



The Oz Vincent Review

Edition #59, February 2019

The Oz Vincent Review is an 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



5 years!

5 years of 'publication', that is really something if you ask me. There have been lots of ups and downs over the time, but I am proud to confirm that I am still publishing OVR.

Everything you find in OVR is something contributed by OVR readers to whom I am eternally grateful, or something I wrote, researched or edited. There is no paid or sponsored material in OVR and that is the way I like it. And so far there is NO affiliation with ANY club, association or whatever. And there is no charge for an OVR subscription – it has always and will remain free of charge. OVR has always been, and remains an independent, one person operation!

I get lots of requests from people and companies who want to commercially advertise but by remaining paid commercial free ensures OVR maintains full and clear independence.

It's my intent to continue OVR as long as there is a flow of contributions from the generous readership and as long as the arthritis in my hands and fingers will allow.

Martyn

Welcome

Welcome to the 5th anniversary edition of The Oz Vincent Review.

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

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Melbourne, Australia.
Email: ozvinreview@gmail.com

Letters To The Editor

Hello Martyn, I smiled when I saw the T39 modification in OVR. Years ago I fitted my racing Vincent twin with a length of alloy hexagon bar tapped with a 1/4 bsf thread at both ends (I think its 1/4 bsf hex size same length as distance between tabs)

I poked one end under the tank, added a screw then lift up other end add other screw, tighten up, job done, weight saved.

When the Racing Comet inlet/carb got too big I had to block up the tank too high for the tie so I secured the tabs with a very tight black plastic tie wrap, unseen, quick to do, upsets purists and even more weight saved :-0

Whatever you do don't leave it out!

Tim Kingham, UK

Hi Martyn,

If you have a recalcitrant carburettor that appears to be suffering from blockages or build-up of hard compounds on the jets over time, then there is a quick and easy thing you can try before you start pulling it apart. Simply place the carby in a saucepan and fill the pan with white vinegar. Then heat the vinegar to boiling point and drop in a tablespoon of bicarbonate of soda a couple of times while the vinegar is heating up. If you happen to have an ultrasonic cleaner then even better.

Vinegar and bicarb of soda combined are a pretty powerful cleaning agent and with some heat applied it will dissolve a lot of solids and other deposits without harming rubber seals or even paper gaskets. I tried in on a 25yo two stroke carby and I even left the float bowl paper gasket in place rather than risk tearing it. The alloy parts came out looking really clean. The ancient plastic fuel hose was also unaffected.

Vinegar itself is a mild acid and the bicarb helps it break up solid compounds.

Holger Lubotzki, Australia

Howdy All,

Whilst at Tumut on the weekend (Dec 2-1, 2018) Macca and I went out to Blowering Dam on Sat morning where David Warby attempted to break his father's world record of 511kph. It has stood for 40 yrs. More info here <http://warbymotorsport.com/>

We heard that the rear end of David's jet Boat was unstable and the weather wasn't perfect. The last run was abandoned by 11am. More testing will take place on the Manning River.

Another attempt is scheduled for May. Might not be Vincent – but sure is exciting stuff.



From Trevor Lever, Australia

A Shadow over the Prancing Horse

A contribution from David Bowen, ex Stevenage



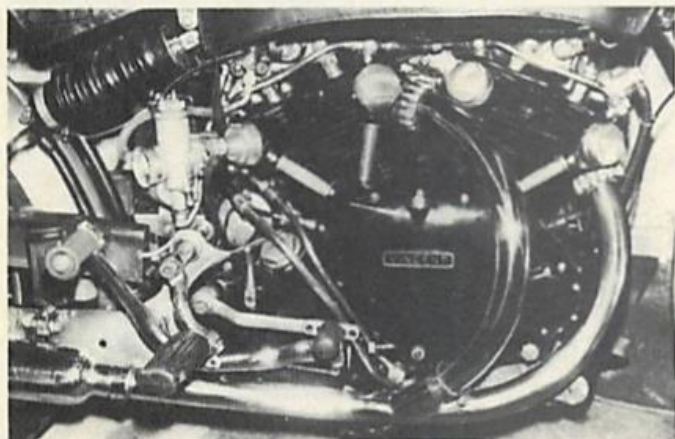
WINTER upon us, inflation (though falling, they tell us), redundancies, gloom and despondency ... no wonder our thoughts roamed to more exotic things. It all started when Jim Allington and I meandered into one of our usual enthusiastic discussions on some of the more interesting machinery which surrounded us, mine being mainly two-wheelers, Jim's four. There were Velos back to '36, Manx Norton, Vincent's galore, chain-drive Frazer Nash, Gull Wing Mercedes, and so on—and the Ferrari which, with one of the Vincent's, was the particular subject of our discussion.

Although both of us are collectors, we are also avid users and only need half an excuse to get 'em out and get motoring.

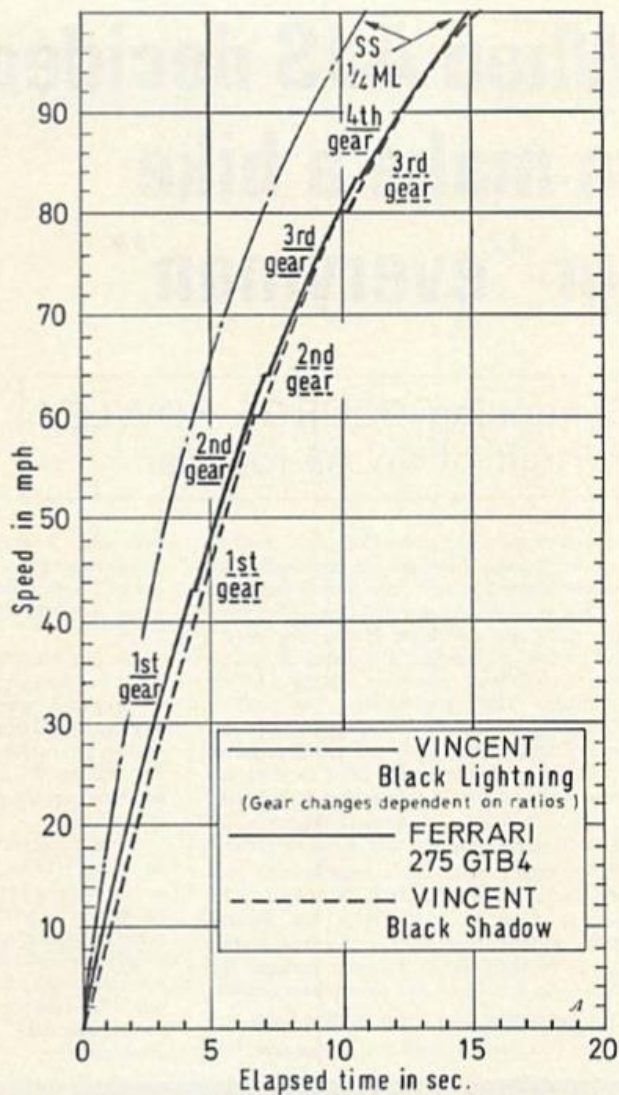
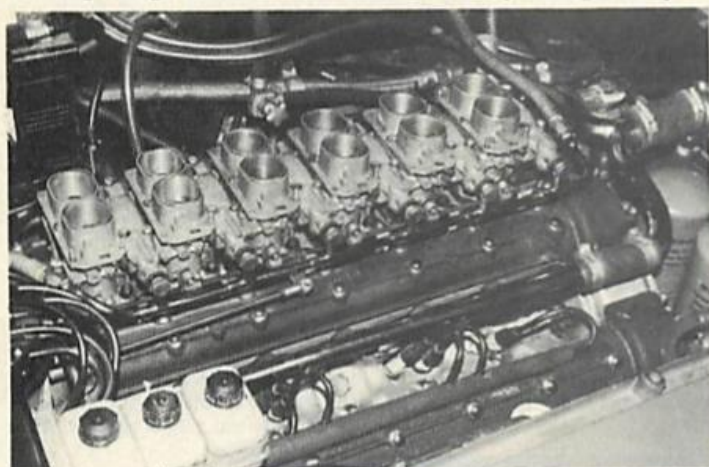
Of course our friends, the Law, are an ever watchful deterrent ... but then someone said speeds above 100 mph couldn't be recorded on radar, and any old Shadow could dispose of a jam sandwich Rover V8 or an MGB Q car.

Here we go indulging in fantasy again—why is it we fanatics never grow up?

Overhead-valve vee-twin circa 1951 and 1966 four-cam vee-12



Engine rooms ... the Vincent is a Black Shadow giving around 55 bhp at 5,500 rpm. The vastly more complex Ferrari is a 275GT B4 of 3.3 litres breathing through six double-choke carburetors and producing 300 bhp



All hypothetical problems to one side, we needed to settle something we had argued about for many years but never established one way or the other. From a standing start, which would reach 100 mph the quicker: one of my Vincent Black Shadows or Jim's 275 GTB4 Ferrari?

On paper it looked pretty close, the power/ weight ratio of the Shadow being 8.3, with a weight of 458 lb and 55 bhp, while the Ferrari's was 8.2 with 2,460 lb and 300 bhp; in terms of maximum speed the Ferrari had at least a 30 mph advantage, so we would have to use a Vincent Black Lightning to match the near-160 mph of the Maranello product. But for now we had only Black Shadows ready for combat.

