



The Oz Vincent Review

Edition #77, July 2020

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



Sheryl & Murry Barr at the VOC International, 2015. Disclaimer: The editor does not necessarily agree with or endorse any of the opinions expressed in, nor the accuracy of content, in published articles or endorse products or services no matter how or where mentioned; likewise hints, tips or modifications **must** be confirmed with a competent party before implementation.

Welcome to the latest edition of OVR .

Covid-19 continues to disrupt our lives but if we all follow the rules, we will be safe and eventually, restrictions will be lifted. If you ignore the rules you are putting lives at risk and ensuring restrictions remain in effect for much much longer.

In expectation of all following the rules, the OVR Bushfire Relief Ride is planned for October 9-11, more details in this edition.

Remember, to access the complete OVR archive from any device, just go to the OVR web site <https://ovr270.wixsite.com/ozvincentreview>

Martyn

Melbourne, Australia.

Letters to the Editor

Martyn

I notice in latest Oz vin Review events section you have Bay to Birdwood cancelled; I checked with them this morning at this stage they are hopeful that it will go ahead.

Graeme, Australia

Hello Martyn,

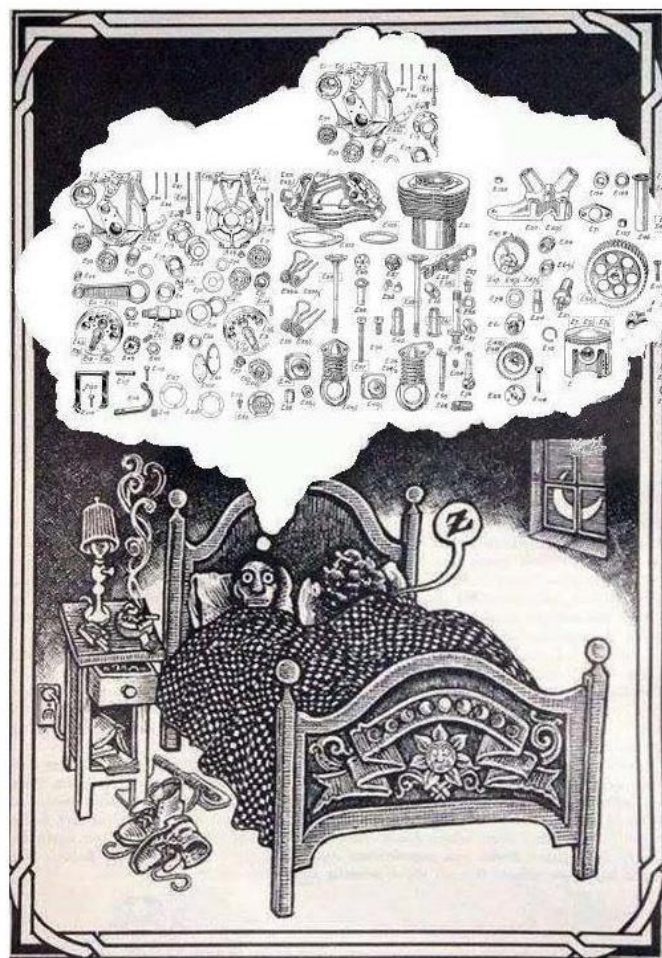
During this time of Corona Virus isolation I've been doing some fettling, as we all have, and also re-reading some back issues of your OVR. One page in particular jumped out at me and it's the back page of issue 58. I must have missed it first time around, and it brought back memories and a tale to tell.

It was the mid-eighties and I was working as an engineer at the City of Fitzroy, now City of Yarra, in the old Fitzroy Town Hall building in Napier Street. As well as offices the building also housed a lovely old hall, council chambers a book library and a tool library.

Flushed with funds I acquired a second-hand 1983 Ducati SD900 Darmah, SS spec engine with desmo heads, 40mm Dellorto's and Conti's. It was a lovely bike to ride and I had many great adventures with it over 6 years, but it turned out to be a money pit, and after the second rebuild I eventually decided to part company with the Ducati marque.

