



# The Oz Vincent Review

*Edition #14, March 2015*

The Oz Vincent Review is a totally independent, non-profit, e-Zine about the classic British motorcycling scene with a focus all things Vincent. OVR, distributed free of charge to its readers, may be contacted by email at [OzVinReview@Gmail.com](mailto:OzVinReview@Gmail.com)



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# Welcome.

Welcome to this edition of The Oz Vincent Review, an independent, not for profit, e-zine that provides a forum and voice for all folks with an interest in Classic British Bikes and Vincent motorcycles in particular.

It must have been birthday euphoria – well that’s my excuse for my errors in the last edition regarding the sights at the Philip Island meeting. Letters to the editor tells all! I seem to remember my old school reports from the early 1950’s “*Martyn needs to try harder!*”

This edition is just about all Vincents of one sort or another – Next month, along with a load of other items, I take a look at the History of Norton’s

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Melbourne, Australia.

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

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## The Front Cover

This month’s fabulous front cover photo has been provided by OVR reader Colin Manning who writes as follows:

“Just got your Oz Vincent Review, great reading and many thanks for that. By a great coincidence I am off to see Patrick Godet at his workshop in Malaunay France this coming weekend (*that would be Feb 8 & 9*), with my mate Gerry Jenkinson (of video fame at Bonneville salt flats) as Gerry is ordering a new Egli Vincent Godet Sport GT and I like to think that is because he is so impressed with mine.

My Godet Egli was Patricks show bike at Stafford in 2003 and was tested by Alan Cathcart for The Classic motor cycle and the French Moto Revue Classic. Gerry and I went to the Lydden circuit to see Patricks new Grey Flash being raced by his young Welsh rider, Alec, and although it was a bit overgeared for that circuit it was very impressive. We hope you enjoyed it at Phillip Island.

The twin I have had for about 7 years when the original owner had to sell due to illness. The Egli Comet I have had for about 35 years and at one time was my only tourer. The tank of the Comet was fibreglass and was being destroyed by ethanol so a new one is being made in alloy at the moment. Hope you like the pictures and feel free to use them in the Review if you wish, Best wishes to all "Down Under" “

# Letters to the Editor

Dear Editor

With reference to the speedway motor in the last OVR. They are standard Vincent heads on the A/C engine. Boyd's A series twin smoked the lap record that weekend with a run of 1:58 secs.

John Trease made the 30's framed A Rapide (Sorry about the alternator belt and cover missing ruined the pic.) from the original V1058 burnt and resurrected, and patterns cloned from V1058 by Kal Carrick; V1158 was built and raced A' now owned by Ian Boyd



The C heads + barrels on an A lower end concept in the speedway motor was devised by K Carrick. 3 were made, Kal has 1 and Boyd has 2.

Rodney Brown using case V1258 from Kal made new patterns off those from which a small number of cases have been made. Neil Videan has been making up one complete bike with beautiful work, the near finished bike is a work of art. Neil has been working on this project for the last 6 years

regards, John Trease

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Hi Martyn and Readers,

A correction regarding the Godet designed single from last months edition of OVR. This bike was an Egli Vincent framed racer. The frame originally designed in 1967 making the bike ineligible for the pre 1962 Classic Class. This means we competed against multi-cylinder OHC bikes with 4 valves per cylinder, 3 cylinder 2 strokes, Honda multies and disc brakes. In Europe this is not the case where it competes against singles. We chose to run drum brakes to ascertain their suitability for the future. The reduced gyroscopic force and unsprung mass of a disc setup is a clear advantage. We will be campaigning two bikes in future. The next (second) bike will run a Vincent frame setup a la 'Grey Flash' this will put us in the pre 1962 Classic Class where we believe will be very competitive with the Manx's and G50 Norton's.

The engine has been very conservatively tuned as it was the first customer bike and the first bike with Magnesium cases. We will now explore the bikes tuning potential. We have dismantled this engine post race with Patrick, Dudley Lister and Peter Malloy present. To quell any rumours the engine was pristine inside. Post race a \$10 brass oil screen was a problem. It is not necessary to the design and will be removed. We will co-operate together to develop the phase 2 tuning program in time for next year and the Grey Flash. The extent of that program is under wraps but should unleash a lot more power without effecting reliability. Patrick has extensive experience with racing the lightweight Vincent chassis.

We are delighted to be able to work with Patrick's team as this design is in its infancy with only 10 months race experience in Europe. The development and upgrade schedule was known at the time of purchase. There was a firm order taken for another Australian bike over the weekend. Also Fritz Egli has ordered two bikes as well so, Vive la difference! Stay tuned to the Oz Vincent Review and Jeff Ware from Rapid Bike for further news.

Luis Gallur, MotoGallur [www.motogallur.com](http://www.motogallur.com)

# The 100 m.p.h.-Plus Machine

THAT IS VERY  
SILENT AND DOCILE



Photograph by "Motor Cycling."

The 1,000 c.c. 45 b.h.p. 110 m.p.h. Vincent H.R.D. Rapide  
★ THE WORLD'S FASTEST STANDARD MOTORCYCLE

Although the Vincent H.R.D. Rapide is capable of an easy 110 m.p.h. it is *not* a fierce machine. On the contrary its compression ratio is only 6.8 to 1, so it runs very smoothly and is delightfully flexible. Its ability to pull a 3.6 to 1 top gear ensures very long life and perfect reliability since at a cruising speed of 60 m.p.h. the engine is running at only 2,775 r.p.m.

The complete machine is extraordinarily light and compact, and is therefore just as easy to ride and handle as a 500 c.c. model.

Other Features of a Unique Specification:  
LONG TRAVEL spring frame, T.T. tested.  
FOUR smooth and powerful brakes.  
INSTANTLY detachable wheels.  
DUPLEX primary chain in oil bath.  
STAINLESS steel fittings.  
T.T. TYPE narrow handlebars for comfort and control.  
RACE-BRED steering and cornering.

★ This is a fact NOT a Slogan BUILT BY RIDERS FOR ENTHUSIASTS

## Your Choice for the Post War Era!

Vincent-H.R.D. Co. Ltd., Stevenage Herts. Telephone: Stevenage 375.

In answering these advertisements it is desirable to mention "The Motor Cycle."

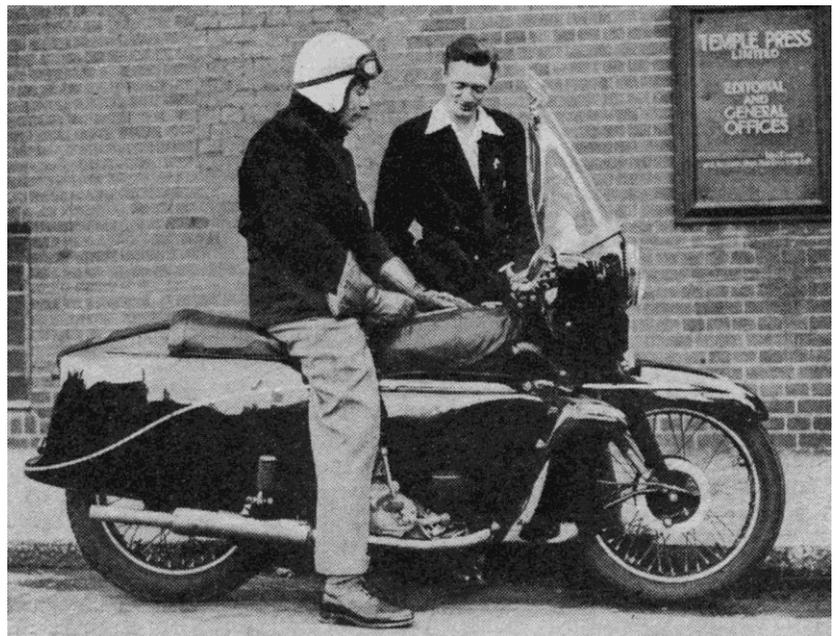
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## One-off Victor

Such joy there is in owning a vehicle which is a one-off. The only one of its kind in the world! A recent (in 1957!) visitor to Motor Cycling's offices was Brian Terry, of Barnes, and he is the proud owner of the one-and-only Vincent "Victor." Yes, I know there were two at the 1954 Show, but one was dismantled and turned into a Series D "Comet."