So this fantasy is Shadow versus Ferrari. Both being classic examples of the near ultimate in two and four wheels, fully equipped for normal use on public roads. Although of 1951 and 1966 vintage, both are still more than capable of holding their own in modern company.

Little preparation was necessary as we keep most of our ironmongery in rideable and driveable trim, although as a precautionary measure a complete re-lube was carried out, consuming a

total of five gallons of various grades of Filtrate. Only one for the Vincent glad I'm the bike man, although I don't suppose the average Ferrari owner would be unduly concerned with the 28 pint capacity of his engine oil tank. A quick 'phone call to Lindy (an E-type driver herself) who was on stand-by to drive the car, Jim deciding to choose the more dangerous and difficult job of doing the necessary photography, and our fantasy had begun.

Looking at the pictures later, I'm sure we had things the right way round. Pity she couldn't have ridden the Shadow, although I'm sure you'll agree she looks better holding it up than either of us two yesteryears, who were exhausted by that time.

With the first part of our illusion safely recorded by Jim's Leica, let's have a closer look at the hardware. Both absolutely concourse and surely two of the most exciting-looking power units ever: 275 3.3-litre four-cam 60 degree V12 Ferrari, 300 bhp at 8,000 rpm, six double-choke Weber carburettors, fuel



consumption in normal driving around 15 mpg, value today close on £10,000. And 998 cc high-camshaft 50 degree vee-twin Vincent, 55 bhp at 5,500 rpm, fuel consumption in normal riding 55 mpg, value today close on £2,000.

Software (that's people!). Vintage 1950 34-22-34. Vintage 1921 40-40-40, Vintage 1929 38-38-38. No need to guess who's who—I'm the portly forty.

With hard and software being what it was, it had to be a close thing. Driver/rider expertise could sway the issue.

After a few dummy runs with Lindy driving, we changed drivers and recruited as official photographer an innocent, unsuspecting passer-by who had just arrived back to this country after a long spell in South Africa. He must have wondered what the heck he was getting involved in. The plot was for our un-named South African to take the pies and Lindy to perform the role of starter, Jim getting down to it behind the driving wheel.

If you've never heard 14 cylinders take off in anger, you've never lived. Even after a quarter of a mile there was hardly a yard (metre for schoolboys) in it. A further half-mile and the poor old Shadow was well and truly vanquished, in spite of nudging 125 mph.

The red dot in the distance was in the blood line in fifth and that's nearly 160 mph (still, the Black Lightning should cope with that little show of Italian superiority). During the acceleration runs it was interest-ing to note how the specific ratios and gear-change points differed in spite of an almost identical acceleration curve up to 100 mph. the Shadow's 7 to 1 bottom gear in its four-speed box, resulting in a first to second change corresponding with the five-speed Ferrari's second to third change. Further up the speed range, when at just under 90 the Ferrari was

screaming for fourth, the Shadow had just settled down for a good bite of third, having picked it up at just under 80 and staying there through to 100 plus, taking fourth (top) for the last 20 mph. Beyond the graph the 275 kept going through to close on 160 once it had picked up fifth, which it did at around the same speed as the Shadow grabbed fourth. What is very clear was that the Ferrari sure needs that five-speed box.

SPEEDS IN GEARS			
Shadow		Ferrari	
4th	125 mph	5th	160 mph
3rd (5,500)	104 mph	4th (8,000)	109 mph
2nd (5,500)	78 mph	3rd (8,000)	84 mph
1st (5,500)	60 mph	2nd (8,000)	64 mph
		1st (8,000)	44 mph

A look at the acceleration curves shows where the Shadow, Ferrari and Lightning vary, and the acceleration of the 1949 Black Lightning geared to do 160 mph at 6,500 rpm when built to 1949 production specification, running on 80 per cent methanol, 10 per cent pure benzol, 10 per cent

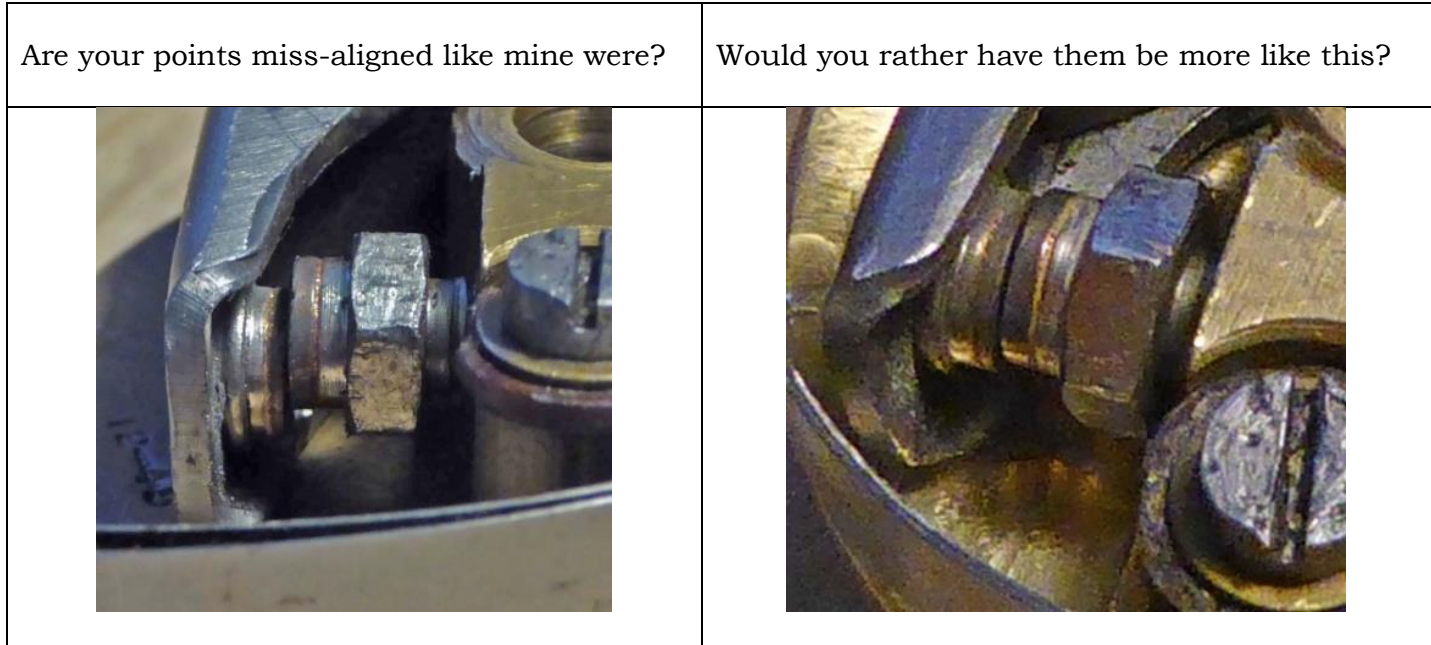
petrol, on a compression ratio of 13 to 1. A score or more Lightnings were built, and they collected almost every country's national speed record, culminating in the world's solo motorcycle speed record at 184 mph in 1955. Cost then £500, value today up to £3,000. It's with this bike, when fully restored, that we hope to totally vanquish our sleek red friend, in our next fantasy. At the end of it all we went home convinced that 2 plus 12 only really equals 14. Perhaps in our next fantasy lightning will strike the prancing horse.

David advises that this was first published in Motorcycle Sport, November 1977

Maintenance Miscellanea: Maintaining your Lucas Magneto Contact Breaker

Recently when checking the points in my K1F magneto (point gap should be 0.012") I noticed the alignment of the moving and fixed points was poor. Despite extensive searches and enquiries I was not able to find any information on how to service the Lucas Contact Breaker Assembly.

With some trepidation and much care I gave it my best shot!



Strip Down

1. Having removed the assembly from the magneto, on a clean & clear workspace and while holding the actuating spring in place to prevent bits flying everywhere, carefully remove the actuating spring retaining screw from the base plate post. Take care not to lose the small oblong washer that's behind the spring set. Now you have a tad more access do your best to measure the amount of points vertical miss-alignment – you will need that information later



2. There is a spring arm over the centre pivot of the moving arm of the points. Move it to one side then, taking care not to lose the small round insulating washer that fits into a recess in top of the moving arm, lift the moving arm off the base plate. Leave the actuating leaf springs attached to the moving arm.

If you look carefully you will see insulating washers under the head of the screw holding the fixed contact block in place as well as more insulating washers between the underside of the fixed contact block and the base of the contact breaker.



3. Now undo the screw that holds the fixed contact block in place and lift out the screw and the washers under its head – the lower of the 2 is an insulating washer. Now you can GENTLY lift the fixed contact block away from the breaker base. There is a small top hat insulating washer UNDERNEATH as well as oblong insulation spacers so gently lift the fixed block straight up – you do not want to damage the top hat insulating washer (Lucas part 419950) as replacements are NOT available.

Next lift out the top hat spacer and the oblong ones that are captive underneath it will most likely come with it. There may be one or more of the oblong insulation spacers – and it's the overall thickness of these oblong spacers that sets the vertical position of the fixed contact point relative to the moving one.

