



The Oz Vincent Review

Edition #43, October 2017

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 OVR@optusnet.com.au



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

Welcome

Welcome to this latest edition of The Oz Vincent Review. This month's front cover features Vincent Works stalwart Jack Lazenby who has just celebrated his 100th birthday. Read more about Jack further on in this edition of OVR.

If you have received this copy of OVR indirectly from another reader you can easily have your very own future editions; simply [click on this link](#) to register for your free subscription.

Finally, to access the OVR archive *from any device*, simply go to <https://goo.gl/jZkiFb>



Melbourne, Australia.

Email: OVR@optusnet.com.au

Letters To The Editor

Martyn, You have done it again! OVR # 42 with its reproduction of the Conways advertisement solves another Vincent puzzle: The mystery of what happened to the one and only Ex-works trials bike and sidecar, as its listed for sale by Conways back in 1953 – so somehow it must have fallen into their hands. Now take a look at a late edition of Paul Richardson book, page 18 where you will find a photo on Ted Hampshire and the man himself (Richardson) on that very bike outside the service department door at no 1 Vincent factory.

Well Done! *David Bowen, Late of Stevenage*

Hi Martyn

I was interested to see the old advert for C.F. Smith of Clapham England in the latest OVR. In about 1957 my Vincent, that I repatriated from Ceyon when I moved back to the UK, required a new Big End and I persuaded my father to take the assembly on the train to the very same C.F. Smith's in Clapham. By the time he got there he found it was a very heavy load to carry.

Smith's replaced the assembly and reassembled the engine. Their price was about half of a Vincent one (from the Jolly Thresher garage who were the pukka Vincent repairers of the time). All went well for many thousands of miles but when the Big End needed replacing again I took it apart myself to find it was made up of uncaged 1/4 inch rollers hence, I assume, the price reduction. I then used Alpha ends; by then Smith's had gone out of business. But you get what you pay for.

Regards, John Mockett.

My Excellent Holiday.

An OVR Contribution from reader Alyn Vincent.

This all started when I bought a 1949 Black Shadow in 2016. It was in England and the sale was facilitated by the extraordinary VOC (Vincent Owners Club) overseas representative Marcus Bowden. I could either have it brought back to Australia or go to England and ride it then bring it back. Not a big option really.

UK members Ernie and Gill Lowinger offered to host me and that was really the greatest help I could have hoped for. They were fantastic hosts and really made my trip so enjoyable. You really have to love the VOC for the members that go out of their way to welcome people they hardly know. It is all about the motorcycle that brings us together.

Gill is the VOC secretary but she is also a rider who would put many of us to shame. Already this year she has ridden over 4,000 miles on her Shadow to the Swedish, Dutch and French rallies. Of course Ernie has his place and is the keeper of the GPS as well as the changer of oil. However, Gill can easily kick start the bike, negotiate truculent border controls and, if required, break a few speed limits (even on Autoroutes and Autobahns)! I was amazed at how these old machines, in Europe, can cover 500+km in a day and then do it again, and again.



I arrived in Cornwall to pick up my Shadow after previously spending a couple of days with the Bowden's in their amazing house overlooking the English Channel and Eddystone Lighthouse.

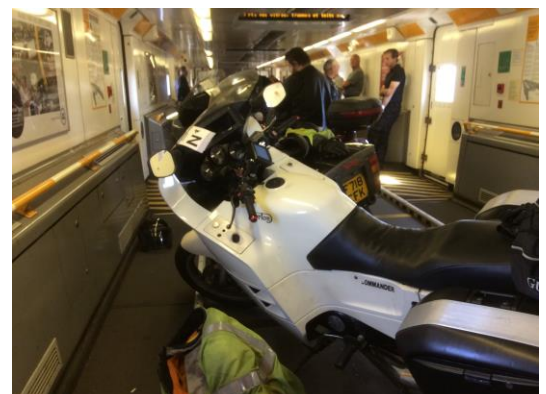
Christine grows the most amazing fruit and vegetable in their sub-tropical garden; I now know why they have so much energy. The Shadow had a very strong engine but the high first gear caught me out, thank goodness for the electric start! The frame is very straight and the forks very compliant (on English roads).



Ready for my first ride. The bike has a Dave Hills stand which is useful but a poxy side stand that interferes with it. That will be going quickly! Marcus' B is quite quick but he commented that mine made a lovely noise and he had difficulty keeping up when I twisted my right hand. All good then. I will have to get used to indicators on a Vincent too. As you may see it is in Touring set-up with the steel guards and high handlebars. It is really very comfortable, even at 90 mph! Like I said, the engine is strong.

However, the engine is not oil tight and I think about one litre was spread over me, the bike and the road in just 200 miles. Not good. Of course this was mostly at 80+mph but even so I need to look at gaskets, breathing and the valve-lifter abutment. The handling was superb and I will have second thoughts about a hydraulic steering damper when it arrives. I decided that I would not ride it to the French rally and was offered a choice of machines. I took a 2010 Triumph Bonneville as it would be trouble free and had panniers. The alternatives were a Ducati ST3 or a Rapide. I was reluctant to take someone else's Rapide on a 2,000 mile ride and the Ducati, while tempting, was a bit too sporty for the trip. What a wimp I am.

The first leg of the trip to France was Hythe, only 20 minutes from the channel tunnel. A very comfortable room in an 18th century Pub fitted the bill and an





excellent Turkish meal was enough to get me settled for the night.

The trip in the tunnel was a real experience. I could take a page to describe it but really you just need to do it.

A Norton Commander Rotary on the train under the English Channel with Gill, Ernie and me. The owner's father has a Shadow, Lightning, pre-war Bentley and Rolls Royce! All in air-conditioned comfort.

We rode off in Calais and headed to Rheims, the champagne capital of France. The rest is a bit of a blur....

We parked the bikes inside the hotel courtyard which was down a narrow alley off the main Corso which was the main pedestrian eatery in the city.

No drama, people just moved aside to let us through, as you do in France.

It was then off to the Jura Mountains for the French rally where there was to be some serious Vincent talking among the French, Germans, Dutch, English and a lone Australian.

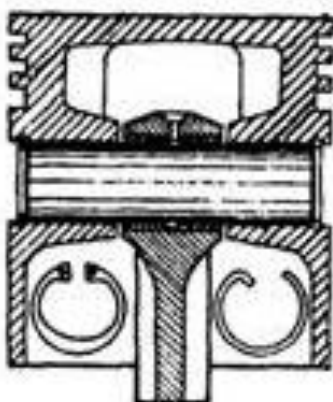


To be continued.