When it was announced, during 1955, that this machine was to be available, Brian set off post-haste to the dealer concerned, only to find that a fellow Vincent Owners Club member had telegraphed in a deposit. Drat! But he kept "tabs" on the "Victor" and when it came up for sale in January of this year, with a mere 7,400 miles on the speedometer, he wasted no time in becoming the second owner. And very happy he is too, except when, as happened recently, he overheard a lady remark to her companion: "Oh look, that's one of these new scooters."

Lots of fun was had on the Isle of Man at T.T. time, with people walking past the parked machine, stopping, going back to peer under the cowlings and then wandering off again with puzzled frowns. When Brian called at Bowling Green Lane, the other day, Rab Cook took the opportunity of renewing his acquaintance with the machine; and reports that it is "sweet as ever." A rather crunchy change from neutral to first gear is about the only unhappy feature, and, as Rab remarks, it will still be a highly modern and desirable machine, ten years hence.



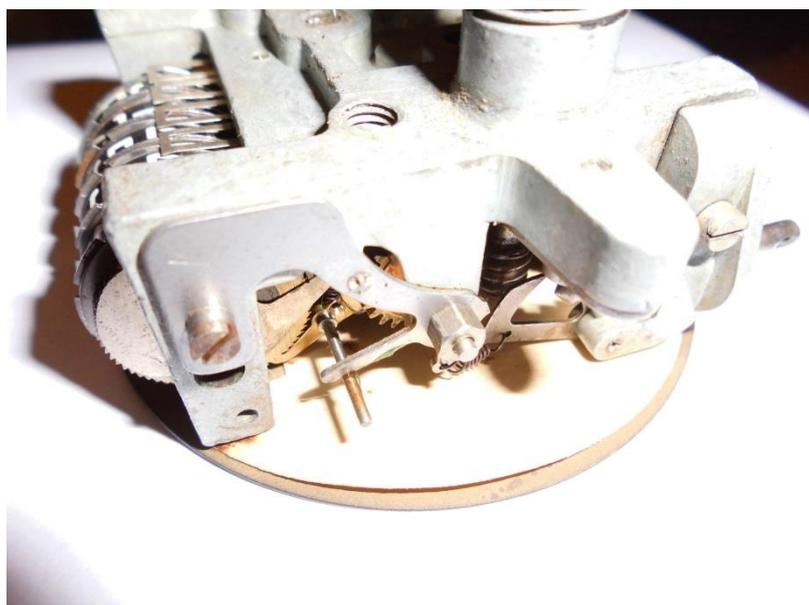
This item first appeared in "Motor Cycling", July 1957

# The Chronometric Speedometer

## Throwing some light on an oft misunderstood instrument

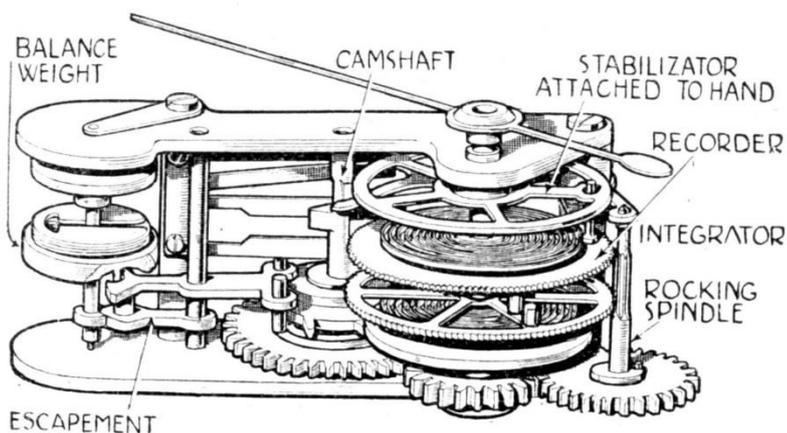
*an original OVR contribution from the Black Sheep*

The Chronometric speedometer is a principle commenced by the Jaeger speedometer company in Paris, France, in the 1920s and as such is a METRIC instrument, that is the dimensions, screws, threads etc are metric and not imperial as generally thought. For example on the motorcycle instrument, considered to be 3" dia., with a 26tpi thread, the bezel is 80mm dia. x 0.9mm thread. Sometime in the late 1920's, Jaeger Paris set up a company in England, Jaeger Ed., with two British directors and one French director. Around 1927, Smiths Motor Accessories purchased this company and re-named it British Jaeger.



For a long time the dial faces, either with the British Jaeger or Smiths logo on them, also had a credit to Jaeger ..."Jaeger patent". Smiths often badged their instruments Jaeger or Smiths.

The movement of a chronometric speedometer is strictly an integrating mechanism, the controlling factor being the time base, a conventional - or near conventional-escapement unit as used in every watch and clock mechanism. In this instrument there is no free movement of the pointer since at any instant it is, either rigidly locked in a given position or geared direct to the driving, cable.

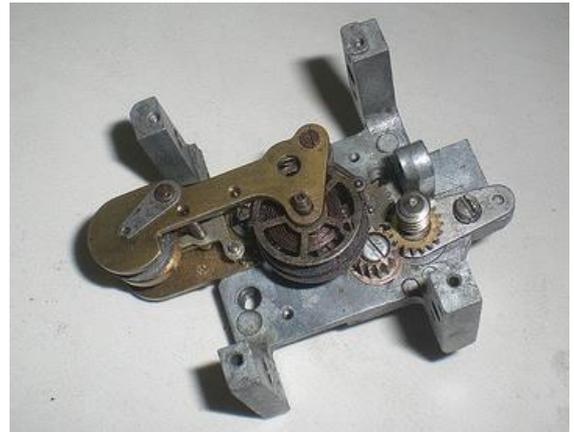




The escapement is mounted on the left hand side of the movement. The escape wheel is mounted rigidly to a small camshaft and is driven through a spring loaded clutch between it and the driving gear at the base of the shaft. This gear is directly coupled to the speedometer driving cable, and provides the motive power to maintain the oscillations of the escapement. The speed of the camshaft is, of course, maintained at a constant figure according to the timing of the escapement, the clutch being caused to slip when the driving speed exceeds this figure. Next to the camshaft the main wheel

assembly is seen. This consists of the three wheels known respectively as the integrator (at the bottom), the recorder wheel (in the centre), and the stabiliser (at the top).