At the same time as having the Ducati, I shared a '76 VW kombi camper with my brother. It had an 1800 engine fitted, up from the original 1600, and went pretty well after lots of sorting related to the engine upgrade.

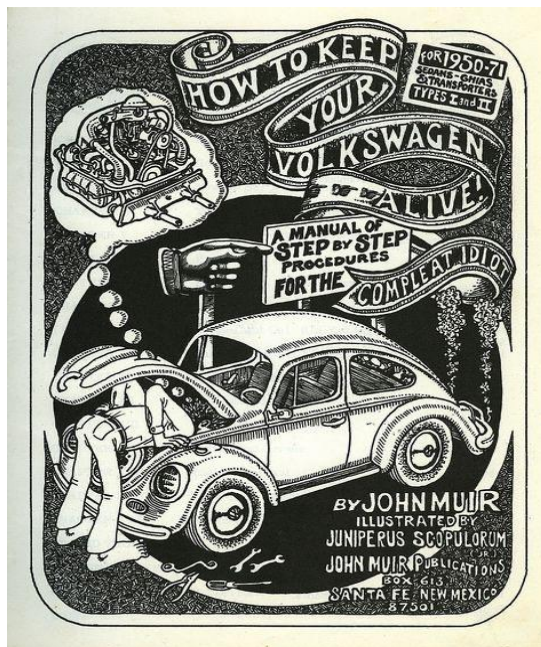
The bike and Kombi kept me pretty busy what with servicing and repairs, most of which I did myself.



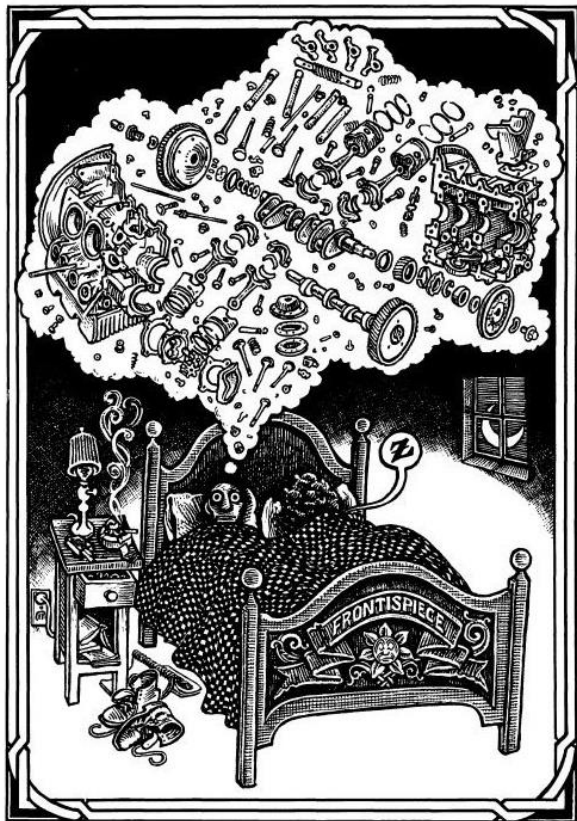
Is Rodney (front cover) now dreaming of a 'A' single?

In the library of the Town Hall they had a copy of "How to keep your Volkswagen Alive" written by a bloke called John Muir, which helped me heaps in keeping the kombi going.