4. The oblong insulating spacer is what sets the relative position of the fixed contact point to the moving one.

By varying the thickness (and or number) you can change the height of the fixed point so it aligns with the moving point. These oblong spacers ARE NOT available but you may be able to fabricate your own if needed – remember they are also electrical insulators!



Critical dimensions of the insulating spacers are:

Holes at $9/16$ " centres; Large hole $1/4$ ", small hole is $3/16$ ". Length overall is $15/16$ " and width overall is $7/16$ ". Thickness is up to you – this is where the miss-alignment measure (point 1) is put to use!



5. Shown is the UNDERSIDE of the fixed point carrier block. The recess for the top of the top hat insulating washer is clearly visible – it's the larger hole, on the right.

6. And here we have the contact breaker base plate with all removable parts removed.

If the pivot pin for the moving arm is loose in the base, one solution is to silver solder from the underside.

I noted with some interest that while my Vincent did not leave the works till 1951 that the date on this Lucas base plate from my bike was December 1945.



Reassembly



7. Sit your oblong insulating washer(s) onto the base plate and then install the top hat insulator.

After that put the fixed contact block into place, along with its retaining screw taking care to have the insulating washer (that goes under the head of the retaining screw) against the top surface of the contact block.

8. put a very light smear of high melting point grease between the two spring leaves attached to the moving arm and also onto the pivot pin the moving arm mounts onto – be sure to get some on the top of the pin as well.





9. After replacing the moving arm onto the base mounting pin, (make sure you have reinstalled the small round dimpled insulator on the top of the pivot point) swing the moving arm retaining clip back into position then check the alignment of the points. If you are happy with the result, continue, if not you need to repeat the above steps, trying different thickness of the oblong insulation washer (Point 4)

10. Reattachment of the leaf springs.

Put the leaf spring washer in place against the fixed post as shown then with one hand compress the leaf springs so that the oblong hole in their end aligns with the washer and the hole in the fixed post then insert the retaining screw.



11. The final thing to do is tighten the leaf spring retaining screw – using the adjustment slot in the end of the spring to ensure at no time can the leaf spring itself make contact with the moving arm of the points OR the cam ring inside the magneto body because if contact is made it will short out the points resulting in erratic running or no ignition at all.

Time for a cuppa tea!



Event Calendar

Unless specified, events are in Australia

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
2019	2019	
Feb 1,2,3	Triumph Owners Club Australia, Nulli Secundus Rally, near Myrtleford, Victoria	www.tomcc.com.au
Feb 2	AOMC Berwick Swap Meet, Princess H/way Berwick	
Feb 14	VRV Swiss Ranges Ride – Day ride	brianh1967@yahoo.com

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
Feb 9	Federation delegates meeting at Docklands, Melbourne	
Feb 22-23	Ballarat Swap Meet, beside Ballarat Airport.	
Feb 22-24	2019 Superbike World Championship @ Phillip Island	
March 9-11	SCORESBY STEAMFEST, National Steam Centre, 1200 Ferntree Gully Rd., Scoresby	
March 10	Yarra Glen Swap Meet	
March 10	VRV Day ride plus General and Committee meeting; venue to be decided at the prior General meeting	sec.vrv@gmail.com
March 17	HTPAA Antique & Collectable Tool Market, St Anthony's School Hall, 164-168 Neerim Rd, Caulfield East, 9am start to 12.30pm	
March 22-24	New Zealand Section Annual Rally, Roxburgh, Central Otago, New Zealand	cagsalad@gmail.com
March 24	Federation picnic at Mortlake, Victoria	
March 31	Federation picnic at Wunghuna (near Shepparton), Victoria	
April 7	VRV Day ride to Geelong Botanic Gardens plus General and Committee meeting;	sec.vrv@gmail.com
April 7	Vintage Motorcycle Club of Vic. Motorcycle Only Swap Meet. National Steam Centre, 1200 Ferntree Gully Rd Scorsby VIC 3	
April 13	Mirboo North Motorcycle Only Show and Swap Meet	Ph: 0491 106 888
April 13 - 15	VRV Autumn Colour and Alps Run (Melbourne-Bairnsdale-Bright-Melbourne)	martynjgoodwin@gmail.com
April 19-21	Shannon's Broadford Bonanza; fun filled days of riding , no racing and lots of companionship	https://www.trybooking.com/book/event?eid=432162
Aril 27-28	The BSA Motorcycle Owners Association has run the All British Rally® annually since 1977. This year's event is to be held again in Newstead, Victoria, at the Old Newstead Racecourse.	https://www.bsa.asn.au/html/events/abr/index.html
May 17-18	43rd Historic Winton	
May 18	Federation Delegates Meeting at Kerang	
May 19	Federation inaugural Picnic at Kerang	
June 3 - 19	VOC International Rally; Belgium and Austria.	For more info see MPH

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
July 28	VRV Pre-AGM Committee Meeting @ Secretary's Home	sec.vrv@gmail.com
August 17-19	VRV run to Wimmera Silo Art plus General Meeting,	sec.vrv@gmail.com
Aug 21-29	2019 Vincent Owners Club North Queensland Atherton Tableland Tour: EOI form at back of this edition!	mdbarr@bigpond.com
Aug 24-25	BULLI ANTIQUE MOTORCYCLE WEEKEND, Bulli Showgrounds, Grevillea Park Road Bulli NSW	
Sept 8	VRV Annual General meeting; venue MotoBean Café @ Malmsbury	sec.vrv@gmail.com
Sept 22	VRV post-AGM Committee Meeting – venue to be decided	sec.vrv@gmail.com
Oct 6	HTPAA Antique & Collectable Tool Market, St Anthony's School Hall, 164-168 Neerim Rd, Caulfield East, 9am start till 12.30pm	
Oct 19	VRV Bit on the Side Run, for outfits but singles also welcome	brianh1967@yahoo.com
Oct 22	VRV First Anniversary Dinner plus Committee and General Meeting– at a venue to be decided.	sec.vrv@gmail.com
Nov 10	VRV Day ride plus General and Committee meeting; venue to be decided at the prior General meeting	sec.vrv@gmail.com
Nov 16-17	Bendigo Swap Meet, Bendigo showgrounds	
Nov 22, 23 24	VRV Annual Vincent Riders Dinner	brianh1967@yahoo.com
Dec 8	VRV Xmas Function plus General and Committee meeting; venue to be decided at the prior General meeting	sec.vrv@gmail.com
2020	2020	
TBA	International VOC Australian National Rally	
Feb 3 - 18	2020 International Jampot (AJS & Matchless) Rally in New Zealand	matchlessnz@icloud.com
March 10-19	Tassie Tour 2020, held in association with the British Motorcycle Club of Tasmania.	www.tassietour.info
March 28- April 4	Australian Historic Motoring Federation 2020 National Motoring Tour, Albury NSW & Wodonga Vic.	www.ahmf.org.au
Sept 6	VRV Annual General meeting; venue TBA	sec.vrv@gmail.com

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
Nov 20, 21, 22	VRV Annual Vincent Riders Dinner	Sec.vrv@gmail.com
2021	2021	
Sept 5	VRV Annual General meeting; venue to be advised	sec.vrv@gmail.com
Nov 19,20, 21	VRV Annual Vincent Riders Dinner	sec.vrv@gmail.com
2022	2022	
March	Tassie Tour 2022, held in association with the British Motorcycle Club of Tasmania. Register now for priority entry!	www.tassietour.info
Sept 4	VRV Annual General meeting; venue to be advised	sec.vrv@gmail.com
Nov 18,19,20	VRV Annual Vincent Riders Dinner	sec.vrv@gmail.com

Planning an event? Any other event others should know about?

Contact ozvinreview@gmail.com to have it listed here

Up From Down Under *This concludes the amazing story of Bob Chambers and Brian Chaseling, two Australians who in 1950 rode their 1939 500cc velo MSS outfit to London. It was first published in MotorCycling in 1951.*

ALTHOUGH plagued with troubles of their own, the Anglo-Iranian Oil Company kindly affected repairs by slipping a solid metal bar into the Velocette's broken front down-tube, anchoring and welding it in place. Then we were fortunate enough to meet "Punch" Glanville, the friend of all Trans-Asian motorcyclists. "Punch" sportingly gave the engine the once-over and found the causes of the overheating—a distorted carburettor flange, which let in excess air, and a bent exhaust valve.



King Solomon Street In Jerusalem—an old stamping ground of the Australians.