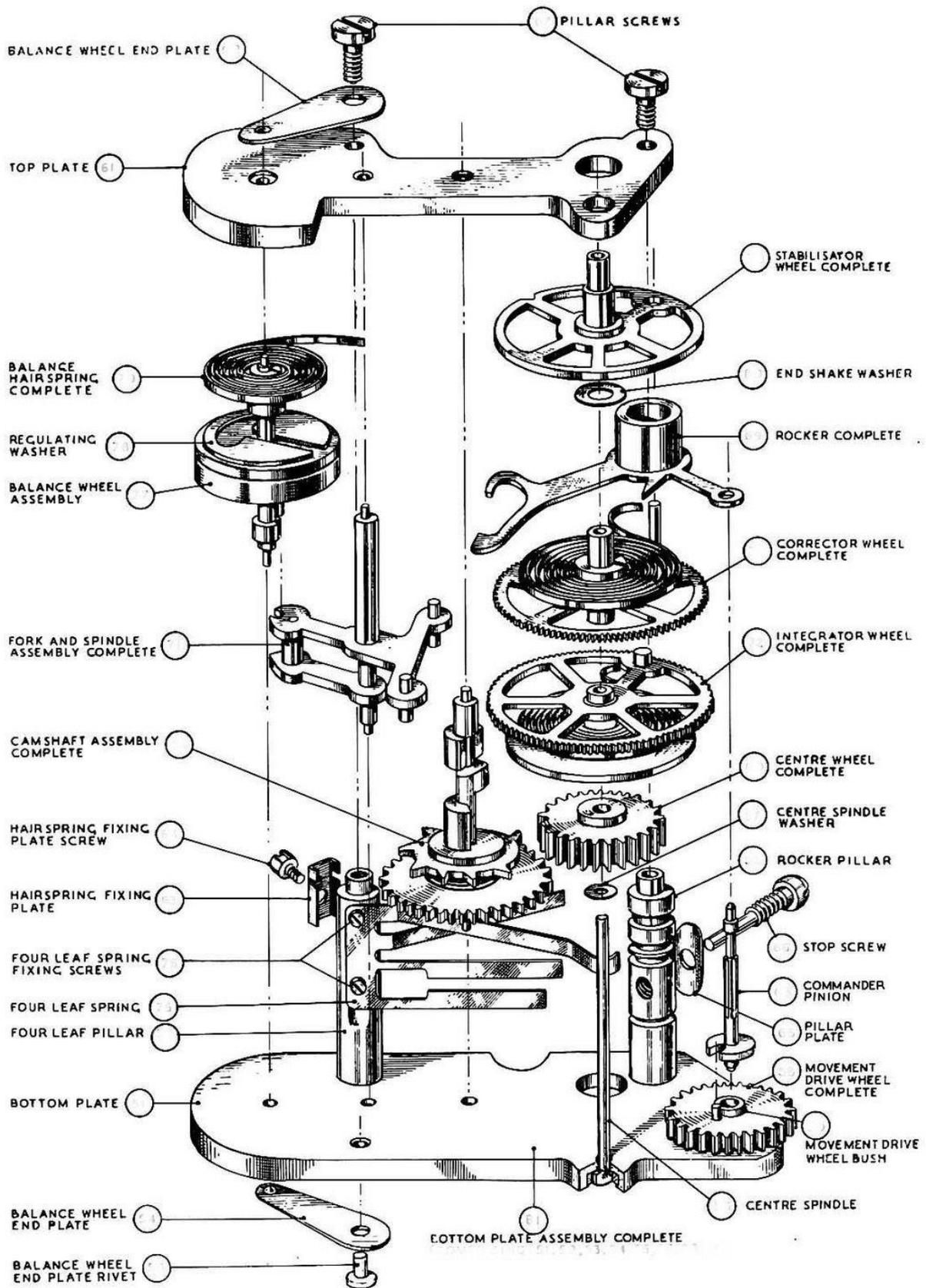
To the last named the pointer is attached. All the wheels are loose on the spindle and free to rotate independently of each other. The recorder wheel is driven, in one direction only, by the integrator wheel through the medium of two pins. The recorder wheel in turn drives the stabiliser and pointer, through the medium of a single pin, but this time the drive is in both directions. The integrator and recorder wheels both have toothed edges on which leaf springs as a on-return device, when as will be explained later, the leaf springs are lifted, and a robust hair spring causes the wheels to spring back to their starting position. On the extreme right of the movement is a gear, permanently engaged with the driving member and mounted on a shaft, in the shank of which teeth are cut forming a very small position. The top bearing for this shaft is formed in the extreme end of a rocking lever, the movement of which causes the pinion to, engage with the edge of the integrator wheel. On the Camshaft are three small cams controlling the rocking lever, and the two leaf springs for the integrator and recording wheels.



The sequence of operations is as following.

1. The top cam on the camshaft moves the rocking lever, causing engagement between the pinion & integrator wheel for a fixed period of time. In that time the wheel will turn through a definite angle proportional to the speed of the driving flex, carrying with it the recorder wheel and stabilisation wheels and of course the pointer.
2. The middle cam raises the leaf spring controlling the recorder wheel. On this occasion no movement will take place.
3. The lower cam raises the leaf spring controlling the integrator wheel, allowing it to return to its starting point but leaving the recorder and stabilisation wheels in their new position.
4. The sequence is repeated. but at this point the speed of the vehicle may have dropped. In this case the integrator wheel will not reach its original position. Hence on the second operation of the sequence, when the recorder wheel is released it will fall back to the new position of the integrator wheel, taking with it the stabiliser wheel and pointer. On the other hand the speed may have increased. If this is so the deflection of the integrator wheel will be greater and it will therefore pick up the recorder wheel etc. and carry it to its new position. Each sequence takes 0.6 seconds whilst the actual time of engagement of the pinion is 0.3 seconds.

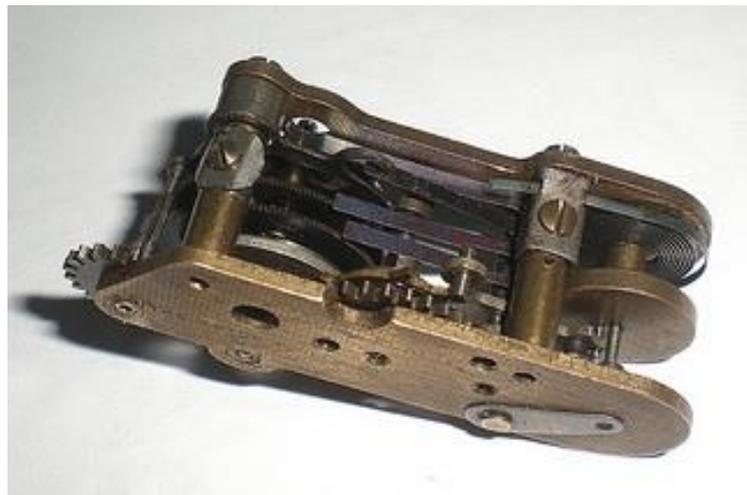
# CHRONOMETRIC MOVEMENT CIRCULAR AND 'D' SHAPE INSTRUMENTS



To ensure the accuracy of recording, certain refinements are necessary. The integrating wheel has mounted below it, and coupled to it by a friction spring, what is in effect a small flywheel. This section of the wheel is to prevent any bounce which may occur when the integrating wheel is returned to its zero stop, Bounce would of course result in a false zero, any such error being cumulative upon the next reading. The second important point is the connection with the escape wheel and camshaft. The movement of this wheel is naturally not continuous and uniform; it is in fact in a series of jerks. It is possible, therefore, to reach a position of indefinite engagement between the pinion and integrator wheel both at the point of engagement and disengagement, To overcome this two teeth are omitted from the escape wheel thus ensuring positive engagement between the two.



The stabilizer wheel has two functions. The first and lesser of these is to ensure an accurate zero position of the pointer. In the edge of the wheel a niche is cut, into which a small V shaped spring falls when the pointer returns to zero. In its more important function it is in effect an averaging device. There are 135 useful teeth on the edge of the integrator and recorder wheels, a factor which limits the accuracy to one part



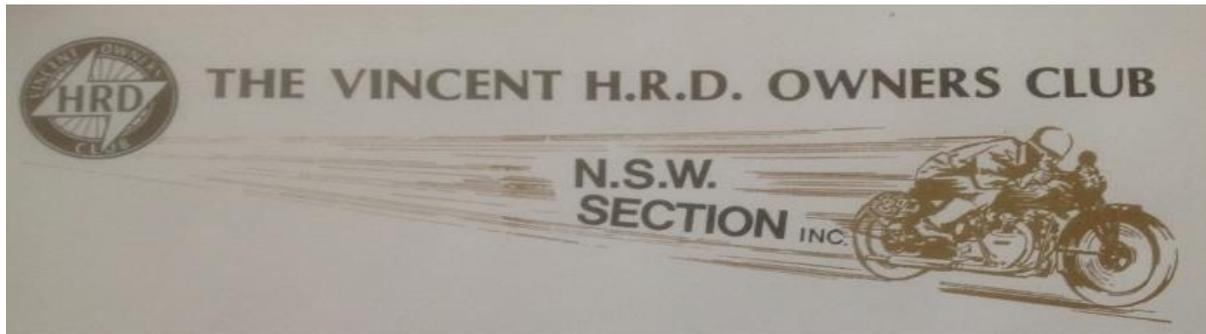
in 135 as far as the two wheels are concerned. Quite obviously, for a given speed the final position of the recorder wheel will vary on each cycle dependant on the exact point of engagement between the pinion and integrator wheel, and between the recorder wheel and its retaining spring. By careful choice of the size of the hole in the stabilizer, in relation to the size of the driving pin in the recorder wheel, these variations average out.