Understanding Piston and Connecting-rod Gudgeon-pin Joints

The gudgeon-pin (piston pin) connects the piston and connecting-rod. It is supported in holes bored in the piston at right angles to the piston axis at about mid-height position, and the centre portion of the gudgeon-pin passes through the connecting-rod small-end eye. This hinged joint transfers directly the gas thrust from the piston to the connecting-rod and allows the rod to pivot relative to the cylinder axis with an oscillating motion.

The gudgeon-pin bosses in the piston experiences a temperature of about 120 to 150 C for both petrol and diesel engines. Also the temperature rise due to friction between the pin and the bosses is in the order of 20 to 30 C. Therefore the gudgeon-pin has to withstand a temperature of about 150 to 180 C. The connecting-rod during its oscillating movement squeezes the oil film alternatively from one side of the pin to the other under semi-boundary-lubrication conditions.



The gudgeon-pins are in tubular shape, which provides adequate strength with minimum weight. They are usually made from low-carbon case-hardened steel of composition 0.15% carbon, 0.3% silicon, 0.55% manganese, and the balance 99% iron. This steel is carburized at a temperature of 880 to 930 C, refined at 870 to 900 C

and then hardened by oil quenching from 760 to 780 C. Finally it is tempered at a temperature below 180 C. The finish and size of gudgeon-pins are very closely controlled.

A loose gudgeon-pin in the piston or in the connecting rod causes a rattle during the engine operation however if the pin is too tight in the piston, it restricts piston expansion along the pin diameter which then produces piston scuffing on the piston faces at 90 degrees to the pin itself.

Gudgeon-pin operating clearances (cold) are usually about 0.0075 mm, which is critical for quiet running and long life.

The gudgeon-pins are generally lapped to a surface finish of 0.08 to 0.16 μm for longer service life. A coarser finish produces stress-raisers, which may cause fatigue failure and pick up the softer bearing metal from the pin's rubbing surface. But a smoother finish avoids the oil clinging and wetting the cylindrical working face of the pin – it's a case of striking a balance.

The fully floating gudgeon-pin with circlip location provide the bearing surface area to the piston boss bores as well as the small-end bronze bush bearing. The double swivel action of the fully floating pin also reduce angular movement and heavy thrust loads on the piston skirt under heavy-duty conditions.

Circlips are used to restrain the gudgeon-pin from sliding from side to side. The clips are positively located in internal circumferential grooves formed near the outer end of each gudgeon-pin-boss bore. Two types of circlip in use are the heavy rectangular section Seeger circlip, and the circular-section wire circlip, which is lighter and cheaper but not so secure. The retaining grooves for each type of clip is different and they must not be mixed.

Starting Is Half The Fun!

Yet another fascinating item from the pen of Phil Irving – first published in Revs M/C News, April 1977. An OVR contribution from Ian Falloon. Vincent group photo from Alyn Vincent



IF THE run-and-jump method of starting is excluded — even though at times it may be necessary — there are two accepted methods of starting a motorcycle — operating a starter-pedal with your foot or pressing a button with your hand. A kick-starter is usually fitted, even on electric-start models, so the art of using one should really be common knowledge. Hence it came as something of a surprise to see the Kawasaki distributors recently (1977) laying out a fair sum of money on a full-page advertisement not only eulogising the hitherto-despised big single, but also giving hints (which were actually quite good) about how to use a kick-starter.

The advertisement suggests the necessity for kick-starting, somehow associated with fear of injury, has deterred many prospective buyers of big singles. My worst injury from this was inflicted by the 600 ohc Velocette which the factory built specially for use with a sidecar in the 1938 International Six Days Trial. I had a fair bit to do with the preparation of the outfit, and when I was starting it one day the big motor kicked back when I was not fully prepared for it. My ankle which was protected only by a shoe, was flung up against the saddle-frame causing a fair amount of anguish, but no lasting damage.

"In the course of half a century of active motorcycling in all its phases I have kick-started all sorts of machines ranging from tiddlers to 1150 V-twins countless times and have never broken any legs or ankles in the process."

In fact, except on the rare occasions when the starter mechanism failed suddenly through the shearing of a cotter-pin I cannot recall any instances of severe injury, even amongst all the testers in the Velocette, AJS and Vincent factories when I was on their staffs nor amongst the large number of despatch riders with whom I came in contact. The British Army very much disliked having any of its personnel made unfit for service, and would have been down on the makers if leg damage had been rife. On the other hand, the term "kick-starter" was not used in Military Riders Manuals, "foot-starter" being the preferred description. There was a bit of applied psychology in this change, because it discouraged recruits from thinking that the harder you kicked, the more likely the bike was to burst into life. This sort of treatment puts a very heavy strain on the mechanism through trying to overcome the inertia of all the rotating components in almost zero time, and is far more likely to break something than even the most savage back-fire.

Even if some people did get hurt, the Kawasaki advertisement (complete with an in-correct description of the Otto cycle) appeared to be labouring the obvious, until a report in another paper I read stated that a TT500 being tested kicked back so ferociously that the starter pedal was removed as a safety precaution!



Still, there is no denying that a certain amount of knack is required to obtain a start at the first or second attempt, and also that repeated fruitless kicking is exhausting and could even be injurious. Often the fault lies in a lack of co-ordination between hand and foot. Carburettors of the slide throttle variety such as the Amal, only provide the correct starting mixture when the slide is only a little more than cracked open. But some people unconsciously move their right wrist at the same time as their foot goes down, thus over-opening the throttle without realizing what they have done. Result? No start!

Ease of starting depends on several other factors. One is the height of the pedal above ground, and in some machines which are normally started electrically, the whole crank is too high up to be able to get a good leg-drive. I could never come to terms with the sideways operation of the BMW pedal and being on the left, it was very difficult to use it when a sidecar also was fitted on the left. Continental and American chairs are always fitted on the right, and when the Vincent was designed we made it so that a pedal could be fitted on either side with no structural modifications. This scheme also helped many ex-servicemen suffering from war-time injuries, but was not entirely novel, because the experimental geared-twin Velocette on which I worked in 1938 had a similar idea carried out in a different way. A bevel box mounted on the frame and a long cross-shaft which could carry a pedal on either side rotated the engine directly, so that it could be started while in gear with the clutch lifted, the same as on many modern machines. It was also used on some pre-War racing DKWs which were kick-started on the line while the other bikes were being pushed off.