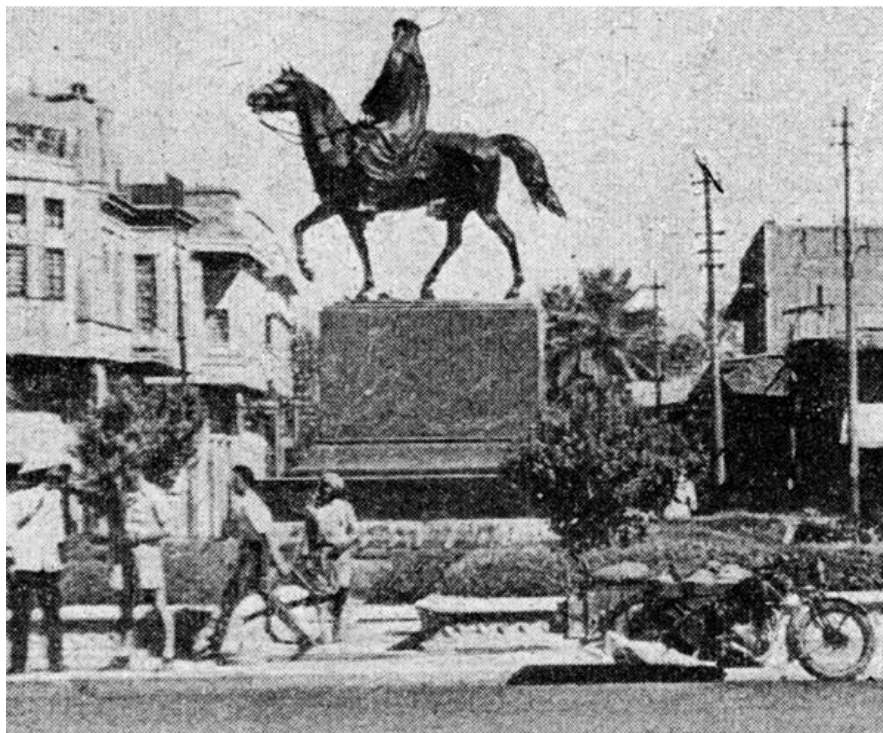
During our sojourn in Teheran another wandering soul, mounted on a Norton, appeared. He was Vernon Crouch, who also commenced his journey from Ceylon. Vernon had quite an experience back in Baluchistan when he lost his model in a flooded river for several hours. Undaunted, he sweated for four days, stripping it down and cleaning mud and an assortment of flora and fauna out of the works, before battling on.

"Punch" introduced us to the pleasures of riding trials machines over the particularly rugged hills

in the district. On picnics with the Glanvilles this sport proved to be lots of fun. After calling at the Kermanshah refinery (where the Persians had confined the British manager to his quarters) to liberate the staff, a prank which caused much embarrassment to the newly appointed Persian manager, we crossed into Iraq.

We cantered on to Baghdad in a sun temperature of 155 degrees F and arrived at the gates of the British Embassy at 10 p.m. After voluble assurances that we were British subjects, the armed Iraqi guards allowed us to enter the compound. A rough interrogation of the men led us to believe that no Britisher was on the premises, so it was decided to find a cool spot to lay out our sleeping-bags.

While searching for a soft patch on the lawns of the Embassy we interrupted His Majesty's Ambassador, Sir John Trout-Beck, and Lady Trout-Beck, enjoying a quiet drink before retiring! The appearance of two



The Velocette under the statue of King Faisal in Baghdad.

unwashed, unshaven, untidy Australians from the darkness of, the Baghdad night did not shock Sir John into forgetting to offer us a drink—and a guest room for the night!

After a short stay in Baghdad, the next leg of our journey was the long desert stretch of 600 miles to Amman, via Rutba. West of Rutba trouble returned. Smoke began spurting from the crankcase and the engine suffered an almost total loss of power. We struggled across the desert towards the beacon light of H4 oil-pumping station. By 11 p.m. the light appeared to be no closer, so we slept the night beside the road. Next morning, as a preliminary, we pulled the head off to examine the piston and rings. A sandstorm showed signs of blowing up, so the bits and pieces were hastily reassembled and the outfit pushed seven miles to H4, where it was possible to work in comfort.

The top ring was broken into a dozen pieces, while the other one and the scraper were gummed up tightly. The small-end bushing was found to be loose and an indentation worn on the base of the piston-ring groove. It was late in the afternoon before we had fitted a new piston and tightened up the bushing. We pushed on and arrived at Amman the following morning. It was our intention to remain here only a few days, a period which lengthened into a fortnight. Our hosts, the, British Council, at our request and to our delight, arranged a meeting with Glubb Pasha, Commander of the Arab Legion. In view of our interest in the Legion and its liaisons with the Bedouin tribes of the Jordan, Glubb sent us out to live with them for a week—Arab Legion

escort thrown in! Accompanied by this heavily armed and strikingly uniformed escort, we lived out in the desert as guests of several tribal sheikhs and travelled through much of the country. It was an unforgettable experience to sit cross-legged on rugs laid out in the black nomadic tents, sipping countless cups of bitter coffee and sweet, black tea.

The rigid laws of etiquette demand quite a lot from guests, but we learned quickly. As is the custom, we were always offered the more delicate and tasty tit-bits of the great sheep's carcass—plus head, which stared at us from the centre of an enormous dish! Not wishing to strain Australasian-Arabian relations, we consumed numerous sheep's eyes, tongues, ears, huge chunks of fat and assorted entrails! However, we found hot camel's milk delicious and refreshing, and drank gallons of the stuff, burrs, sand and all!



The days slipped swiftly by and eventually we returned to Amman on the eve of Jordan's sad but historic event, the assassination of its monarch, King Abdullah. Arrangements had been made for us to meet him at the airport on his return from prayers in the Mosque in Jerusalem. We waited in vain, and later watched in silence as his body was unloaded from the Royal aircraft and borne away in an Arab Legion ambulance.

Before departing for the desert we had taken the cycle to the Legion Air Force station. It was spurting smoke from the usual place, so one of the British fitters promised to give it a check-over. His report was devastating. The rings were again

(Above) Bob Chambers in the tent of Sheikh Rascehd who entertained the Australians for a nomadic week in the Jordan desert.

in the same condition and the bore oval. The clearance between the cylinder and the piston at the greatest point being 64 "thou."!

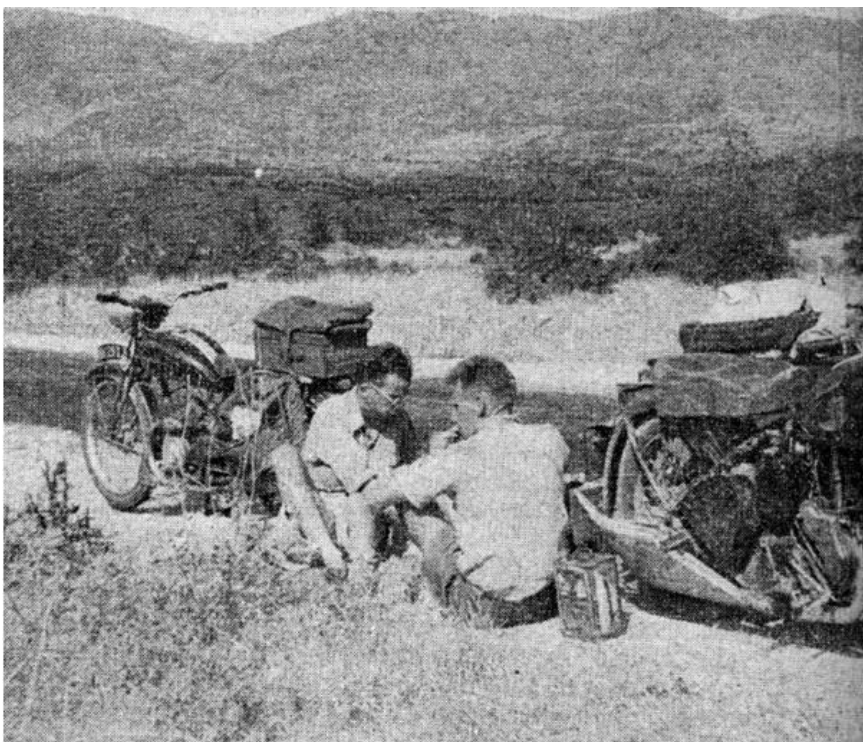
Owing to the curfew which followed Abdullah's assassination, it took several days to salvage the rings and fit a new sleeve. As the correct clearance between cylinder and piston was not known, the machining of the sleeve was a matter of trial and error before the MSS could be ridden without the engine seizing every other mile.

Gaily we motored up through Syria and Lebanon, revisiting old camp sites we had known so well during the war and meeting old acquaintances. - We revelled in the sight of the blue, blue Mediterranean, of which we had dreamed for so many thousands of dusty miles.

A day and a night's travel took us out of Lebanon, through Syria once again via Aleppo, and into Turkey. The Turkish roads, though somewhat rough and corrugated in parts, were fair. In spite of this, they claimed another victim—one motorcycle outfit. This time the rear chassis connection carried away, letting the box down rather suddenly in the dust. As usual, no welder could be found, so the box was stripped from "The Monster " and piled on a passing lorry bound for the Istanbul abattoirs. The Velocette was ridden solo.

Once in Istanbul the damage was quickly repaired. Visits to the city's many mosques, great covered bazaars, places of historical interest and ferry trips up the Bosphorus meant more delay, after which it was heigh ho! and the good tarred road to Edirne was behind us and Greece before us.

The road from Edirne to Alexandropolis, 80 miles distant, was, without question, the worst encountered since Colombo. About 50 miles of it can best be described as heavy chopped foundations which never got past the foundation stage. Speed again dropped to the pushing rate.



"Somewhere in Greece" the travellers joined Walter Hirtle, a Canadian student touring on a "tiddler" in a roadside brew-up.



En route for Athens, the expedition halts to watch a gipsy child dance.

Our pushing technique had not been impaired since leaving Afghanistan.

But Fate struck once more. Five miles from Kavalla, in Northern Greece, a valve tappet stem broke, leaving the stub in the rocker arm. We carried no spare, so it was necessary to improvise. A bolt approximating the correct thread size was purchased from a hardware store. Then a "local" with the necessary equipment drilled an oil-hole and filed the head to the proper size.