The mileage recorder is a separate part of the instrument and not involved with the speed registration. It forms a robust and compact unit capable of withstanding the severe vibration met with on motorcycles. The system employed gives high torque, thus permitting generous proportions for parts such as pivots etc., usually so fragile in nature.

The scale of the instrument is of course linear, and it is virtually independent of temperature errors. There is a certain minimum figure for accurate recording i.e. the figure at which the clutch commences to slip and at which the camshaft is driven at its proper speed. This figure is very low – is in fact somewhat less than 5% of full scale, but it does make it impossible to start at a true zero.

A future edition of OVR will contain the *Black Sheep's* DIY service tips for chronometric instruments.

# EXPRESSIONS OF INTEREST – Australian National Rally 2016



The NSW Section of the Vincent Owners Club will be hosting the upcoming 2016 Australian National Rally to be held at PARKES, NSW on the weekend of Fri 14<sup>th</sup>, Sat 15<sup>th</sup>, Sun 16<sup>th</sup> OCTOBER 2016. (Departing Monday 17<sup>th</sup>).

VENUE: Parkview Motor Inn, 34 Forbes Rd (Newell Highway), Parkes, 2870, NSW, Australia

Their website: <http://www.parkviewmotorinn.net.au/>  
Email: [enquiries@parkviewmotorinn.net.au](mailto:enquiries@parkviewmotorinn.net.au)  
Phone: 02 6862 2888 Fax: 02 6862 5306

The Parkview Motor Inn Winner of Trip Advisor's Certificate of Excellence 2014 has 39 ground floor rooms and is a 3½ star AAA rated motel located in Parkes NSW, on the Newell Highway A39. On route between Melbourne and Brisbane. **Their Facilities include:** Swimming Pool, Licensed Bar and Restaurant (open Mon – Sat), Free WIFI, Foxtel (Premiere Movie Channel) Guest Laundry, BBQ facility and parking at your door.

Parkview Motor Inn Rates, per night, are approximately:  
A\$90 (Queen bed)  
A\$95 (Twin bed - Queen and single)  
A\$120 (Queen and 2 singles up to 4 people in the room)  
Large Family room \$150 - only 1 available (Queen and 4 singles up to 6 people).

Parkes is located 124 km from Orange, 379 km from Sydney, 708 km from Melbourne, and 970 km from Brisbane.

The rally will follow the usual format of arrival on the Friday afternoon, a long ride on the Saturday encompassing the vineyards of the Orange region with a lunch stop. Dinner will be at the motor inn on the Saturday evening. The Sunday concourse and judging will be held at the CSIRO Parkes Observatory known as "The Dish", bring your camera. Sunday night will be the Presentation of Trophies and the evening meal, possibly to be held at the local Services Club depending on numbers. Departure will be on Mon 17<sup>th</sup> by 10am.

**This is NOT a rally commitment, but a request for an expression of interest. Rally fees and meal costing etc will follow at a later date. At the moment, the Rally Secretary needs to know if you are interested in attending and joining in for another great Australian National Vincent Rally.**

So if you plan on taking part, and why not? You need to act now as accommodation at the rally site is limited. Please send an email, before May 31, 2015, listing your name and address plus your phone number and the names of those in your party to the Rally Secretary, Joanne Wenden; email [j.wenden@bigpond.com](mailto:j.wenden@bigpond.com)

# The 'AMANDA' Water Scooter

*Single and twin engine Vincent built Sports Craft Afforded an Excuse for an Afternoons' Grip-Twisting of an Unaccustomed Kind.*

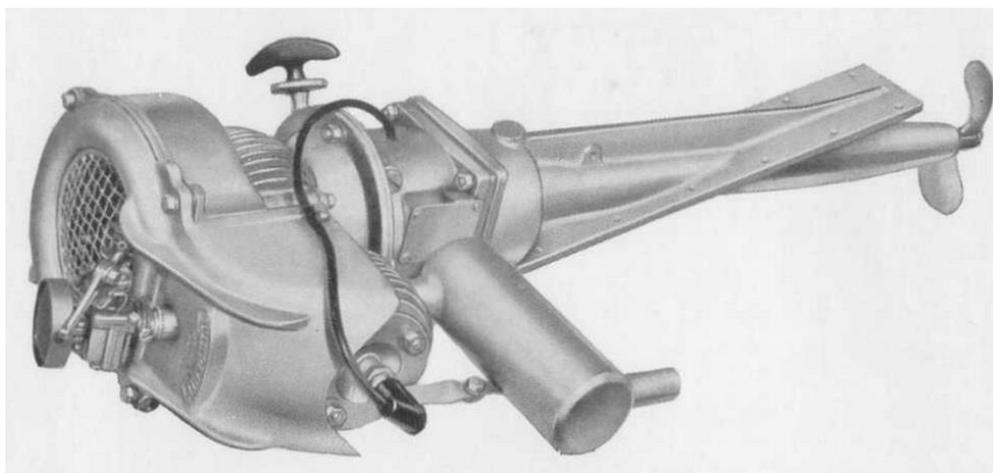
By R.R. Holliday,

First published in 'Motor Cycling' June 11, 1957

EVERY man to his own trade is, generally, the watchword amongst the editors of various journals, and readers of, say, The Motor Boat and Yachting might raise a surprised eyebrow if they were to find, amongst their favourite literature, articles devoted to the road-testing of motorcycles. It may, therefore, be wondered why, this week (June 1957), Motor Cycling has ventured into the marine element. I can think of three pretty good reasons. One is that the craft here described is of a type that takes its " scooter " name and purpose directly from the world of motor-cycling. Secondly, it is made by our old friends at Stevenage, the Vincent company. And thirdly, at the time of the " road test " London was so unbearably hot that an invitation to spend an afternoon messing about with boats just could not be resisted!



It is now some two years since Philip Vincent first showed me a prototype of his two-stroke unit—an engine of 75 c.c. intended mainly for chores such as driving 'pumps; generators, and suchlike auxiliary jobs. That it had possibilities for outboard boat use and might even be employed to drive a 'scooter or light motorcycle was also in his mind. But it was not until six months ago, in January 1957, that the idea of adapting it to propel a water scooter was formulated. In that comparatively small space of time Stevenage have produced a highly satisfactory transmission arrangement, including an automatic centrifugal clutch, self-recoil-type hand starting and a "unit " stern-tube and propeller assembly.





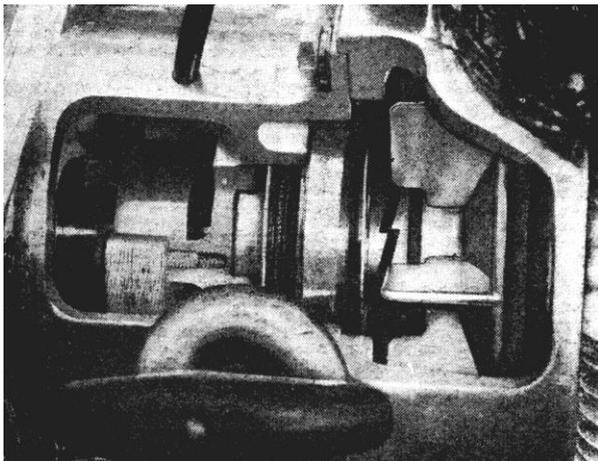
The complete unit goes into a glass-fibre hull, and the whole becomes known as the "Amanda" water scooter.