"There's no denying a certain knack is required for a first or second-kick start on a big single — but much of the problem is a matter of lack of co-ordination between hand and foot."

A valve lifter is usually fitted on big singles to assist starting, but this is no help unless operated correctly. Some Royal Enfield models had a cam attached to the starter spindle which pulled on a valve lifter cable and then released it after the Pedal had gone some way down the stroke, but the idea was not retained for very long. Rudge-Whitworth eliminated the lifter on their four-valve

models by using a half-compression device consisting of a small third lobe on the camshaft which could hold the exhaust valves open for about half the compression stroke. Before starting, operating a small lever on the timing case moved the exhaust cam follower into the path of the de-compression cam. The idea worked well, but if the lever was not smartly returned to the "run" position every time, the narrow extra cam rapidly wore away.

The ignition system naturally plays a crucial part in starting. A battery and coil system provides a high voltage even at very low speeds whereas a magneto has to be rotating at a measurable rate at the moment when the points open in order to generate an effective spark. Consequently, the coil system is better for starting a cold sluggish motor or one which, due to its high compression pressure, slows down towards the end of the upstroke. In that example the magneto is momentarily only rotating slowly just at the time when it should be going fast, and a spark may not occur. But if a strong spark does occur under these conditions, and the starter pedal is only being given a half-hearted push, the resulting kick-back can be violent and possibly injurious.

An elderly model with a manual-advance magneto will sometimes kick back with the ignition lever at full advance, but will not fire on full retard. A midway position has to be selected for the lever and sometimes it is a toss-up whether the engine will start or not. The underlying reason is that a magneto only gives the most intense spark when fully advanced and with the onset of old age may not generate sufficient voltage at starting speed when fully retarded, although it may do so at running speed. A temporary cure for this malady is to open the points from the normal setting of 15 thou to about 20 thou and then re-time the magneto. This trick will usually make starting easier, but may cause misfiring at high engine speed. One of the advantages of automatic centrifugal advance is that the points always open at the best position and the spark intensity is the same irrespective of the timing of the spark.

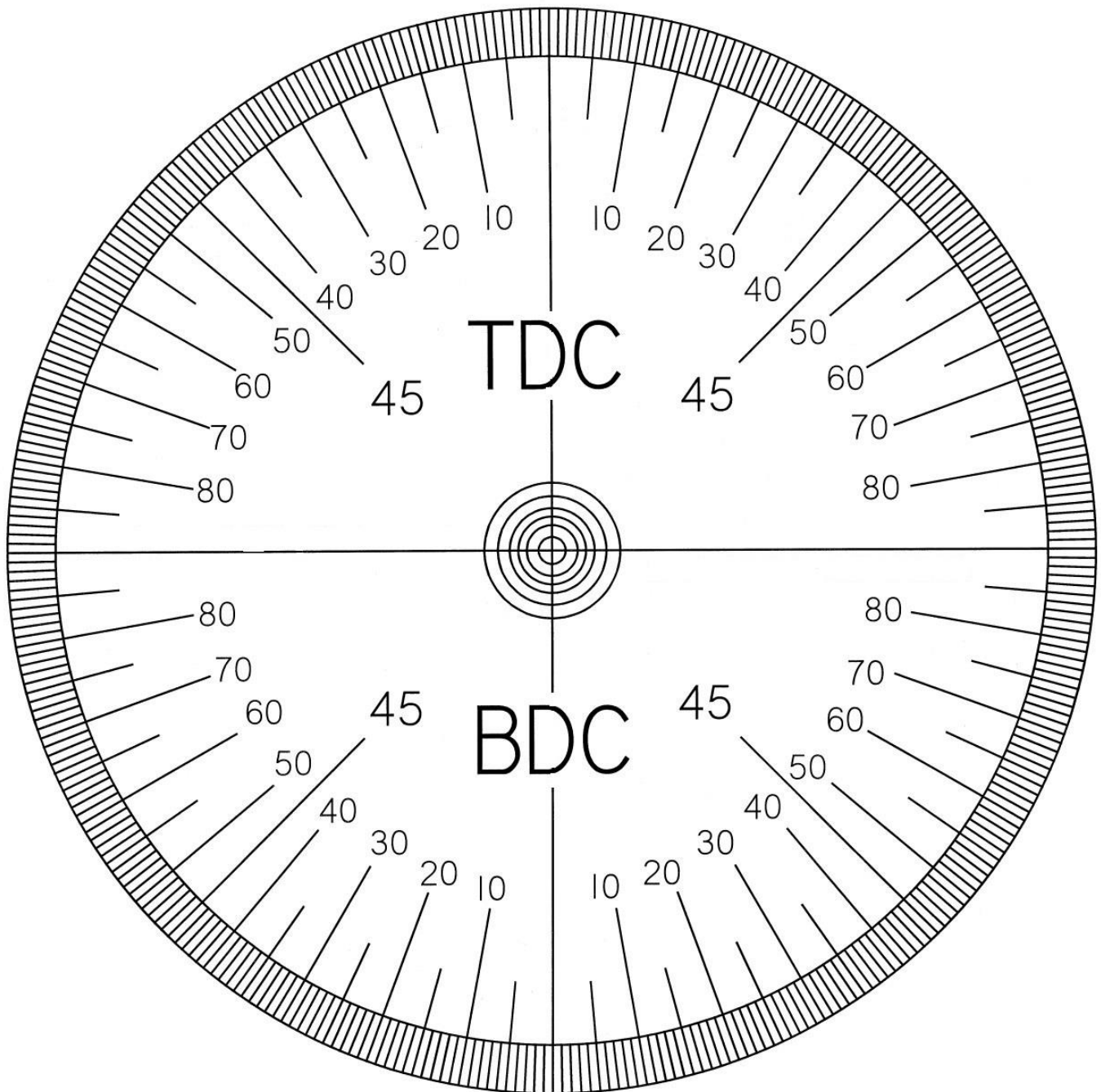


Event Calendar

2017	
October 1	Motorcycle ONLY Swap Meet. Balhannah Oval, Balhannah, South Australia
October 13-16	Vincent New Zealand Riders Rally in Waipukurau, NZ. Contact Kevin Coombs for more info; email theshifters@yahoo.com
October 15	Longford Swap Meet, Longford Tasmania.
Nov 10-12	AJS & Matchless Downunder Jampot Rally, Lake Hume, Albury NSW Australia. Contact model2a@yahoo.com.au
Nov 10-12	Australian Historic Motorcycle Racing Championships at Wakefield Park, Goulburn NSW. See www.wakefieldpark.com.au for more info
Nov 11	The 59 Club Mods n Rockers Ride. From Brighton Bath car park (Melbourne). Contact the59clubaustralia@hotmail.com for info
Nov 18-19	Bendigo Swap Meet, Bendigo Victoria. Email bendigowap@impulse.net.au
2018	
March 23-24	New Zealand National Vincent Annual Rally at Waitomo, North Island, New Zealand. email Suzy Hall at thmotorcycles@xtra.co.nz for details
August 27-31	Australian National VOC Rally, to be held at the Maroochy River Resort in Queensland. Contact kevinfowler2@bigpond.com for more info
2019	
June 3 - 19	VOC International Rally; Belgium and Austria. More info to follow also see MPH