On to Athens, via Salonika and Larissa, we sped on a good tarred road. From Pireus a grubby Greek steamer ferried the chariot and occupants across to Brindisi at a cost of £20 (£6 each and £8 for the outfit.)

At Brindisi the local stevedoring agency demanded such an exorbitant price merely to swing the outfit over the bulwarks to the wharf that we refused to pay. Although the ship was due to sail for Greece again at 6 p.m., the expedition was still aboard at 3 p.m., conducting its own strike as protest. The outcome of the argument was a reduction in costs, to which we readily agreed, as much time had already been wasted.

At this stage the tyres needed watching carefully as the treads had been worn smooth by the terrific pounding they had taken.

Life was pleasant indeed motoring over the highways that led us up through Florence, Milan, across Switzerland and into France.

For many months we had been looking forward to gazing upon "The White Cliffs of Dover" and the English Channel; but such was not to be. We crossed in a fog with every-thing blotted out completely. Someone told us it was England. We believed them!

On looking back on our troubles, considerable though they were, we thought of what might have been—collisions with crazy native drivers, resulting in wrecked machinery or perhaps a shattered side-box, or electrical and ignition faults. Notwithstanding our almost complete ignorance of the "sparks," we had been spared such disasters. But imagine our surprise when, on examining the sparking plug after arrival in London, we found it has been valiantly functioning with a point-gap of more than 30 " thou."!

Next day, September 11, nearly seven months out from Colombo, having covered 11,883 miles on 212 gallons of petrol, we clattered over Westminster Bridge to Big Ben's mid-day chimes.



A Taste of JAP & Vincent History

After the 1935 TT, the three JAP engines used by HRD were returned to the factory. One engine was sent to Stylon in France for assessment and another acquired by OK Supreme for a racing bike that was sent to Australia.

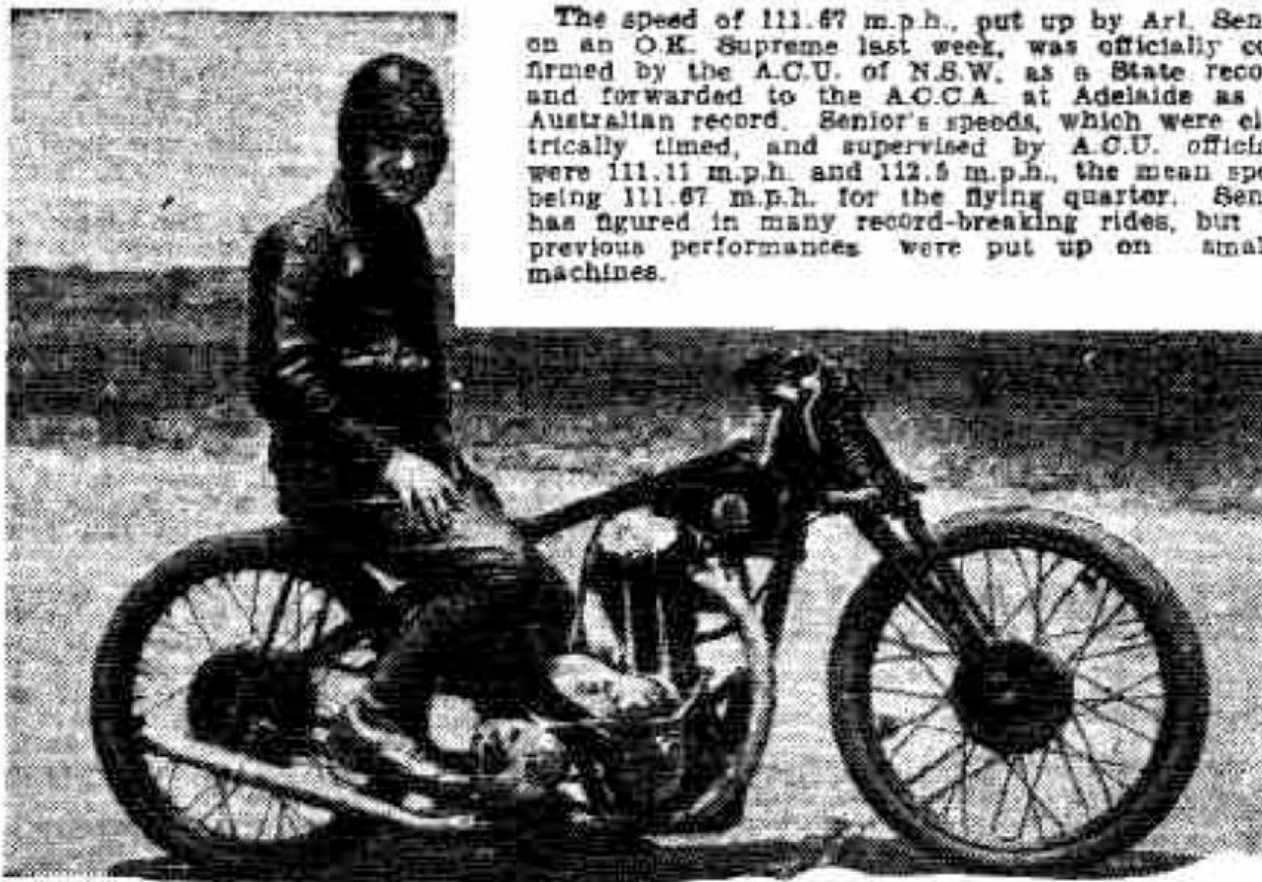
It arrived in Australia in early November 1935 and on the 28th November 1935 was ridden by Art Senior to a new Australian 500cc motorcycle speed record of 111.67mph mean average speed in un-streamlined form.

In January the following year, it set an Australian sidecar record of 94.74mph and at one stage held every hill climb record in Sydney. You can see the AR gearbox on the bike which is very similar to the Burman BAR box but has an aluminum casing.

On September 2nd, 1936, it set an Australian motorcycle land speed records of 123.29mph mean av. speed with a best one way run of over 130mph. The record was for all motorcycles up to 1,000cc. The bike was heavily faired. It was raining at the time and Senior had to contend with much wheel spin. Shortly thereafter, Art Senior and the bike's owner, Stan Ellis of Stan Ellis Motorcycles, Sydney parted ways. The bike disappeared for about 15 years when it was acquired by the previous owner in the early 50s. That OK Supreme is still in Australian hands!

Cockram (Harley Davidson), I. Infield
(Indian), — Robinson (Velocette), — Fisher

N.S.W. AND AUSTRALIAN RECORD



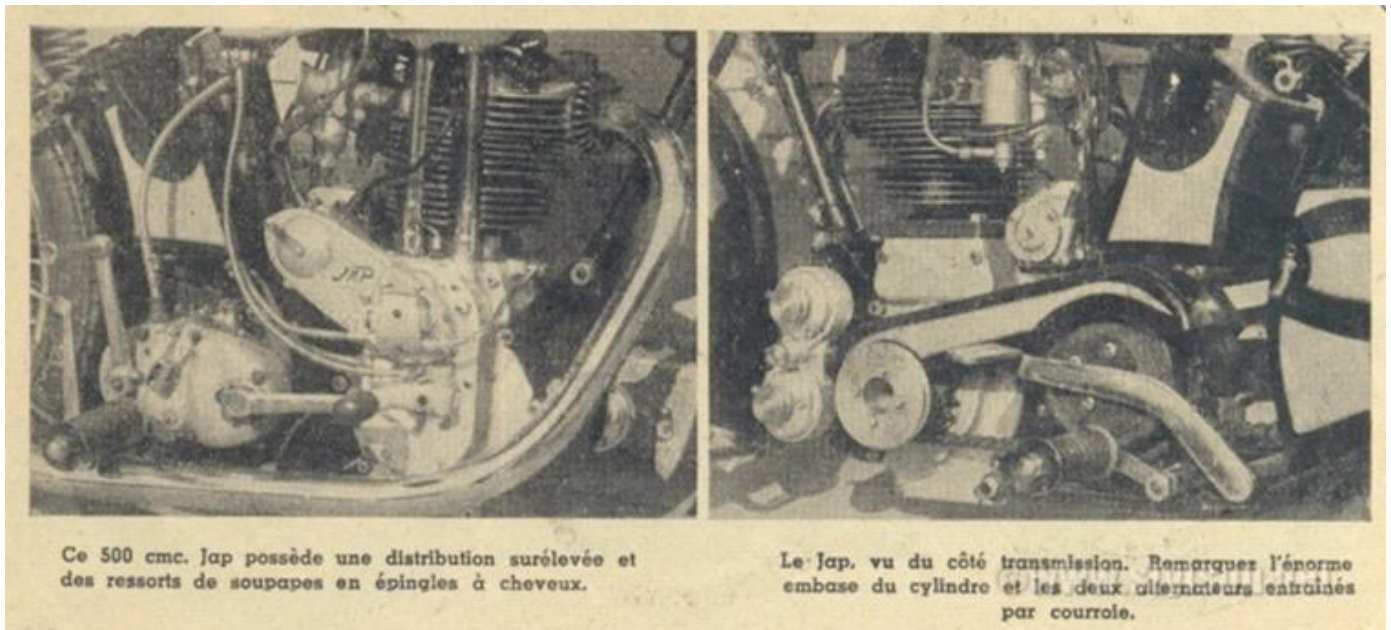
The speed of 111.67 m.p.h., put up by Art Senior on an O.K. Supreme last week, was officially confirmed by the A.C.U. of N.S.W. as a State record, and forwarded to the A.C.C.A. at Adelaide as an Australian record. Senior's speeds, which were electrically timed, and supervised by A.C.U. officials, were 111.11 m.p.h. and 112.5 m.p.h., the mean speed being 111.67 m.p.h. for the flying quarter. Senior has figured in many record-breaking rides, but his previous performances were put up on smaller machines.