The stern tube is bonded through the bottom of the boat, and to its inboard flange is bolted the power unit. The only other metal part that goes through the resin-glass hull into the water is the rudder post.

The hull is practically flat-bottomed. The Main deck has a raised, box-shaped centre

section which covers the engine and provides the base for a dual seat. The tandem-seated steersman and passenger have ample foot-board space and the fore-deck incorporates a forward-curving splash shield to prevent spray from driving back over the deck.

The steering and speed controls are simple; a vertical pillar carrying motorcycle-type handlebars is rod-and-link connected to the rudder and, apart from the starting wire, the only other control is the twist grip.



Two or three pulls on the handle were usually successful in starting the engine which, when idling, at speeds below 800 r.p.m., is in "neutral"; higher revs., bring the centrifugal clutch into use, the propeller turns and the boat moves forward. This arrangement not only allows the pilot to start up without immediately getting under way, but also, should he inadvertently go overboard, the throttle closes to tick-over speed, the propeller stops turning, and the craft comes to a standstill.

As a matter of fact, on a lake, pond or river one would have to be exceedingly inadvertent to fall off the "Amanda," for it is virtually non-capsizable. In a seaway, of course, the conditions are different, and although the craft can ride big waves easily, the consequent bucking motion might possibly unseat the pilot. My experience so far has been confined to an afternoon's sport on a gravel-pit lagoon near Hertford, and the only waves encountered came from the wash of other scooters.

### Three Versions

George Reeve, of the Vincent marine section, had produced three different models and the first that I tried was the standard 75 type, which is already in production and has reached many overseas owners, especially in the U.S. where a big demand is building up. The model "75" has a 73 c.c. unit which, with an average-weight adult, is capable of some 4 to 5 m.p.h.



Next, I was introduced to the 200 c.c. sports version which is configured with 2 100 cc units bolted together to produce a parallel twin and is now just going into production: The extra cylinder volume increases the speed to some 8 to 10 m.p.h

Finally I came to the star attraction, which is still in prototype form. This has a standard "Amatda" hull, into which are fitted two 100 c.c. units. The engines are individually controlled by twist grips at each end of the handlebar. All out, the two little motors are capable of producing a speed of 17 to 18 m.p.h., and skimming across a placid pool at that speed is indeed a thrill. And so is skidding round a tight turn on full rudder with one engine idling and the other on full blast!

My knowledge of outboard racing is limited to spectating, but I have always admired the way in which the skippers of hydroplanes slip-turn their craft around the marking buoys. Last week I



found out how it feels and; until one engine ran out of fuel, I had nearly an hour's continuous fun cavorting around the lagoon. As I gained confidence, I tried a few tricks, such as standing up to bring my weight as far aft as possible, so as to lift most of the boat clear of the surface. Even in the tightest of turns under such conditions there was never any suggestion that the craft would turn over. George Reeve, clad in swimming trunks, gave some spectacular demonstrations of what can be done with the little boat, one of his specialities

being to get into the water and allow the craft to tow him along.

One does not need to be a prophet to predict that water-scooting is a sport that is going to spread, and the "Amanda," with its early start in the field and its performance—a child of seven or eight is quite capable of starting and handling the "75" model—represents a most attractive proposition, not only to private users, but also to boat-hire' fleet owners, municipalities, marina operators, and so forth.

Having myself enjoyed the fun of still-water manoeuvres, I now eagerly await the opportunity to try sea-scooting. And getting down to the sea with your ship in this case presents no difficulty at all. So light is the "Amanda" water scooter that two people can easily hoist it on to the roof rack of a car. Or a motorcyclist could devise a light trailer for towing behind a sidecar.

BRIEF SPECIFICATION		
<p><b>Power Unit</b>  <b>Engines:</b> Vincent single-cylinder air-cooled two-stroke; 73 c.c. (40 mm. x 50 mm.) or 99 c.c. (50 mm. x 50 mm.); C.R., on petrol, 6 to 1, or on paraffin, 4.8 to 1; Vincent magneto; Bletchley carburetter; self-recoil-type starter.  <b>Transmission:</b> Automatic centrifugal clutch, stern gear and bronze propeller in complete unit; engine detachable from stern gear; anti-clockwise rotation viewed from aft.  <b>Weights:</b> Model "75," complete unit, 36 lb.; Model "100," 38 lb.</p>	<p><b>Prices:</b> Model "75" complete, petrol, £37 10s.; paraffin, £39 5s.; Model "100," petrol, £42.  <b>Hull</b>  <b>Construction:</b> Resin-glass hull; moulded-rubber rubbing band; latex foam dual seat; lifting handles at each side and aft; ribbed rubber footmats; bronze rudder; aluminium-alloy skeg.  <b>Dimensions:</b> Length, 6 ft. 6 in.; width, 3 ft. 10 in.. Weight, Model "75," complete with engine unit, 125 lb.</p>	<p><b>Finish:</b> White hull, flame-red superstructure, yellow seat, chrome-plated fittings.  <b>Prices:</b> Model "75," petrol, complete, £95 ex-works (no P.T.). Prices of other models to be announced.  <b>Manufacturers:</b> Vincent Engineers (Stevenage), Ltd., Stevenage, Herts.  <b>Sales:</b> Gilbert J. McCaul and Co., Ltd., McCaul House, Piccadilly, London, W.1.  <b>British Concessionaires:</b> Acro-Marine Sales (London), Ltd., 1-2 Wardour Street, London, W.1.</p>

# 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 Event Calendar” column in OVR. Just drop the editor a line at [OzVinReview@Gmail.com](mailto:OzVinReview@Gmail.com) .

March 8, 2015 <i>Massive</i>	Yarra Glen Swap Meet, Yarra Glen Racecourse, Victoria. Gates open @ 8am.
March 22 <i>Simply mind-blowing</i>	Williamstown Motorcycle Club will host the 18 <sup>th</sup> Annual ‘BIKES BY THE BAY’ at Seaworks, 82 Nelson Place, Williamstown. This event provides an opportunity for clubs and motorcycle enthusiasts to display their bikes and participate in this celebration of motorcycling
March 22	Scoresby Swap Meet, National Steam Centre, Scoresby
March 29	Zorro’s annual Show n Shine – more info later in this edition
April 4 – 5 <i>Not racing – just riding</i>	Broadford Bike Bonanza at Broadford, Vic., Australia. More info at <a href="http://www.ma.org.au">www.ma.org.au</a>
April 17-19	Bendigo Historic Motorcycle Club, Rushworth Rally. Contact Pam Jones for more info ph 0407683376
April 19	Swan Hill Swap Meet, Tyntynder Football Oval
April 25-26 <i>Outstanding</i>	All British Rally at Newstead, Vic., Australia. More info at <a href="http://www.bsa.asn.au">www.bsa.asn.au</a>
May 8-10 <i>Not to be missed</i>	Bendigo Historic Motorcycle Club, Singles & Girder Fork Rally at Llanley. Contact Pam Jones for more info ph 0407683376
May 9	Geelong Swap Meet, Geelong Show Grounds.
May 9	Vintage Car Club of New Zealand: Waimea Motor Cycle Rally; contact <a href="mailto:amandastuf@vodaphone.co.nz">amandastuf@vodaphone.co.nz</a> for more info
May 30-31	Historic Winton – see flyer in this edition for more information
July 9-12	North American Rally - Shadow Lake 40th Anniversary Reunion. For entry form, contact Phil Mahood, Email: pmahood20@gmail.com . Main venue, Travelodge Hotel, 11 Baybridge Road, Belleville, Ontario, Canada.
September 6 – 21, 2015 <i>Da non perdere</i>	VOC International Rally, Italy; <i>for VOC members only.</i>
September 11-13 2015	Goodwood Revival Meeting. more into @ <a href="https://ticketing.goodwood.com/motor-sport/goodwood-revival.html">https://ticketing.goodwood.com/motor-sport/goodwood-revival.html</a>
October 14-17, 2016	VOC Australian National Rally at Parkes, NSW. Put this in your ride diary now.
<b>Remember</b>	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 <a href="mailto:OzVinReview@Gmail.com">OzVinReview@Gmail.com</a> .