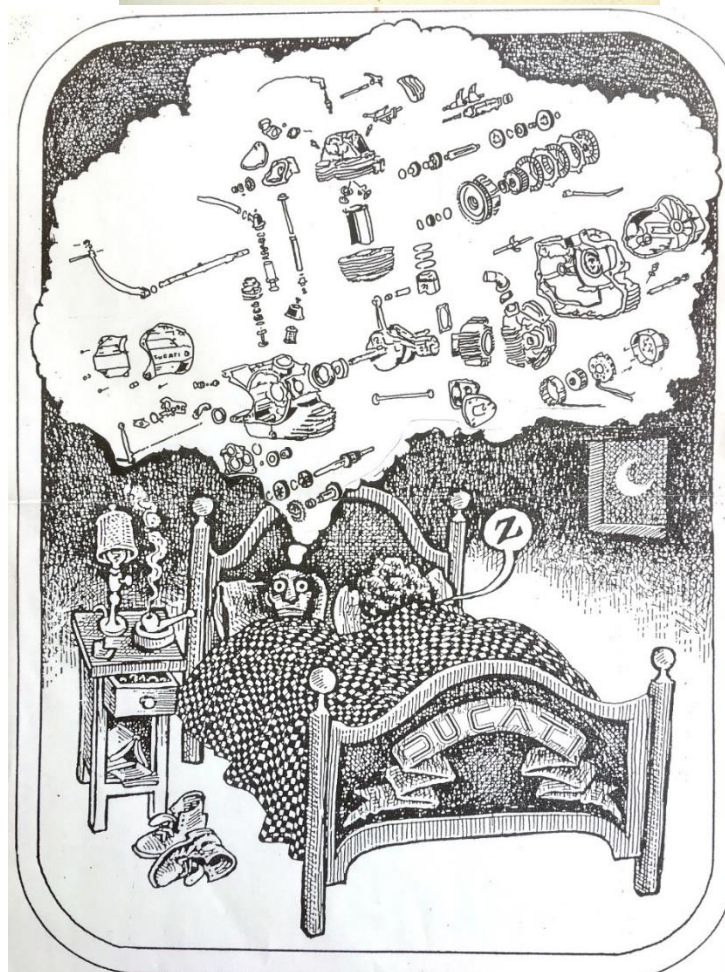
What's all this got to do with the cartoon? I hear you ask.



Well, inside the cover was this illustration.



Look familiar?



At the time I put my own spin on it relating to my Ducati.

This was done back in about the late 80's and I've only just found the artwork again thanks to some CV19 isolation cleaning out of old boxes of stuff!!

Cheers. Lou, Melbourne.

Hey Martyn,

I missed edition 74 till just now – Love It! BTW Who's the girl on the front cover?

Phil C, Australia

A Gripping Yarn – More To The Story of The Vincent Clutch.

Following on from last month's story on the Vincent clutch OVR received the following letter from reader, John Conely from the USA.

Martyn: Very much enjoyed reading the article in OVR # 76 regarding the Vincent Clutch submitted by Colin Bryant. Reading the article, I discovered that his Grandfather was Dave Bryant and that he once owned EUR 744, a 1939 Vincent A Twin. I had to rub my eyes to make sure I was reading correctly as I currently administer EUR 744 in its present form having purchased a derelict, though mostly complete, rolling Series A Twin at a Bonham's auction back in 2005.

EUR 744 has now been carefully and faithfully restored to almost original condition through the efforts of Chris McIntosh, a noted Vincent specialist in US, along with much appreciated and valuable support and spares from Conways and Maughan and Sons in UK, along with additional spares and encouragement from Neal Videan and Rodney Brown in OZ.

You and your readers may be interested to learn that the original Vincent Build Sheet, dated June 1939, lists a D. Bryant as the ordering customer and confirms several unique features including "fit foot change on Left-side", "the largest Dunlop Saddle Possible", "right side footrest hanger 1" longer", "very strong springs in rear". The final note was bike not to be packed as it was to be delivered directly to a sidecar company to have a large sidecar fitted.

During the restoration process, additional unusual aspects of this bike were encountered underscoring the special requirements of the original owner. While there was no indication of a unique or custom clutch arrangement, as found EUR 744 was fitted with a well-worn Burman heavyweight seven inch basket and chain wheel, still attached to the original unmodified gearbox.

There was a peculiar and notable difference as the primary side had been carefully modified with a larger primary chain case with a much larger clutch blister. This all finished off nicely with the customary HRD medallion carefully screwed in place to affect an almost original appearance. Local experts suggested that the primary cases appeared to be modelled after or borrowed from a heavy Ariel of the period. This larger chain case might possibly have been a result of extensive clutch modifications in its earlier years.