DIY Timing Disk

WORKSHOP WISDOM



There is no need to spend \$\$\$ on the purchase of a precision timing disk when it's so easy to make your own for pennies. Here is how to do it.

1. Print this image onto plain paper – scale up or down as you wish (works a treat on A3 paper).
2. Using PVA glue diluted 50:50 with water, glue the image onto thin board such as 3 ply timber.
3. Once dry apply a further coat of the glue/water mix over the front and back of the board and image and again allow to dry.
4. Cut out around the outside of the disk then drill a suitable size hole in the EXACT center.
5. Clean up the edges then apply one or two coats of clear lacquer to protect the front and rear surfaces – all done.

Improving Vincent Engine Lubrication

Recently I decided to attempt to improve the oil supply to critical timing case components in my Vincent all the while NOT reducing the oil supply to the main and big end bearings. After an extensive review of the literature, this is what I did:

- Cam spindles installed with the oil holes facing down putting them on the opposite side of the spindle to the 'pressure' from the valves via the pushrods and cam followers with the aim of getting best possible flow.
- Holes in cam spindle extended to allow oil flow through a larger arc of cam rotation, and hopefully provide improved lubrication to the cam faces, followers and the cam bushes. (Thanks to Bananaman for these 2 tips)
- Holes in the rocker locking bolts were increased to 1mm as recommended by Professor Higgins (MPH 625 @ p16) to give increase oil flow *down* the pushrod tubes to the cam and cam followers.
Modern valve stem seals are already in place.



The Oil hole in the timing side crankcase above the oil pump worm was increased from the original 1/16" to 1/4" diam. to improve lubrication of the main bearings and the oil pump worm. Another recommendation of Professor Higgins in MPH 625.

Finally, notches cut into the top side of pivot ends of the camshaft followers to provide improved spindle lubrication as recommended by the late Sid Biberman.



Exhaust



Inlet



Road Tests of 1939 Models

The 998 c.c. o.h.v. Rapide VINCENT-H.R.D.

THERE is something extremely fascinating about a machine which is capable of over 100 m.p.h., even if the rider seldom, if ever, uses such a high maximum. It is equally true to say that most machines which possess such speed usually have little else to endear them to the average rider.

"Very Select"

If one can obtain these high-speed qualities combined with docility, comfort and silence, then the machine is indeed exceptional. The Vincent-H.R.D. Rapide definitely comes into this very select category, and the one which has recently passed through our hands leaves very little room for criticism of any sort.

At first sight, the machine appears a somewhat massive affair, but further examination discloses that it is very little, if anything, longer than the average 500 o.h.v. single. No space is wasted, and the engine fits snugly into a frame of normal proportions.

Seated astride the Rapide, the one thing that was immediately noticed was the exceptionally short handlebars, but these in no way affected the comfort of the riding position,

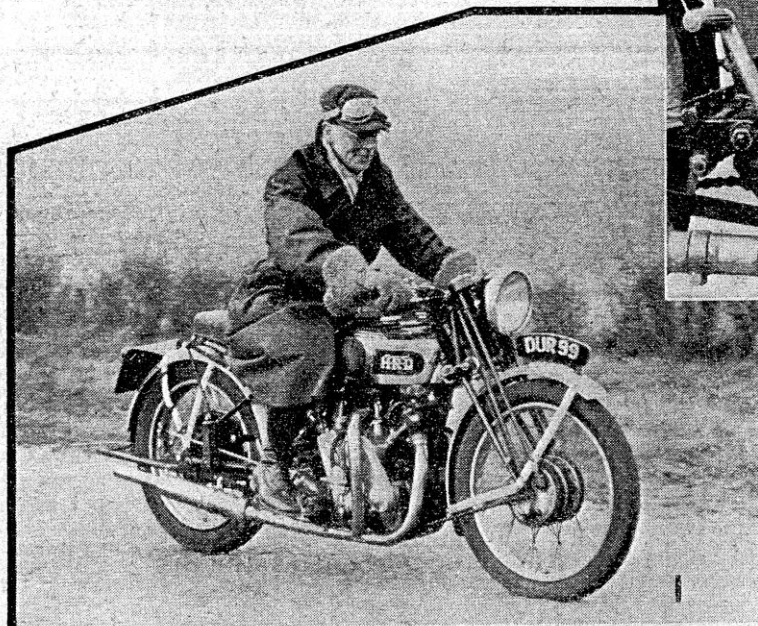
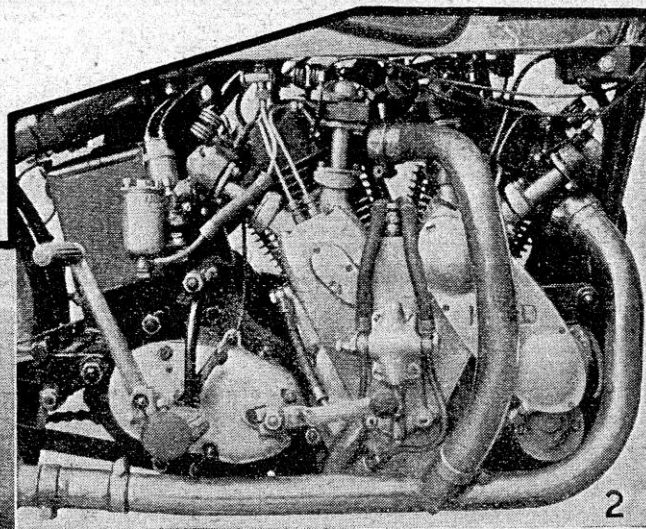
which had a good range of adjustment to suit individual tastes. The footrests have unusually long hangers which enable them to be put well to the rear into what practically amounts to a racing position if required.