Vincent HRD Owners Club



## The Italian International Rally 2015

On behalf of the **VOC Italia Section**, I would like to invite all VOC members to attend your Club's International VOC Rally in Italy later this year.

I think that this event will be able to show to all the attending Vincenteers the many beauties of culture and landscape of our extraordinary country.

We promise, fantastic motorcycle rides and interesting cultural tours, that, joined to the considerable Italian wine and food tradition, will offer to the participants an amazing and unforgettable experience.

We will travel from the Venice bridges to the ancient Siena walls, looking at historical places, full of memories of the past, as the cities of Verona, Ravenna, Urbino and Pisa, with the help of tour guides able to tell to the visitors the story of these magnificent places.

The Vincenteers will remain extremely satisfied with hundreds of kilometers of roads surrounded by breathtaking landscapes, and routes winding as much fascinating and different. We recommend to the interested Vincenteers either to look at the regular Italia Section Reviews in *MPH* and to browse the special webpage of the Italian Rally by clicking [HERE](#)

We are hoping for a large and friendly participation to the Rally in our gorgeous country, and I greet you warmly.

Yours sincerely

*Giovanni Cabassi*

Giovanni Cabassi and The Italia Section of the VOC

Click [HERE](#) to e-mail Giovanni and the rest of the International Rally Organising Committee.

# Modern Aids Towards a Leak Free<sup>1</sup> Motor.

**Loctite 518** – absolutely the best sealant for metal to metal joints, such as the crankcases. This anaerobic sealant (no, it is not silicon) only cures in the absence of air, cure starts within 10 minutes and takes 24 hours to complete. There are a number of good things about this produce.

- You can apply it as a very thin film to both surfaces, so being sure it has thoroughly ‘wet’ them and as it will not ‘go off’ in air you can take your time getting the case halves together
- Any excess uncured product that gets inside the cases will NOT cure but will be dissolved harmlessly in the oil.
- Once cured the material is oil proof.
- If you ever want to separate components after it has cured, Loctite 518 provides an easy release – the parts are NOT stuck like glue together.
- This sealant will fill voids up to 0.050” if required, so it could be used for the drive and timing covers as well
- It is also the perfect sealant to use to seal an Alton in place.

**Loctite 534** Hi-Tac Gasket Tack and Sealant Stick – If you are using paper gaskets this product should be in your tool kit – it is specifically designed to be used with paper gaskets. You apply a thin film of it to either metal flange then apply your paper gasket to the same flange. Loctite 534 will hold the gasket firmly in place while you position parts. And just like 518 any uncured material dissolves harmlessly in oil.

**Hylomar M<sup>2</sup>**; a blue coloured highly engineered, polyester-urethane based non-setting and non-hardening gasketing compound, originally for use in the aeronautical and aerospace industry. Hylomar M was developed in conjunction with Rolls Royce - Aerospace Division for sealing joints in jet turbine engines. Hylomar M can operate at temperatures from approximately -50°C to +250°C. You want the stuff in a tube, NOT the pressure pack!

It is perfect for sealing narrow flanges, such as the narrow flange on the oil filter chamber and also the narrow faces at the overhead oil line flange joints where it screws together – NEVER put it on the thread, only on the flange joint faces and only a thin smear.

**Permatex** Thread Sealant – this is the equivalent of liquid Teflon tape. If you have any oil leaks along the threads of screws, a small amount on the screw thread will solve the problem.

## **Thread Lockers (which BTW are also thread sealants)**

**Loctite 222** this Purple coloured liquid, low strength thread locker is designed to be used on small screws and provides for easy disassembly with hand tools.

**Loctite 243** this is the workhorse of the Loctite range, a blue coloured liquid general purpose medium strength thread locker while allowing disassembly with normal hand tools. This product is also available as semi solid stick form, as Loctite 248.

**Loctite 271** this is the strongest thread locker, colour red liquid. Ideal for fitting threaded studs etc. that you NEVER expect to have to remove. Components secured with this product CANNOT be undone with just normal hand tools; parts to be undone require pre-heating to at least 220 degrees C.

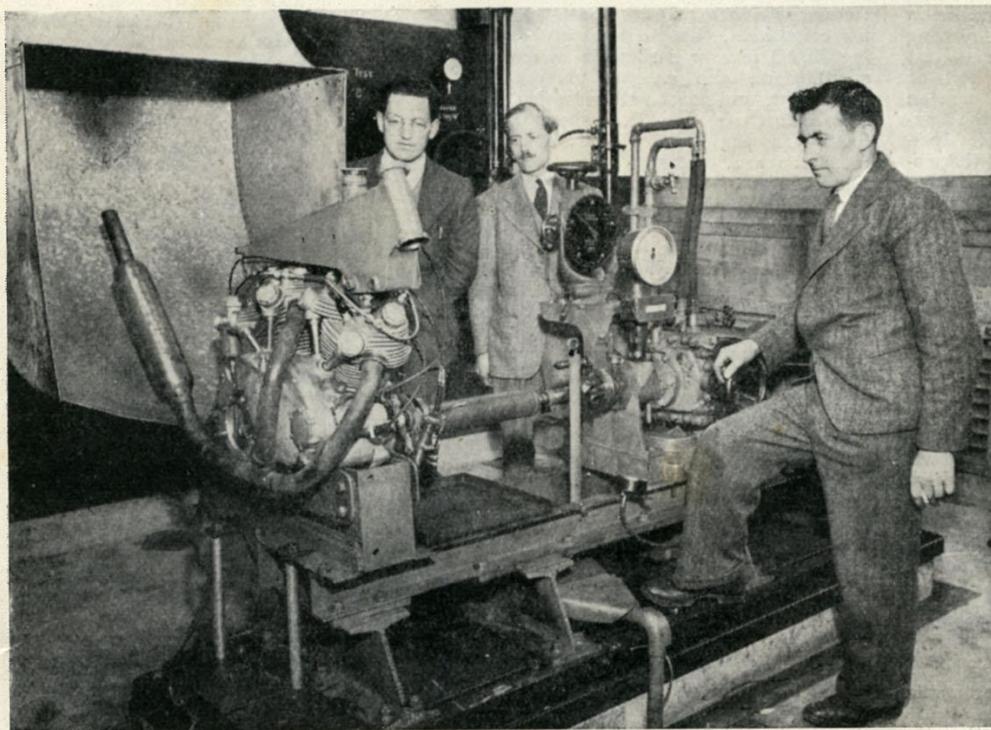
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<sup>1</sup> Leak free can only be achieved if you have first eliminated crankcase pressurisation by resolving the engine breathing.

<sup>2</sup> Hylomar M is also referred to as Hylomar Blue or Hylomar Aero grade

# INSIDE A MODERN TEST-HOUSE

By HARRY LOUIS



Ready to go. A Rapide "B" engine coupled up with the Heenan and Froude dynamometer. Mr. P. E. Irving, Mr. P. C. Vincent and Mr. Matt. Wright look on

"WHERE do I flick my ash?" I enquired. Thus does the trimness of the Vincent-H.R.D. test-house hit you. The bright, clean orderliness is such that you feel it would be a desecration to let cigarette ash fall on the floor. And you do not have to spend long glancing round the test-house to realize that the excellent equipment is worthy of its spick-and-span surroundings.

This test-house has a history. During the recent war the Vincent-H.R.D. company did much high-precision work for the Ministry of Aircraft Production. One particularly interesting project was a two-stroke engine, developed for marine work. So encouraging was the prototype that its further development justified a first-class test-house. When it is permissible to make public the efficiency of this engine, it will be realized what an excellent investment the test-house was, although the decision to build it had to be made in the dark days of the middle-war period. Now the facilities built up in war are being applied to the constant development of the new Rapide "B" engine, which should be available very shortly.