It is gratifying to be able to learn more about these historic bikes and it would be a wonderful addition to its history if it turns out that EUR 744 played a role in the further development of Vincent Twins clutch design.

Plans are already in discussion to determine if a Series B clutch can be easily fitted to the Burman mainshaft. Perhaps others already know the answer to this puzzle? In any event, we will let you know what we learn. Thank you for your efforts with the OVR as it is an excellent and enjoyable read.

Very Best Regards, John Conely, USA. EUR 744's Current Caretaker.

A little more searching has uncovered a copy of the patent granted by the United States Patent Office, patent number 2,629,473 in 1946 for a Friction Clutch. This is well after 'Dave' Bryant demonstrated his Friction Clutch at the Stevenage works and some time after Ernie Welch, the draftsman employed at the works produced the design based on the 'Dave' Bryant's clutch. Interestingly the patent documents make no mention of these two but instead identifies Philip C. Vincent as the inventor. So far OVR has not been able to locate the British patent details for the clutch.

Just as OVR was about to 'go to print' as they say, John sent OVR additional information, here it is:

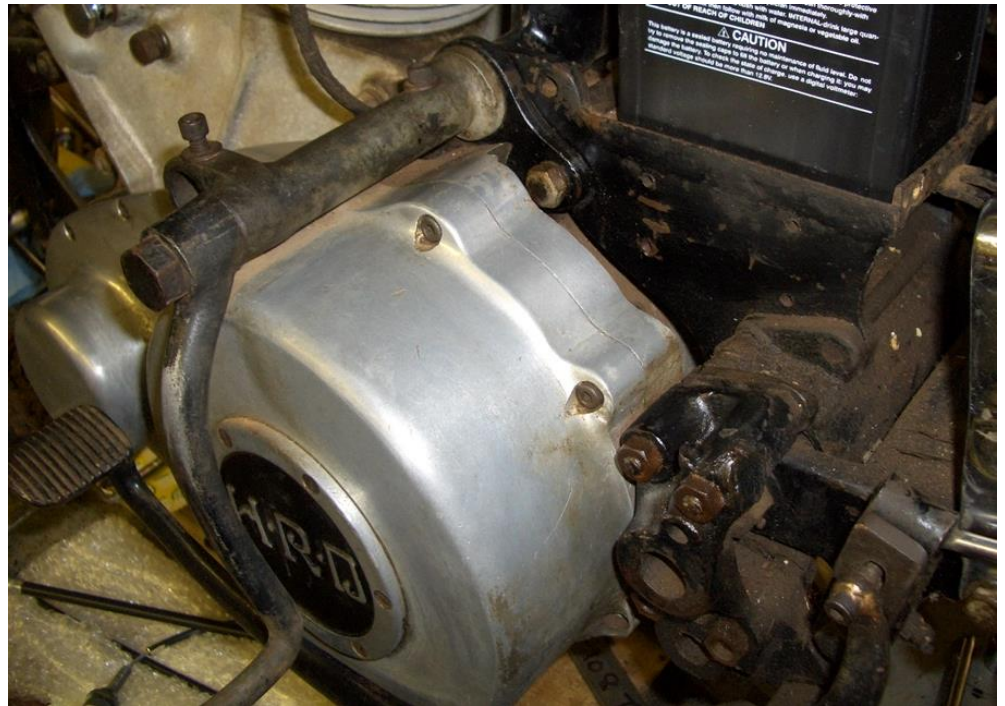


Martyn: Here are some pictures of EUR 744 around the time that I acquired it back in 2005, and a more recent picture showing its present restored condition.

The primary cover that came on the bike, as pictured, was about 3/4-inch larger around and about an inch deeper than the stock Series A primary. Not sure if or how this is significant, but it is how we found EUR 744.

You may also notice the left hand foot pedal distance piece has a casting loop to accommodate a jack shaft for the left side gear change.

We always wondered what this odd bit of kit was intended for, and your article gave us the definitive clue.