Starting was easy. The twin air levers on the right handlebar were both closed, the ignition half advanced and one or two "sucking-in" prods given to the kick-starter before the final swing, which always resulted in the engine commencing to tick over easily. One exception to this rule was found to be when the machine had been left resting on its prop-stand for a considerable time when fuel apparently drained from

the rear carburetter into the cylinder and wetted the plug. Once it was warm, the engine would tick over slowly with the throttle closed and there was never any need for throttle "blipping."

A considerable mileage was covered on the Rapide in thick traffic and on the open road and it proved an enthralling mount to ride. The acceleration was definitely breathtaking and yet, even if it was used to the full, the exhaust note never rose above a deep burble. This fact, alone, made it possible for the performance to be used to its utmost without causing offence to anyone, and some really high average speeds were put up in consequence.

(2). Where all the "urge" comes from. The impressive 998 c.c. unit in the Rapide.



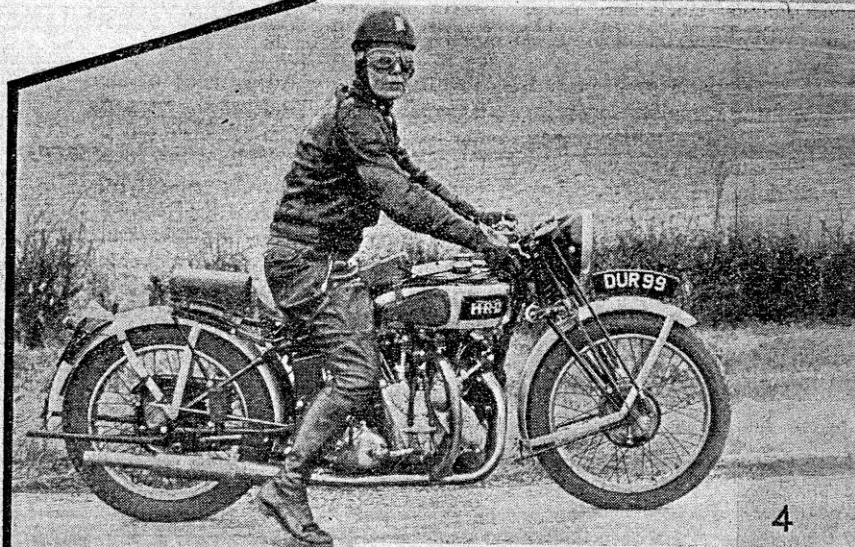
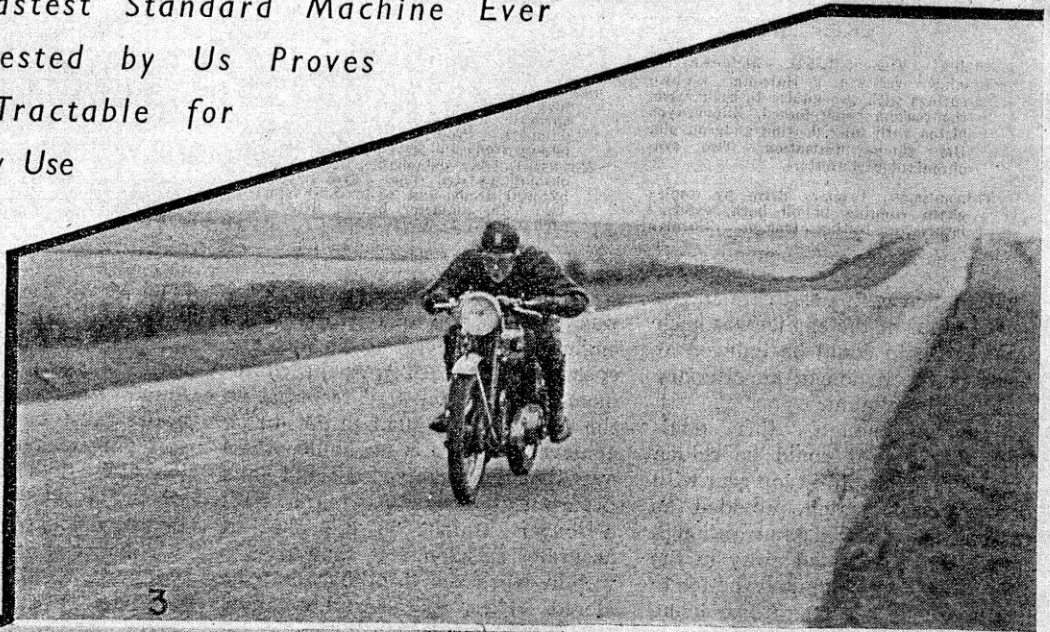
(1). The Vincent-H.R.D. in gentle mood. Cruising quietly at a modest 45 m.p.h. but with a three-figure maximum lurking to answer the call of the twist-grip.

The petrol consumption at very high speeds was heavy, as was to be expected, about 34 m.p.g. being recorded at cruising speeds of 85 m.p.h. to 95 m.p.h. where possible. In normal use, however, the figure improved to 45 m.p.g., very little difference being noted during town-work.

Performance such as that possessed by the Rapide calls for brakes of absolutely first-class stopping power, and the Vincent-H.R.D. duo-braking system was found quite adequate for all occasions. The brakes were

The Fastest Standard Machine Ever
 Road-tested by Us Proves
 Very Tractable for
 Ordinary Use

(3) 110 m.p.h. in full roadfaring order! The Rapide attaining its amazing maximum gait and handling well. (4) "Four-three-two-one . . ." Waiting to cover a "standing quarter" at over a mile-a-minute.

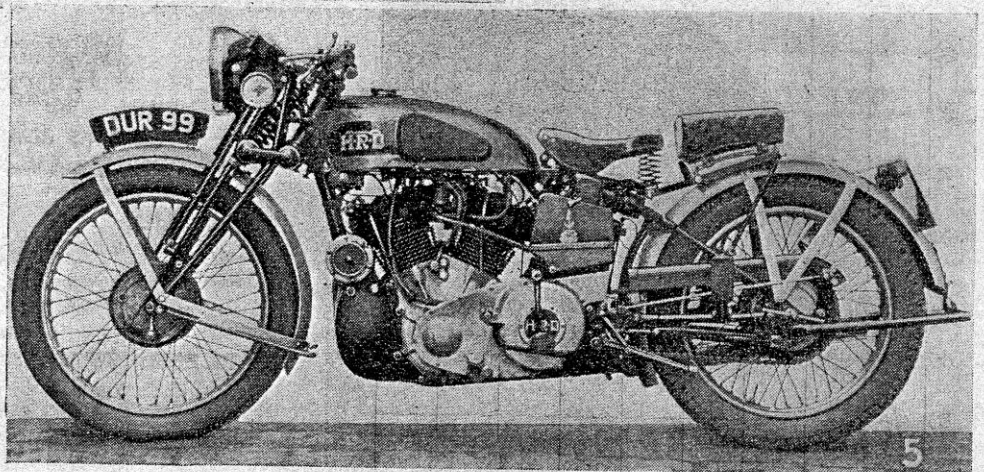


This quality of comfort was also very much appreciated by the passenger who frequently occupied the sprung pillion seat. The machine was once taken up to 101 m.p.h. two up, just to see if it would do it, and she still had no complaints to offer.