In July 2018, I was shown some poor quality photos of a racing OK Supreme that was being offered for sale. The bike had clearly seen better days, had many incorrect parts and no provenance. It was your classic 'barn find'. Most interestingly, it had a JAP engine with a twin carb head! Initial research revealed the rolling chassis was the type used by OK Supreme at the 1934 TT and the engine was identical to those used by HRD the following year. On that basis I bought the bike. But how and why it came to be in Australia was an itch that needed scratching. Initial research drew a blank. It was not until I recalled a conversation I'd had many years previously with the late Doug James. As a 16 year old Doug had won the 1939 Lightweight TT at Phillip Island on his Excelsior Manxman. I owned a 1938 cammy 250 OK Supreme racer and asked Doug if he had ever come across it. He told me that Art Senior had a very fast OK Supreme at the time. I thought he was referring to my cammy 250 but could find no reference to it in relation to Art Senior in the relevant years.

Following a well lubricated night with friends, I had a light bulb moment and googled "Art Senior" and "OK Supreme" and discovered the following....

Art Senior

Art Senior was famous for extracting enormous dollops of grunt from his Ariels. But Art hadn't always raced Ariels. He first began to make a name for himself in the early 30s on a home-tuned flat-tank 350 AJS. On that machine he set an outright Australian record mean time of 14.9 seconds for the standing start quarter mile. This performance was all the more impressive as he had set new marks for all capacities from 350 to 1,000ccs!



In 1934, also on his flat-tank Ajay, Senior won the Junior GP in record time at Bathurst. Both machines were prepared by Senior at his Petersham, Sydney premises.

These performances caught the attention of NSW OK Supreme dealer Stan Ellis. Stan owned a very special OK Supreme. It was one of the 1934 factory Senior TT jobs. Following a handshake deal, Art took over preparation of the bike for sprint and road racing purposes.

Art Senior & OK Supreme Australian Solo Record 27th November 1935

A couple of weeks later on the 27th November 1935, the 500cc JAP-engined OK Supreme, prepared and ridden by Art made a successful attempt on the Australian speed record wresting it from the Rudge-mounted Wal Hawtrey. Senior's outward run was 111.11mph and the return, 112.23mph, giving a mean speed of 111.67mph over the flying quarter mile. The runs were made under ACU supervision and the record was recognised as a NSW record and later confirmed by the ACCA as an Australian record.

The OK Supreme was not new, having been used at the 1934 Isle of Man TT. Since its arrival in Australia in late 1934, it had been raced continuously including the big endurance GP at Bathurst. Despite many racing miles, it was still a very potent machine when given to Senior.

With little time to wave his magic wand, Senior could only check the engine and replace the expansive TT petrol tank with a little speedway one. The bike was naked for the attempt.

In January 1936, Senior attached a sidecar and promptly raised the Australian record to 94.737mph. He and the bike went on to set 17 NSW Hill climb records during the course of the year.

Art Senior & OK Supreme Australian Solo Record August 27, 1936

In June 1936, Leo Tobin broke Senior's solo record adding 8.33mph for a precise speed of 120mph and new Australian records in the 500, 750 and 1,000cc classes. It was thought that this figure might stand for some time but within a couple of months, Senior had smashed Tobin's record.

A newspaper report stated, "The significance of this can be more easily appreciated when it is realised that the machine is more than two years old, and has regularly appeared in all of the big Australian races since its arrival here in 1934. The tuning and riding was done by Senior himself who deserves all the credit for this achievement. It is admitted that he must have a good foundation to work on, as he has added 20mph to the speed of the machine as a result of his efforts".

Of course, this must be taken with a grain of salt as Senior and the OK Supreme's owner, Stan Ellis, were keeping something to themselves.

Another newspaper report on the attempt states that on August 27th "In very adverse conditions on a course in close proximity to Sydney last Wednesday, Arthur Senior, the well-known Sydney racing cyclist, attained the highest speed on the road ever recorded by a motor cyclist in Australia - 130.434mph. His average speed of 123.288mph for a two-way run is accepted as an Australian record in the 500, 750 and 1,000cc classes. Senior was astride an ex-works OK Supreme on which he had previously established the record in late 1935 before it was broken by Norton-mounted Leo Tobin some eight months later. Senior was electrically timed by officials of the Auto Cycle Union on a quarter-mile stretch of bitumen road, and made two runs in opposite directions, in accordance with the rules governing records. Despite the state of the surface, made slippery by the rain he did the first run in 6.9 seconds and the return one in 7.7 seconds. Senior said later that with good conditions he would have made an even faster time".

When taking into consideration the fact that the roads were awash when the attempt was made, the effort becomes all the more meritorious. The course on which the record was established was not the best; the approach from one end being good but when making the return run, riders had to negotiate a right hand bend shortly before the beginning of the timed straight. On the day in question, it was wet. Senior experienced some breath-taking slides on this bend which he took in the region of 90mph. Interviewed later, Art admitted that the conditions were not the best. "The rain drops felt like gravel thrown in my face", he said.

The machine was now in a very different guise. After 18 months of hard racing, the engine was worn out. In its earlier incarnation, the bike had been stripped of all extraneous componentry but for this attempt, Senior had decided on streamlining to add speed. He was inspired by the streamlined Brough-JAP that had set a world sidecar speed record ridden by its designer and development engineer, Australian Alan Bruce.

Art hand-formed a fairing for it out of sheet aluminum. The fork tubes received an aluminum sheath. A nose cowling was designed to deflect the draught over the rider's head. Another cowling covered the crankcase, molded itself around the exhaust pipe, and swept in graceful lines back across the footrests. The rider's legs completed the contours. Even the front down tube and the tank tube received attention. When in the saddle, Senior's backside disappeared into an elongated tail which also covered the top of the disced rear wheel. The result was testament to Senior's skills and his work ethic. Senior later commented, "The most difficult part about the streamlining was finding somewhere to attach it." (I can attest to his difficulty because I now own the bike and certain lugs and other parts have been cut rather crudely to accommodate the fairing's mounting points. The petrol tank too has also been crudely modified to accommodate the twin carbs).

But hang on. 130mph! That's a 15% increase! Impossible! Streamlining, no matter how slippery, can't deliver that sort of improvement. Clearly, something else was at play.

Unbeknown to those outside the inner sanctum was that Stan Ellis had recently taken delivery of a new and far superior JAP twin carb, twin spark TT engine (JOR/V 46508/S). As it shared the same bottom end as the old engine, it fitted straight in. Senior set about preparing the bike for the new record attempt. One of the reports in the day tells how the bike (the journalist must have meant engine) had only arrived in Australia earlier that same month and consequently Senior had had limited time to work on it. This engine type had only ever been used in anger by HRD at the 1935 Isle of Man TT where it had proved fast and reliable. This was in stark contrast to the single carb '34 jobs which overheated when subjected to sustained high speeds. As the new engine was hidden from view by the fairing, the extraordinary speed increase was put down to Senior's magical tuning.



So it was that on August 27, 1936, Art on the OK Supreme set a new Australian speed record for 500, 750 and 1,000cc capacity motorcycles. Having annexed the record in appalling conditions, Senior had another go the following Wednesday morning. Although conditions were more conducive to record setting, his mean speed of 122.4mph was actually 0.9mph slower than the previous week's. Senior blamed a miscalculation with the size of the engine sprocket.

The record-breaking bike was soon put on display in the window of Stan Ellis Motorcycles, the NSW distributor of the marque. Behind the bike was a huge sign proclaiming the OK Supreme as "the fastest motorcycle in Australia". It must surely have boosted OK Supreme's status if not sales.



In the wake of the success, Stan announced that he and Art intended modifying and developing the bike further for an attack on the world's un-supercharged 500cc record which stood at a reachable 129mph. But first there was some big races to prepare for particularly the 1937 Australian TT held every Easter at Bathurst. Senior powered away from the start and lead for the first 6 laps before "cracking up" according to reports.

Shortly after the conclusion of the race, Stan and Art had a very public spat over the bike's

ownership. Art had come to believe that he had been gifted the bike but Stan made it clear that despite all Art's work, the bike remained the property of Stan Ellis Motorcycles.

Following their falling out, the Australian Ariel agent Eric Moore promptly stepped in and offered Senior an Ariel to keep if he would prepare and use it for racing and speed attempts. Senior and Ariel were synonymous thereafter.

Whatever happened to the OK Supreme?

Nothing seems to have come of the above-mentioned world record attempt. In fact, nothing further was heard of the OK Supreme after the infamous bust-up at Bathurst in 1937. I can find no mention of the bike in any race program or newspaper.