This is a fascinating story and you and OVR are to be commended for your excellent reporting and contribution to all things Vincent HRD. Very much appreciated.

Best regards, John C.

Ed: Thanks John for this great information and confirmation of the earlier material. Just shows that OVR can only be as good as material submitted by its readers. Thanks again.

UNITED STATES PATENT OFFICE

2,629,473

FRICITION CLUTCH

Philip Conrad Vincent, Stevenage, England, assignor to Vincent "H. R. D." Company Limited, Stevenage, England, a British company

Application August 6, 1947, Serial No. 766,524
In Great Britain January 30, 1946

Section 1, Public Law 690, August 8, 1946
Patent expires January 30, 1966

1 Claim. (Cl. 192-74)

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This invention relates to clutch mechanisms, such as clutches, brakes and like friction couplings, and has for an object to provide a construction capable of transmitting considerable torque and needing only slight effort to disengage the clutch mechanisms.

According to this invention, a clutch mechanism comprises two friction transmissions, the torque reaction of one being arranged to apply frictional engaging pressure to the other.

One of the aforesaid friction transmissions may comprise friction faces axially engageable, while the other comprises friction faces radially engageable.

Yielding means may be provided tending to maintain one transmission in a disengaged position, while manipulating means are provided for engaging and disengaging the other transmission. For example, the manipulating means may be arranged to control the aforesaid axially engageable friction faces.

In a clutch having driving and driven members one of them has fixed thereon to rotate therewith a part of each frictional transmission while the other of them has fixed thereon to rotate therewith a mating part of only one of said transmissions which part is relatively rotatable to a mating part of the other transmission and the engagement of the latter making part with one of the first said parts is arranged to effect said relative movement and means responsive to said relative rotation is arranged automatically to effect engagement of the other mating part with the other of the first said parts.

In one form of construction said relative rotation in either direction is arranged to establish a drive.

In an alternative arrangement said relative rotation in one direction is arranged to establish a drive and relative rotation in the opposite direction interrupts the drive whereby a free-wheel clutch is provided.

In one specific form of construction, one of the driving or driven members has fixed thereto a drum having an internal friction surface and a plate having a friction surface transverse to the drum axis and the other member has fixed thereto a carrier having pivotally mounted thereon one or more shoes for engagement with the friction face of the drum and a second friction plate is mounted for axial engagement with the first said plate and is rotatable relatively to said carrier and is so interconnected therewith that relative rotation causes pivotal movement of each said shoe while the aforesaid manipulating means are

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arranged to effect axial movement of said second friction plate. The engaging faces of said friction plates may be flat, conical or any other convenient shape.

In such an arrangement each said shoe may be pivoted intermediate of its ends on the carrier and is so interconnected with the second friction plate that rotation thereof relatively to the carrier in one direction tilts each shoe and brings one end thereof into engagement with the drum and rotation of the second friction plate in the other direction brings the other end of each shoe into engagement with the drum whereby a two-way drive is provided.

Alternatively each said shoe may be pivoted at or near one end to said carrier and is so interconnected with the second friction plate that rotation thereof relatively to the carrier in one direction tilts each shoe into engagement with the drum and rotation of the friction plate in the other direction brings each shoe out of engagement with the drum whereby a free-wheel clutch is provided.

In yet a further alternative arrangement in which a number of shoes are mounted on said carrier they are so interconnected with the second friction plate that rotation thereof relatively to the carrier in one direction moves certain of them into engagement with the drum and others out of engagement while rotation of the second friction plate in the opposite direction brings the first-said shoes out of engagement and the others into engagement.

In any of the arrangements referred to above the interconnection between the second friction plate and each of said shoes may comprise a toggle-link or other mechanism whereby comparatively small torque transmitted by the friction plate exerts a large radial force on the shoes.

In the case where the shoes are pivoted intermediate of their ends through the carrier, the aforesaid toggle link may be connected either to the trailing or to the leading end of each shoe.

Preferably means are provided which tend to move said shoes into a disengaged position.

Preferably the shoes are so pivoted on the carrier that frictional engagement thereof with the drum tends further to increase the engaging pressure.