Owing to the very short handlebars, the steering through traffic-infested streets was inclined to be rather heavy, but on the open road it was delightful; all the heaviness disappeared, but the navigation was quite definite. The model could be banked over steeply on fast bends and the rear wheel showed no tendency to "step out"—always remembering that the throttle had

very smooth in operation and, although the front and rear wheels could be locked, the retardation was so progressive that it could never be done accidentally.

As with everything else, there are good and not-so-good spring frames, but the system fitted to the Rapide is excellent. The pivotal point is just aft of the gear-box, with the springs enclosed in telescopic tubes beneath the saddle. It gave a most comfortable ride and, whether the surface was rough or smooth, high speeds could be maintained with absolute comfort.



(5) Packed with power. The 998 c.c. Vincent-H.R.D. Rapide which, selling at £128, fully equipped and with spring frame, lives up to its name, and is the fastest standard machine yet road-tested by us. Note the exceptional length of the footrest hanger, which enables the position to be altered over a very wide range. The prop-stand, which can be seen pivoted just behind the clutch housing, can be brought into operation whilst the rider is seated in the saddle.

BRIEF SPECIFICATION OF THE 1939 998 c.c. VINCENT-H.R.D. RAPIDE

Engine: Vincent-H.R.D. high-camshaft o.h.v. vee-twin. Hair-pin valve springs with two guides to each valve, the rockers being forked. Slipper-type piston with fully floating gudgeon pin. Dry sump lubrication. Two synchronized carburetters.

Transmission: Primary drive by duplex chain running in oil bath, external lever for testing tension. Burman

foot-operated four-speed gearbox; ratios 3.6, 4.6, 6.0, 9.6 to 1.

Frame: Patent Vincent-H.R.D. Pivoted-fork type rear springing with enclosed springs fitted with hand-operated dampers. Prop stand and separate clip-up front and rear stands.

Wheels: Quickly detachable, Avon tyres, chromium-plated rims. Tyre sizes 26 by 3.00 (front) and 26 by 3.50 (rear). Two 7-in. diameter brakes fitted to each wheel.

Tanks: 3½-gallon stainless steel and black, with half-gallon oil tank incorporated.

Equipment: Lucas electric lighting and electric horn; 120 m.p.h. trip speedometer; eight-day clock; pillion seat and pillion footrests.

Price: £128 fully equipped as above.

Makers: The Vincent-H.R.D. Co., Ltd., Stevenage, Herts.

Tax: £2 5s. per annum.

to be handled with great care as the power output of the engine was such that wheel-spin could be induced at speeds in the region of an ordinary machine's maximum.

Strangely enough, this dual-personality mount could be ridden at a sedate 30 m.p.h. in top gear with no transmission-scratch, provided the ignition was retarded; but although it could be accelerated away in the same ratio it was infinitely better to "drop a cog," the gearbox being very pleasant to use.

The day chosen for the actual maximum speed test was not ideal as there was a fairly strong wind blowing from the north-east. So far as the "clock-clicking" department was concerned this was capably dealt with by a qualified A.-C.U. timekeeper who had kindly offered his services. The measured quarter lay almost due east and west, and the first run, which was done from west to east, resulted in the distance being covered at 107.8 m.p.h.—with an adverse wind. Unfortunately, the run from the other end of the straight, with the wind favourable,

was not long enough and the tester was through the quarter with the engine still accelerating hard. The speed in this case was, in consequence, lower than that recorded on the first run, only 104.8 m.p.h. being achieved. There is no doubt whatever that the mean speed could have been put up to over 108 m.p.h. with a longer straight as the checked accurate speedometer showed 110 m.p.h. when the throttle had to be closed. These speeds were obtained with speedometer, clock and lamps fitted and with the dynamo coupled up.

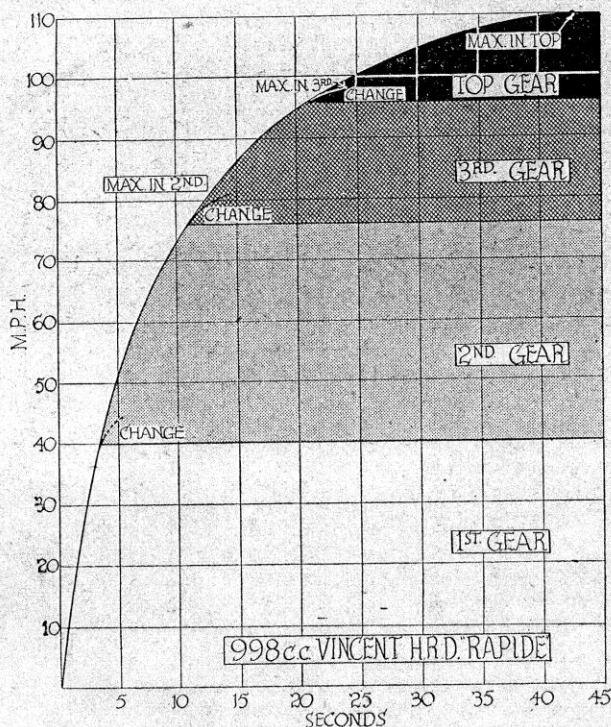
A glance at the performance graph will show the really amazing acceleration figures which were obtained, the clutch being very carefully handled in the process. Anything approaching slipping the clutch to get quicker off the mark resulted in it continuing to slip for some time, and to avoid this the lever had to be released altogether before the throttle was opened appreciably.

Even at its maximum speed, the Rapide was perfectly safe to handle. The tester has never been on a

machine which gave him greater confidence; it steered in a perfectly straight line and the damper was not used after the first run, as it was found unnecessary. Once again praise must be given to the rear springing which was right up to its job all the time and the quiet exhaust when flat out was also remarked on by the onlookers.