As Phil Vincent took me into the test-house, Matt. Wright was working in the dynamometer room, where a Rapide engine was being made ready for test, and Phil Irving, at his table in the control room, was having a close look at a gear box pinion. These two, Matt. Wright and Phil Irving, have the enviable job of

spending most of their time in the test-house.

Both the control room and the dynamometer room lead off from the "preparatory" workshop, into which one steps from outside. There is nothing particularly significant about the workshop. You notice a couple of benches, a half-ton overhead crane, a portable air line, and, perhaps, the air conditioning-cum-warming vents in the wall. But as soon as you turn into the control room, and especially if you stand behind Phil Irving's table, you realize you're "in." Confronting you is a large thick-glass window through which can be seen the top of the Heenan and Froude dynamometer, and, behind it, a wall board on which there are about a dozen dials.

## Analyzing Exhaust Gases

On the wall of the control room, to the left of the window, are two cased instruments, and to the right a large-dial tachometer and a barograph. Thus equipped in the control room, it is possible to get most of the data required while an engine is being tested. The control room is constructed to be soundproof—I had noticed the sealing round the door, with its refrigerator-type lock—and in an environment of quietness, orderliness and cleanliness the information required while an engine is undergoing test can be docketed *accurately*.

The wall equipment of the control

We review a modern test-house, equipped in a manner which an aircraft engineer has stated to be, in his experience, unequalled. The pleasing fact is that the laboratory belongs not to an aircraft-engine concern but to a motor cycle manufacturer—a British motor cycle manufacturer.

How the test-house came into being under wartime conditions is that Vincent-H.R.D.s, the firm concerned, were engaged on important development work for the Government. They realized that it would help them immeasurably if they were equipped for the purpose in a manner second to none.

room is worth close examination. In the first box to the left of the window is an Orsat 4-bulb exhaust gas analyzer. This instrument is connected to any part of the exhaust system and makes it possible for exhaust gases to be analyzed at any required time. The gases are drawn into analyzer bottles and separated up into the known constituents—oxygen, carbon dioxide, carbon monoxide and, mainly, nitrogen. By giving accurately the volume of each constituent in a certain quantity of the gases drawn off, the analyzer makes it possible for many useful conclusions to be drawn. For instance, the exhaust gases resulting from good combustion should comprise, by volume, approximately 0.8 per cent free oxygen, 13.3 per cent carbon dioxide, 0.5 per cent carbon monoxide and the remainder will be largely nitrogen; if the quantity of free oxygen is much higher than 0.8 per cent then possibly, on a four-stroke engine, the valve overlap is too great at the speed the engine is running or, in the case of a two-stroke engine, the porting could be improved. There are, of course, other possible reasons for a high oxygen content, but this example is sufficient to show the usefulness of the analyzer.

Next to the analyzer is a steel cabinet with a glass front panel which houses a Foster 6-point recording pyrometer. This ingenious piece of equipment gives temperature recordings—up to six—of any desired points on the engine under test.

## A Visit to the Vincent-H.R.D. Test-house : The Wealth of Testing and Recording Equipment Essential for Up-to- the-Minute Development

On the leads from the pyrometer into the dynamometer room are thermocouples which are placed, for example, in the return oil line, near the air intake, on an exhaust port, on a cylinder head, or in any other position from which a reading is required. The pyrometer does the rest and faithfully records on the roll of graph paper (as it travels at 30 mm an hour) in the cabinet, a line for the temperature of each thermocouple. Incidentally, it is usual to have one thermocouple free to record the air temperature of the dynamometer house, which can be compared with a wall thermometer, as a check on the accuracy of the pyrometer.

It is easy to see how valuable these temperature readings can be. If, for instance, the return oil temperature jumps up above normal for the test it is time to investigate rather than await the expensive results!

The large-dial B.T.-H. remote electric tachometer on the right of the window records engine revolutions up to 3,000 a minute. In an engine test of any duration, the throttle opening is usually kept steady; as the weight reading on the spring balance of the dynamometer and the constant of the dynamometer will be known, any variation in power output will be shown on the tachometer.

The piece of equipment on the extreme right of the window is a Dollond and Aitchison barograph. This instrument is necessary because all data in test reports are, of course, corrected for barometric and temperature variations.

Apart from the wall equipment there is, in a cupboard in the control room, a large

selection of other valuable equipment which gladdens the eye: an Okill pressure indicator, for testing compression and ignition pressures; an Ashdown Rotoscope which "slows down" a moving component, though it might be making 20,000 revs or oscillations a minute; micrometers, slip gauges, photographic equipment, and so on, all of which have a place in the modern test-house.

As you pass into the dynamometer room you are impressed immediately by the neatness of the air chutes. Actually they are part of the Sturtevant blowing and extracting equipment—up on the roof is a 15 h.p. motor for blowing air on to the engine under test, and a 3 h.p. motor for extracting the air and exhaust fumes. The two chutes hang down from the ceiling, and are provided with butterfly throttles for controlling the volume and speed of the air flow. With this equipment it is a simple matter to simulate conditions up to more than the 100 m.p.h. mark. Yet so well are the chutes arranged that a handkerchief held two feet away from the side of the engine is undisturbed, though the blower is giving full blast, and you can walk around the room without being conscious of the tornado that is hitting the engine.

The dynamometer itself is a normal Heenan and Froude type operating on the hydraulic principle—a "water brake." To calculate the b.h.p. is simple; the two variables, weight registered on the spring balance and r.p.m. shown on the tachometer, are multiplied and the result divided by the constant for the dynamometer in use. The dynamometer in posi-

tion when I visited the test-house was capable of absorbing 75 h.p., but there was another dynamometer in the workshop for outputs up to 150 h.p.; it is to be used when the tuned edition of the Rapide engine is doing "a work-out."

To damp out vibration, the dynamometer stands on a block of concrete 3ft thick, which is surrounded by 3in of compressed and granulated cork. The absence of vibration and the effectiveness of the air chutes result in an unusually comfortable dynamometer room—comfort essential if the best results are to be achieved and accurate conclusions drawn.

On one wall are two glass-tube contents gauges for the twin stainless-steel fuel tanks on the roof. These gauges lead to an Amal flow meter with two tubes, evenly calibrated, each to pass 15 pints an hour. The fuel is taken from the flow meter to the carburettors on the engine; thus, if necessary, the consumption of each cylinder can be accurately gauged.

On the adjoining wall is a large board. Grouped on the left of the board are a Rototherm air-temperature thermometer, a B.T.-H. remote electric tachometer of similar type to the instrument in the control room, a Smith's Setric clock, seven pressure gauges for pressures 0-25 lb sq in up to 0-1,000 lb sq in, and a vacuum gauge which will record to 30in mercury—about absolute vacuum. On the right of the board is another flow meter with twin tubes each capable of passing 38 pints an hour. Below the flow meter is the Kent Manometer which, when connected to the carburettors, gauges exactly how much air is being consumed by the engine.

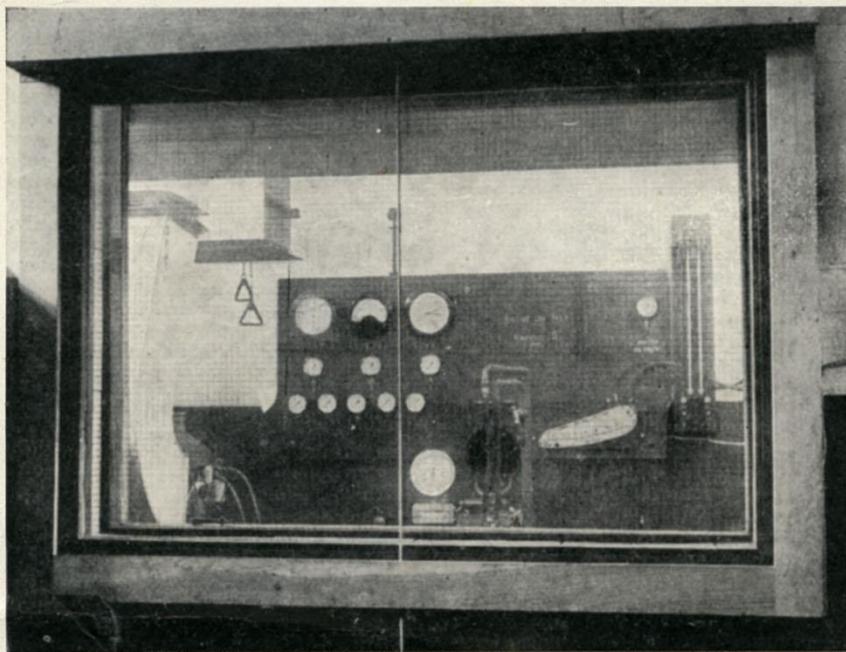
### Thousands of Readings

To the right again, on the concrete floor and neatly enclosed in a long cupboard, is a Worthington Simpson pump for supplying a head of water to the dynamometer.

