the centre of the gudgeon pin, the metal tube is placed over the shank of the bolt and the nut and washer screwed on. On tightening the nut the gudgeon pin is extracted. If using a socket head bolt, then a socket key may be used to stop the bolt from rotating.

Reversal of this procedure can be used for replacement of the gudgeon pin.

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