The mechanical silence was fair. A certain amount of piston slap was noticeable, even when the engine was warm and the tappets could also be heard when the engine was ticking over. The gearbox was quite quiet on all ratios. Adjustment of the tappets is carried out at the tops of the push-rods, which are enclosed in telescopic tubes. The inlet tappet of the front cylinder is somewhat difficult to get at unless the rear exhaust pipe section is first removed, but the others are readily accessible. Adjustment of the primary chain is a very simple matter, the clamping and tensioning bolts being immediately get-at-able.

The price—£128 all-on—may be considered a lot of money to pay for a motorcycle, but those fortunate enough to be able to afford it can be assured of full value for their outlay.



A10

MOTOR CYCLING

TESTER'S ROAD REPORT
MODEL 998 VINCENT H.R.D. "RAPIDE"

Maximum Speeds in:—

Gear	Ratio	Max. Speed (m.p.h.)	r.p.m.	Time from Standing Start (secs.)
Top Gear	3.6 to 1	110	5,080	4.3
Third Gear	4.6 to 1	98	5,780	2.45
Second Gear	6.0 to 1	81	6,160	1.45

Speeds over measured Quarter Mile:—

Flying Start: 106.8 m.p.h. Standing Start: 60.8 m.p.h.

Braking Figures On Dry Tared Road Surface, from 30 m.p.h.:—

Both Brakes: 26 ft. Front Brake: 33 ft. Rear Brake: 56 ft.

Fuel Consumption:— Town: 44 m.p.g. Country: 45 m.p.g.

Oil Consumption:— 1,460 m.p.g.

Weight: 430 lbs

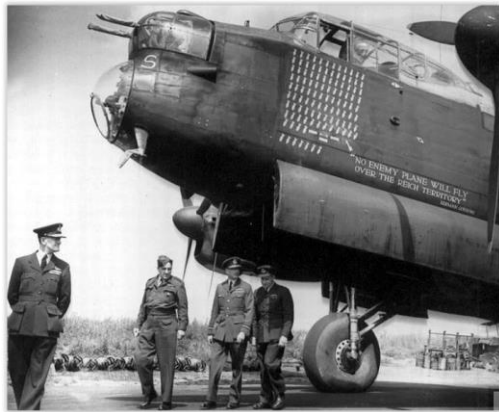
Jack Lazenby DFC

Fearless Jack, who celebrated his 100th birthday on September 18 this year, joined the Vincent manufacturing team in 1946 and stayed there till the very end, making him one of the longest serving members of that workforce and the oldest living survivor of the Vincent Works team.

Jack was also ex Royal Air Force during WW2 where he served for six and a half years finishing his service in in Bomber Command. Apparently he flew more than 50 missions over Germany and it was during this part of his war service that he was awarded the Distinguished Flying Cross. With his experience in flight patterns, aerodynamics and engines he was the ideal choice at the sole representative of the Vincent Works on the UK and overseas flight



trials of the Picador powered target aircraft.



At one time Jack occupied the position of builder of production Black Lightnings; he was also responsible for the building and preparation of the Montlhery record breaking machines under the management of Geoff Manning.

Jack remains today modest to a fault and as you can see from the front cover, still looks younger than his years – something he attributes to living a ‘soft’ life – hard to believe!

Remove/Refit Main Bearings

Recently faced with the need to replace the main bearings (you would think they would last longer than 200,000+ miles!) I poured over all the documentation I could find. The recommended solution was to heat the cases to 200 degrees C and as the aluminium expands at approx.. twice the rate of steel the old bearings should drop out – and of course the new bearings should just drop in. Naturally you must remove any old punch locks before you start.

I thought of using a domestic oven but had the problem of finding an oven that was both big enough for the cases to fit in and available for me to use. Another option was to use a gas torch but that seemed rather severe and the heated area on the cases too localised to my way of thinking.

What I eventually used was a method recommended to me by a fellow Vincent enthusiast – the stove top. As shown in the photo I elevated each case in to get a broader and gentler distribution of heat.

For the timing case side, in order to protect the spindles from moving out of position in the heated case, I fitted the steady plate before I commenced heating and left it in place till everything had cooled down.



The Dual Personality

DOCTOR
JEKYLL



20 M.P.H. ON TOP

THE VINCENT H.R.D. RAPIDE

FOR FLEXIBILITY
COMFORT · SILENCE
SPEED

AND

Designed
and Built
Exclusively
for
Enthusiasts

Mr. E. H. Sterne,
Eltham, S.E.9,
writes us:

"The H.R.D. was definitely
the finest machine I have
ever ridden in over 20 years
of motorcycling. I could go
on for hours praising the
only real motorcycle.

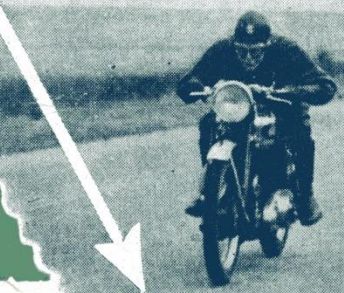


BETTER THAN EVER
SPECIFICATION
POST-WAR

TO

★ THE WORLD'S FASTEST
STANDARD MOTORCYCLE

★ This is a FACT
NOT a Slogan



110 M.P.H.

MISTER
HYDE

Your Choice for the Post-War Era!

Buy, Swap n' Sell

If you have anything that you want to buy, swap or sell you can now do so, free of cost, in this section of OVR. All you need do is send a email to the editor of OVR with the text of your advertisement. OVR will NOT be providing any editorial or corrections. Of course OVR cannot accept any responsibility for anything to do with the items advertised – that's a buyer/seller matter. Items will be listed in 2 consecutive editions of OVR.

For Sale: 1950 Vincent Series C Comet.

Deceased estate sale.

Older restoration, starts easily and runs well, no smoke, no oil leaks, was used regularly, a reliable performer. No idea of total mileage but owner always kept his machines in good running order. Additional easier- to-use side stand fitted in addition to the original rear and two front stands. The Lucas headlight has correct underslung park light. The ammeter may be a reproduction item. Generator and regulator are Lucas and charge okay. **Engine and rear frame numbers are the required 1900 apart. Front frame number is not legible.** One gearbox cover stud is broken, but it does not leak. Not hard to replace, no big deal. The rear drum's chromed water excluder ring is missing. Some tools in tray. Very minor dent in tank. Clean, tidy and complete. Red tank and seat beading. Stainless guards fitted. Mikuni carburettor fitted for easier starting and better running. 19" front wheel fitted in place of original 20" item. Easy and affordable to return to dead original specification if so inclined.