At the time, there were several other tuner/rider's with similar abilities to Art's but any would-be replacements were aligned with other marques. Besides which, the OK Supreme was getting a bit long in the tooth to compete against the latest cammies. For whatever reason, it simply disappeared from view eventually ending up un-recognised and unwanted in a Western Sydney shed for nearly 70 years.

When I acquired it, the machine was in very rough condition. Many important parts including the Webb forks, Bowden racing levers, drop forged Harwil front wheel, oil tank and twin Amal TT carbs were missing. The main frame was bent in several places and the rear sub-frame had more twists and turns than a Welsh fly-half. Fortunately, the all-important TT racing frame, racing Harwil 8" rear wheel, petrol tank, Burman AR racing gearbox and the twin carb, bronze head engine with its irreplaceable twin spark magnesium-bodied BTH magneto were all there.

Although the engine seemed to be in good general condition, it would not rotate the full 360° as the piston collided with a valve before a full revolution could be completed. I'm hoping the timing gears are only a tooth or two out.

I asked the vendor if he could provide any further information but other than the fact that the bike had been in his wife's family since at least 1950 if not earlier, he could not. It is currently in the process of being returned as close as possible to original factory specification, albeit with the later motor. As to the whereabouts of the original engine, I have not been able to find a skerrick of a trace.

Another outstanding contribution from Mitchel Barnes, Australia

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Wanted: an original (no copies/reproductions) B/C series Vincent Fuel tank. If you have one available please contact Kymran@live.com.au

For Sale: Modern gaskets for the Vincent.

The gasket materials, known as 'AFM' is a chemically blown, compounded nitrile synthetic rubber, bonded to an aluminium core with temperature resistance of over 250° F. AFM material does not require gasket sealers or silicone bead. Re-torque is NOT required.) These gaskets can be used many times over.

Post war Vincent twin gasket set includes:ET106, PD14, ET105, 2 each ET102, ET182/1, ET1801 and 2 each ET181. US\$58.00. Also ET 140 Clutch cover gasket available, US\$15.28

Post war Comet and Meteor kit includes (pictured): ET 106, ET180, ET182, ET181, PD14/1, and ET106. US\$55.00

Pack and post is additional

All gaskets are .060", ET106, is supplied in .032". (gaskets are available in .032" & .018" thickness). Contact Paul Holdsworth of the VOC Chicago section c/o phpeh@hotmail.com Located in Chicago IL USA.



For Sale: 1954 Vincent Rapide Series C, part of the Ian Boyd collection

Just 13,000 miles since restoration, understood to have been undertaken by D J Bowen in South Australia in the early 1990's, Continuously road registered in Western Australia since 1995. Previous owner Paul Cameron approximately 20 years ago. Not "Shadowised", all very standard Rapide. An easy starter.

UPGRADES

Electronic voltage regulator housed in the original voltage regulator housing, LED lighting- original charging system can now maintain all lights on continuously and still charge the battery, Amal mk1 concentric carburettors, original carburettors included. V3 clutch fitted, original clutch included. Also has a centre tread down stand, original rear stand still on motorcycle.

Asking Australian \$ 100,000 price is negotiable, can assist with international shipping.

Genuine enquires only by email to shaz.muzza@westnet.com.au, many more photos available on request.



Wanted:

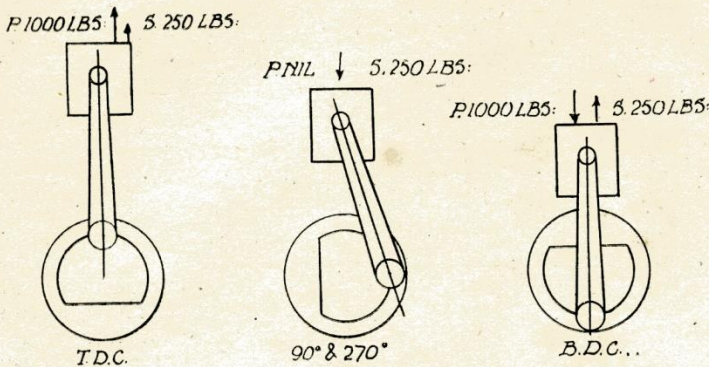
Inner and outer chain cases for Excelsior Manxman 1936 350 please contact bowendj@bigpond.com

Multi-cylinder

An Explanation of the Secondary Forces Which Have an Adverse Effect Even Where Primary Balance Can be Obtained

By

"SLIDE RULE"



IN a previous article which compared the relative balance of the single and three varieties of twin—all with parallel side-by-side cylinders—I mentioned that even the geared-crankshaft version of the latter, though apparently in perfect balance, possessed a "secondary" vibration force fluctuating at twice engine speed. In fact, almost all of the more usual layouts have this characteristic, notable exceptions suitable for use in motorcycle work being the horizontally opposed twin and four-cylinder designs. Another arrangement which is free from it is the in-line three-cylinder, a variety about which several contributors have had a good deal to say at times, and which might conceivably have some future before it, even though past attempts have not been commercially successful.

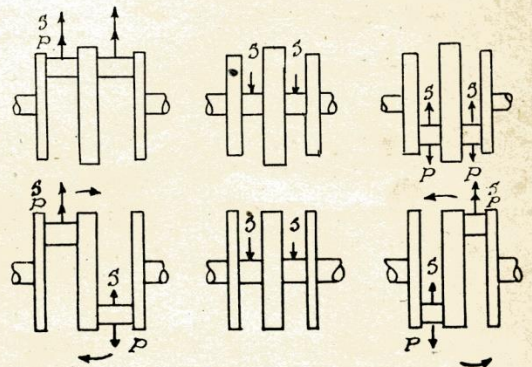
Variation Effects

This twice-engine-speed vibration, being much smaller than the primary out-of-balance forces, is scarcely noticeable unless the latter are completely balanced, and in any event only reaches a high value at fast rates of revolution. Its frequency is then so great that it is not very likely to find anything heavy on the frame capable of vibrating in synchronism with it. Nevertheless, vibrations are like noises—as soon as the most potent is eliminated, the next one seems to be almost as obtrusive, even though it has been scarcely noticeable beforehand.

The direct cause of the secondary vibration, or "first harmonic," of the primary is the necessity for using a con. rod of fairly short length, the average rod-to-crank ratio being in the region of 4. The effect of this short rod swinging out to quite a large angle towards mid-stroke and then back again is to make the piston acceleration greater at the commencement of the stroke than at the finish, and although the theory of it is far

(Above) The "twice engine speed" fluctuation of the secondary forces is shown in these three diagrammatic sketches depicting one complete stroke. The letters P and S refer respectively to Primary and Secondary forces.

(Right) Above are shown the direction of Primary and Secondary forces acting on (top) a 360 degrees and (bottom) a 180 degrees twin cylinder crankshaft at T.D.C., mid-stroke and B.D.C. The horizontal arrows show direction of rocking couples in the latter layout.



too complicated to deal with here, it can be shown mathematically that superimposed on the primary vibration there is a whole series of vibrations of progressively higher frequencies but of diminishing force, rather analogous to the complex sound-wave of a note of music in which are present the fundamental vibration (determining the pitch) and numerous overtones which give it its particular timbre.

Alternating Forces

Of these harmonic forces only the secondary is worth considering, largely because it alternates in direction twice per stroke and acts away from the crank centre at both top and bottom dead centres, and towards the centre at mid-stroke. In parallel twins and in fours (either "square" or in-line) all the pistons are either at t.d.c. or b.d.c. simultaneously and therefore all their secondary forces act in unison, and cannot be arranged to cancel each other out. As to value, with a 4-to-1 rod-crank ratio the secondary force from each piston is one-quarter of the primary and therefore in a twin (irrespective of whether the cranks are in line, at 180 degrees, or geared) the total secondary out-of-balance force is just half the primary from one piston. In either a straight or a square four, the

primaries are all balanced, because the upward forces from the two pistons at t.d.c. are balanced by those from the other two acting downwards at b.d.c., but all four secondaries are again in phase and consequently the total out-of-balance secondary force is equal to the primary from one piston. In simpler words, the secondary vibration from a 1,000 c.c. "four" equals the primary from a 250 "single," but has double the frequency. Despite this, the bigger engine will be the smoother because of the greatly increased weight of its stationary components.

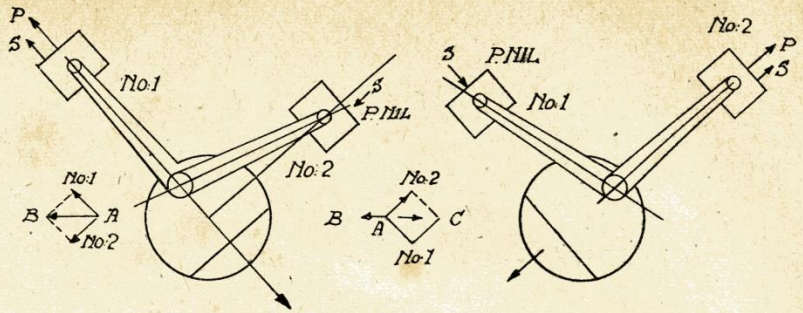
Harmonic Balancer

It is interesting to recall that one or two makers of large four-cylinder cars some years ago could only attain the standard of smoothness they desired by incorporating the Lanchester harmonic balancer which, though simple in principle, has to be of nice design and workmanship because of its high rotational speed and the relatively heavy forces which it generates. In effect, it consists of two eccentrically-loaded wheels running in opposite directions at double engine speed; when both weights are horizontal their centrifugal forces are equal and opposite and so cancel out, but when either up or down the forces act together and by suitable

Balance

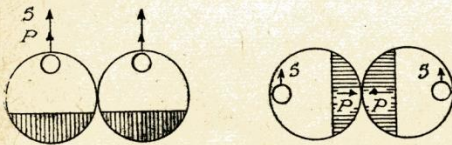
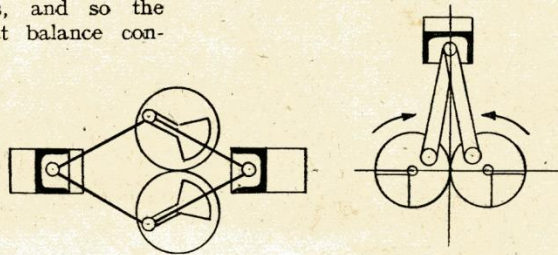
proportioning of the mechanism can be made to equal the secondary out-of-balance and so nullify it.