That completes the list of major items of equipment. You may well ask whether all this equipment is necessary and whether its usefulness warrants the cost. The answer is a definite "Yes"—without qualification. In this test-house it is possible for development at every stage to be recorded completely and accurately, and from the data produced conclusions may be drawn with absolute confidence.

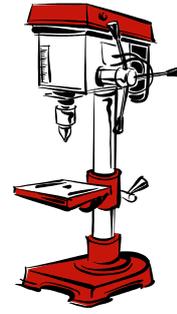
In itself, the collation of data is a big job. On a 100hr test, for example, something like 25,000 readings are taken, but in case you think that at that rate Mr. Irving cannot remain sane much longer, let me hasten to add that nearly three-quarters of the readings are taken automatically.

From these tests, reports are usually produced in book form. These volumes are of absorbing interest. Every detail is given—graphs, sketches, and photographs abound. The whole inside story of the engine and what it means to you and to me as motor cyclists is there in cold fact. What it means to the designer and development engineer in terms of honest toil is another story, which can only be read between the lines of the report.



The view into the dynamometer room through the reinforced-glass window of the control room

# Workshop Wisdom



*This edition of Workshop Wisdom has been provided by an OVR subscriber. If you have any “workshop Wisdom” why not share it? Just drop me a line – you know the email address. Martyn*

Hi Martyn

The latest Oz Vincent review was another great read and congratulation on your first birthday.

I wanted to add a ‘trick’ I have been using for many years to The Black Sheep’s excellent article on “Painless Paper Gaskets”. For crank case covers etc, I use a two hole punch with the bottom cover removed.

Place the gasket with the marked hole positioned centrally whilst viewing from the bottom and cut.

The result is a perfectly formed and positioned hole that does not stress the gasket paper. The hole size is perfect for most crankcase screws.

Regards

Bruce Andersen





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# Original Concept Drawings

Philip Vincent studied engineering at King's College, Cambridge in the late 1920s, where he developed a concept for a revolutionary cantilevered rear suspension system. Convinced it was an important advance in the development of future motorcycles he sought a patent for it, and the setup was used on every Vincent motorcycle ever manufactured. Many motorcycles use similar suspension concepts today.



Vincent, in 1927 or '28, drew two motorcycles, one large-displacement and one small, that illustrated his suspension. The two drawings, in color, were taken to a framer in Cambridge, where they were framed as they appear today. Each picture measures 24 x 12in. The larger-engined example is labeled, 45 H.P. VINCENT - JAP 'Southport' Model, while the small two-stroke model is called, 172cc VINCENT - Villiers 'Midget' Model. Both front license plates bear a V 1928 designation. The pair was produced by Vincent for the purpose of showing his radical rear suspension across a range of motorcycles he proposed to build. These drawings were taken to London and shown to the editors of the two weekly motorcycle magazines of the day for their reaction and advice.



The images are the work of a young Philip Vincent before his motorcycles became world famous, but they certainly serve notice of what is to come. According to his only child Diedre, the illustrations were stored in later years in his attic.

# 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 – what you send is what will be published. Of course OVR cannot accept any responsibility for anything to do with the items advertised – that's a buyer/seller matter. Items will be listed in 2 consecutive editions of OVR.



Reader, Dave Hulstone has a Brand New Vincent Fuel Tank, unpainted, for just A\$400. It fits but you are encouraged to try it on your bike before you buy.

If you are interested call Dave on 0404458470, item is located in Torquay, Victoria, Australia.

## Service Providers

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

### Spares:

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

**Vin-Parts International**, UK: (aka Russel & Debbie Kemp) has an extensive range of excellent Vincent Spares. Ships Worldwide. Email for a price list to [russell.kemp@btconnect.com](mailto:russell.kemp@btconnect.com) and see their web site for additional information: [www.vinpartsinternational.co.uk](http://www.vinpartsinternational.co.uk)

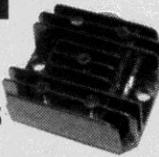
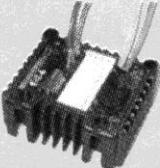
**Coventry Spares Ltd**, USA: Fantastic service and deep product knowledge plus extensive range of excellent Vincent Spares and tools. Ships Worldwide. See website for more information <http://www.thevincentparts.com>

**Conway Motors Ltd**, UK: Anti-Sumping Valves, Comet Multi-Plate clutch conversions plus an extensive range of excellent Vincent Spares. Ships Worldwide. Email for more information [steve@conway-motors.co.uk](mailto:steve@conway-motors.co.uk)

**VOC Spares Company Ltd**, UK: Full range of Vincent Spares. Ships Worldwide. Visit their web site for more information <http://www.vincentspares.co.uk>.

**Union Jack Motorcycles**, Australia: Full range of Triumph, Amal and control cable parts, plus an extensive range of Vincent parts. Ships worldwide. More info at the website [www.unionjack.com.au](http://www.unionjack.com.au)

**Pablo's Motorcycle Tyres**, Australia: Road, Classic, Road Racing, Classic Racing, Enduro, Motocross, Speedway, Trials and Slicks....and if they haven't got it - they'll get it! For more info see their web site [www.pablos.com.au](http://www.pablos.com.au)

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## *Nuts n Bolts:*

**Acme Stainless Steel**, UK: All stainless steel fasteners are machined to original samples supplied by customers and clubs over the years to enable us to keep your machine looking authentic and rust free! Ships Worldwide. More info at their web site [www.acmestainless.co.uk](http://www.acmestainless.co.uk)

**Peter Barker**, UK: Extensive range of nuts, bolts and fittings in Stainless Steel for Vincents and other classic bikes; all sourced in the UK by this enthusiast. Email for a catalogue [hrd998@hotmail.com](mailto:hrd998@hotmail.com)

**Classic Fastners**, Australia: Classic Fasteners is a family owned business, established in 1988. 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)

## *Services :*

**Woody's Hydroblast**, Australia: Woodys Engine Services / Hydroblast is a Melbourne, Australia based business dedicated to helping car and bike restorers repair and detail their componentry to the highest standards. The wet abrasive blasting used to finish jet turbines now provided by him is able to clean the most intricate components without degradation to the original surface. For more information visit their web site [www.woodyshydroblast.com](http://www.woodyshydroblast.com) or call (03) 9597 0387

**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.

**Cylinder Heads**, Australia: Cylinder Heads are highly skilled engine experts with 30 years of experience operating from their Box Hill North workshop. Alex has extensive experience in complete reconditioning of motorcycle heads, including Vincents plus installation of hardened valve seats, valve guides and valve stem seals. For more information see <http://www.cylinderheadsvictoria.com.au> or phone (03) 9899 1400

**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)

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**Perfect Seal Piston Rings**, Australia: piston rings made to order – for more information contact Trevor McGregor, Phone 0412 506 398

**Terry Prince Classic Motorbikes**, Australia: Classic Motor Bikes, specialises in restoration, manufacture of new parts, and the development and manufacture of high performance components for Vincent motor cycles. For more information visit the web site [Click Here](#) or telephone +61 2 4568 2208

**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

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