The former owner rode speedway sidecars in the day then classics in later years and always prepared his own machines. He took pride in having reliable and rideable machines. I can speak with some confidence that the Comet would be in reasonably fair and reliable condition with no known pending disasters, as I know he would not have gained enjoyment from riding a bike like that.

Offers from Australian \$32,000 considered; Can assist with international shipping if necessary

Bike now kept in secure commercial storage, make appointment to view.

Contact Greg in Adelaide, South Australia. Phone +61 422 580 642 or email gregss@bigpond.com

For Sale: 1946/7 Miller Brake Light Switches

All of you guys with 1947 Vincents (and 1946) pay attention. Mitch Talcove in the USA has had some excellent replicas made. Mitch does not mess around with cheap stuff. He bought an original switch for mega bucks and had these exact replicas made in the USA.

If you are serious for originality then at US\$400 each plus shipping you may want to consider one. When they are gone there will be no more so do not dither around!

Mitch reckons that in 10 years' time you could sell them off as originals but I don't know anyone in the Vincent community who is that unscrupulous.



Contact Mitch Talcove by email to mtalcove@gmail.com and yes, he will ship world-wide.

For Sale: Unique Gearbox Collection

Ian Boyd has just had a bit of a tidy up in his fantastic workshop and is offering the following items from his world famous collection. This is a rare opportunity so you will need to be quick! You may purchase one or more – it's your choice. If needed Ian may assist you with international shipping. The suggested prices DO NOT include packing or freight.

For enquiries please call Ian on 0407 99 33 47 or by email to ianjboyd@bigpond.com

Item One: Burman 4 Speed BAP gearbox; suit Vincent Comet. Purchased as rebuilt and never used. Sensible offers over A\$1000



Item Two: Norton Dominator 4 Speed gearbox. Purchased as rebuilt and never used. Sensible offers over A\$1200



Item Three: Summerfield 6 Speed full magnesium racing gearbox. Only used twice. Sensible offers over A\$6000



Item Four: TT Industries NZ, Burman BAR Replica gearbox, six speed, full magnesium. Brand New! Never Used! Sensible offers over A\$6200



REMEMBER:: For enquiries please call Ian on 0407 99 33 47 (International +61 407 99 33 47) or by email to ianjboyd@bigpond.com If needed Ian can assist you with international shipping.

The suggested prices *DO NOT* include packing or freight.

For Sale: 1948 Vincent B Rapide

Adelaide (Australia) delivered matching numbers engine F10AB/1/4xx in Very Good Condition, yours for only Australian \$75,000

For more info phone David on 08 8296 4602 (International +61 8 8296 4602)



Service Providers

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

Spares:

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

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

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

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

Fastline Spokes, based in Broadford, Victoria, can supply Australian made spokes for just about any bike. Owner Bruce Lotherington manufactures spokes to order with a turn around time of less than 1 week. For more info see www.fastlinespokes.com.au or phone (+61) 0411 844 169

Union Jack Motorcycles, Australia: Full range of Triumph, Amal and control cable parts, plus an extensive range of Vincent parts. Ships worldwide. More info at the website 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

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

VMS, Holland: 2x2 leading shoe brake kits for Vincents; high quality 30mm wide 4 leading shoe system. Email vspeet@vmsmetaal.nl for info.

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

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

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

Precision Shims Australia: All types of shims made to your requirements, ships worldwide. More info at their web site www.precisionshims.com.au

V3 Products (see entry under Spares above) also stocks a large range of Vincent specific nuts n bolts.

Keables, Australia: The original nut n bolt specialists who are able to supply just about anything with threads and bits to match such as taps n dies. Recently have relocated to 11 Braid St, West Footscray, Vic. Ph 03 9321 6400. Web site www.keables.com.au

Restoration Services:

Steve Barnett, Australia. Master coachbuilder and fuel tank creator who does incredible workmanship; located in Harcourt, Victoria. Ph +61 3 5474 2864, email steviemoto@hotmail.com

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

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

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

Ace Classics Australia is a Torquay Vic. based Restoration business specialising only in British Classic and Vintage Motorcycles. Complementing this service, they provide in-house Vapour Blasting, Electrical Repairs and Upgrades, Magneto and Dynamo Restoration plus Servicing and Repairs to all pre-1975 British Motorcycles. They are also the Australian Distributor and Stockist for Alton Generators and Electric Starters. Phone on 0418350350; or email alan@aceclassics.com.au . Their Web page is www.aceclassics.com.au

General Services :

Peter Scott Motorcycles, Australia: Top quality magneto and dynamo services, from simple repairs to complete restorations plus a comprehensive range of associated spares. Provides hi-output coil rewinds with a 5 year warranty. For more info contact Peter on (02) 9624 1262 or email qualmag@optusnet.com.au

Ringwood Speedometer Service, Australia: Experts in the repair and restoration of all motorcycle, automotive and marine instruments. Smiths cronometric specialists. Telephone (03) 9874 2260

Rays Custom Spray Painting, Australia: Ray Drever is skilled in paining bike tanks and frames. Also a craftsman in flame work and airbrushing. Located near Geelong; contact Ray on 03 5251 2458 or 0402 988 284.

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

Piu Welding, Australia: Frank Piu is a master welding engineer who works with Aluminium as well as steel. No job to small. Has been recommended by multiple OVR readers. Phone 03 9878 2337

MotorCycle Fairings, Australia: This crew are are total professionals when it comes to painting. Expert service, quick turnaround and fair prices. <http://www.melbournemotorcyclefairings.com.au/>
Ph 03 9939 3344

Wherever
motor cyclists
ride . . .



there's the AMAL
service sign



A USEFUL HINT

FLOODING. To flood the carburetter when starting from cold, press the tickler down *gently*, but firmly, to allow the petrol to flood the needle jet; you can soon tell by experience how long to hold the tickler down. Flooding when the engine is running slowly or has stopped is usually due to impurities lodging on the needle seating — and a thorough clean out is the best cure.



*The Carburetter
of Records
and Successes*

AMAL LIMITED • HOLDFORD ROAD • WITTON • BIRMINGHAM 6

A.146

And to finish this month ... a photographic contribution from OVR reader Philip White who spied this urinal when on a motorcycling holiday in Italy recently. Speechless!