The three-cylinder with equally spaced cranks differs from all the types so far mentioned in that when any one piston is at the end of its stroke, the other two are some way below mid-stroke, the net result being that the primary and secondary forces from the first are exactly equalled by the combined forces from the other two. This is true at all crank positions, and so the engine is in perfect balance con-



The 90 degrees V-twin layout provides perfect primary balance, the flywheel bobweight equalling the weight of one piston and rod. At the position shown on the left secondary forces 1 and 2 combine to form the transverse force AB. In the position shown on the right the secondary force AC is in evidence. Thus a secondary transverse vibration BAC exists.

The first drawing on the right shows the Lanchester geared twin design giving perfect balance. With two connecting rods per piston, side thrust on cylinder walls is greatly reduced. The other drawing shows the application of this principle to a single cylinder.



In the geared double crankshaft twin the primary forces are perfectly balanced. The secondary forces act in unison but are unbalanced. Note the fluctuation in direction due to their "twice engine speed" characteristic.

sidered as a whole, but unfortunately as the opposing forces are necessarily acting in planes some distance apart they exert a considerable rocking action on the crankshaft similar to that noticed in the 180-degree twin, but worse for this reason. In the latter, only the primary forces take part in forming the couple, whereas in the "three" all the forces add their quota, and in addition the shaft is somewhat longer. On these grounds this form of engine is regarded by some as unsuitable, but if mounted longitudinally, i.e., in the plane of greatest frame rigidity, it should give quite a silky performance.

Twice Three

A six-cylinder engine is, in effect, two "threes," and its remarkable smoothness is obtained because the rocking couple from one group is at all times balanced by the opposing couple from the other group.

Coming back to commercially-used types of motorcycle engines, the almost vibrationless running of the horizontally opposed twin is due to

the fact that this arrangement succeeds in also opposing all the forces from one piston by an equal set of forces from the other, and thus almost perfect balance is furnished. "Almost," because it is not practicable to arrange the cylinders dead in line—they have to be offset by an amount equal to the width of one big-end, plus that of the centre crank-web, and so a small rocking couple is set up, its value being roughly one-third of that emanating from an equivalent 180-degree twin.

Vee Twins

In Mr. Turner's paper the V-twin came in for some mention. This type is somewhat peculiar for, in the 90-degree form which has only rarely been used because of its very uneven firing intervals, its balance is quite good. Harking back for the moment to the single cylinder, we saw that if its reciprocating parts were balanced by a weight exactly equal to their own, then the engine would still be out of balance as badly as before, but at right-angles to the cylinder axis. If a second cylinder and piston are added, also at right angles, the primary force from the latter will exactly equal and thus cancel out the unwanted lateral vibration and perfect primary

balance will be attained. Secondary balance is not so good, and strangely enough the vibration from it acts horizontally, its value being 1.4 times that from each cylinder separately, and, of course, occurring at twice engine speed as usual.

Narrowing the angle to 50 degrees (the usual figure for British twins) necessitates a slightly heavier balance weight and brings in a little primary out of balance. This arrangement increases the secondary also, but even then an engine of this nature will be in better balance than either a single or a parallel twin of equal capacity, and I have never been able to understand why the small V-twin which was quite popular some years ago has vanished from the British market, whereas the Americans, after many experiments with other layouts, have reverted to it almost exclusively for all engine capacities from 500 up to 1,200 c.c.

Vee Fours

V-fours have occasionally been built or proposed, and such engines with the banks at 90 degrees possess quite good balance, together with equal firing intervals if the crankpins are equally spaced at 90 degrees apart. The primary balance is perfect, and the secondary rather better than in a conventional straight four, but there is an unavoidable rocking couple however the cranks are disposed. Nevertheless, because it can be made quite short and still allow plenty of air space between the cylinders, this might be an even better form of engine for a shaft-driven machine than the flat-four type favoured by the Zundapp concern.

Another variety of "four" is the geared crankshaft model, with opposed banks of cylinders in which all the pistons move up and down (or to be more exact, from side to side) together, instead of in opposition as they do in a normal opposed-cylinder design. At first sight this scheme appears to be hopelessly

unbalanced, but is exactly the reverse, being in fact a modern version of the geared crankshaft opposed-twin engine evolved by Dr. Lanchester at the end of the past century and which possessed perfect balance. In the latter-day version, this is attained by using bob-weights on each crankshaft equal to the combined weight of its two pistons and rods, so that at the dead centre positions the forces from each mass cancel out those from the other. At mid-stroke, the outward-acting (and now unwanted) centrifugal force from the weight on one shaft is balanced by the centrifugal force from the other shaft, which is equal but opposite in direction. As for the

secondary forces, these are also in balance, because those from the pair of pistons at t.d.c. act away from the crankshaft and so do those from the other pair which is then at b.d.c. All the inertia and centrifugal forces involved are symmetrically disposed about both the vertical and horizontal centre planes and so no rocking couples exist.

Dr. Lanchester also applied this principle to the single-cylinder engine by using two geared crankshafts, each connected to the single piston by its own con.-rod. As far as its inherent balance is concerned this layout is exactly similar to the geared parallel twin—it can be given perfect primary balance, leaving only

the small secondary force unaccounted for, and at the same time the side thrust of the piston on the walls is reduced almost to zero, because each rod is equally inclined to the centre line at all times. On this account such an engine should have a very high mechanical efficiency, the reduced piston friction more than compensating for the slight power loss in the gears, and it is a wonder that amongst the welter of designs which have been propounded recently that the claims of a power unit of this sort—which would at least have some scientific justification—have not been advanced. Who knows? Perhaps some manufacturer has this layout in mind.



Who, and where, are these people now?

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 to nvidean@optusnet.com.au

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

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

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

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

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

VSM, Holland: 2x2 leading shoe brake kits for Vincents; high quality 30mm wide 4 leading shoe system. Email vspeet@vsmmetaal.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.

Cometic Gaskets: Modern, reusable gasket sets for Vincent twins and singles. If you actually USE your Vincent you are mad not to have these. Contact Paul Holdsworth of the VOC Chicago section c/o phpeh@hotmail.com Located in Chicago IL USA.

Nuts n Bolts:

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

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

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

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

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

Terry Prince Classic Motorbikes, Australia: Specialises in 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

General Services :

Balancing Services Australia, Experts in the dynamic balancing of all motorcycle and automotive crankshafts, flywheels and the like. 43 Chifley Dr. Preston, Vic. Contact Murray on 03 9480 4040 <http://www.balserv.com.au/>

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 chronometric specialists. Telephone (03) 9874 2260

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

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



Expression of interest

Dates: The rally will be held over 8 days in the Tablelands North Queensland from 21 to 29 August 2019 (meet and greet on Wed 21st of August), vacating date Thu 29th of August. The rally is open to all Vincent HRD enthusiasts.

Accommodation arrangements have been made at the Big 4 Atherton Woodlands Tourist Park, 141 Herberton Road, Atherton 4883. They have kindly offered us a 10% discount and the use of the Cabana during our stay. For bookings please contact Janine on 07-4091 1407. Office hours: Mon-Sat 9am - 6pm, Sun 8.30-6pm. Website: www.Woodlandscp.com.au

Please note July/August is peak season in the Tablelands so don't wait too long to book your accommodation if you intend to join the rally. You are responsible for payment direct to the Tourist Park for accommodation deposits and for final payment for the accommodation.

General information; Don't forget the Tablelands can be cold and wet during the winter season but day temperatures are usually beautiful. Besides organised rides during the rally there is a lot more to see in the Tablelands. For more information please check the following website: www.trc.qld.gov.au

For further information regarding this rally please contact:

Murray Barr, phone 0459 190448, email: mdbarr48@bigpond.com

Please print clearly:

Name: _____

Address: _____

Email: _____

Number of adults attending: _____ Number of children attending: _____

Do you intend to bring a Vincent HRD motorcycle: Yes / No (please circle)

Please state model & year (solo or outfit) _____

All ridden vehicles must be roadworthy, insured and registered for legal road use. Riders to be licenced accordingly. The QLD section will not be responsible for mishaps on or off the resort or roadways.

Priority will be given to VOC members and those attending with a Vincent-HRD.

Please return this completed form by email to mdbarr48@bigpond.com