The following is a description of a clutch according to this invention suitable for use with a motor cycle as shown in the accompanying drawings in which:

Figure 1 is a section along the axis of the clutch,

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Figure 2 is a section on the line 2—2 of Figure 1. Figure 3 is a similar view to Figure 2 showing an alternative arrangement of shoes and toggle links, and

Figure 4 is yet a further alternative arrangement of shoes and toggle links.

A driving sprocket wheel 10 has secured to it by screws 11 a drum 12. A driven shaft 13 has keyed to it within the drum a carrier-plate 14 on which are pivotally mounted two arcuate shoes 15, each having a friction lining pad 16 secured at each end thereof. The pivotal mounting 17 for each shoe is arranged intermediate of the ends of the shoe so that either end may be brought into engagement with the drum according to the direction of drive. The carrier plate 14 is provided with a hub portion 18 on which the sprocket wheel 10 is rotatably mounted. An annular friction plate 19 is provided with teeth 20 on its periphery, which teeth slide axially in slots 21 formed in the rim of the drum 12. The friction plate 19 is sandwiched between two other plates 22, 23 which are resiliently pressed against it by spring means. For this purpose, the outermost plate 22 is provided with a number of cup-shaped sockets 24 through openings, in the bottoms of which extend pins 25, which pins are secured by screws 26 to a ring 27. The pins pass through holes in the innermost plate 23 and through a channelled spacing member 28 arranged between that plate and the carrier plate 14. Each of the pins 25 is encircled by a compression spring 29 which at one end abuts against the bottom of the cup and at the other end against the aforesaid ring 27. The pins 25 are held against withdrawal from the member 28 by a securing wire 30, which is threaded through holes at the end of the pins. Additional pins 31 (see Figure 2) are likewise held in the member 28 and are attached to the ring 27, each of these additional pins is provided with spacing sleeves 33. A link 34 pivoted at 35 at one end of each shoe connects the shoe to one of the pins 25. Each of the shoes is provided with a socket 36 in which is mounted a plunger 37 having a shoulder 32 which may abut a shoulder 48 in the socket, thereby limiting the movement of the plunger in a direction out of the socket. The plunger projects from the socket and is arranged to abut against one of the pins 25. The inner end of each plunger is engaged by one end of a nested spring combination 38, the other end of which abuts against a screw plug 39 which closes the inner end of the socket.

The hub-portion 18 of the carrier-plate 14 is retained on the keyed portion of the shaft 13 by a lock nut 40. The lock nut is cylindrical and is encircled by a bushing 41 on which the member 28 is rotatable. The driven shaft 13 is hollow and extending through it is a push rod 42, the end of which is cupped at 43 to hold a ball 44, the ball is arranged to engage the recessed end of an adjustable set screw 45 carried by a threaded member 46 fixed to the outer plate 22, thus, when the push rod 42 is moved to the left, the frictional engagement between the plate 19 and the two plates 22 and 23 is relieved. The provision of the set-screw 45 ensures that when the push rod and its operating mechanism are at one limit of their movement, the full force of the springs 29 are exerted on the clutch plate 22. The operation of the clutch is as follows:

Assuming that the driving sprocket 10 and drum 12 are rotating in the direction of the ar-

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row in Figure 2 and that there is no resistance to motion of the shaft 13, the effect of the two spring plungers will be to maintain the member 28 and the arcuate shoes in a definite centralized position, such that friction pads 16 at both ends of each shoe are clear of the drum and no drive can be transmitted. Due to the shoulders 32 on the plungers 37 and the cooperating shoulders 48 of the sockets, this position is mechanically controlled and does not depend upon equality of compression of the springs 38 in the two sockets. This condition will exist if the shaft 13 is rotating freely with the plates 19, 22, 23 engaged, which may take place when the shaft 13 has no load, and also when the plates 19, 22, 23 are disengaged.

Assuming that the plates 19, 22 and 23 are caused to engage by allowing the push rod 42 to move to the right, while some resistance to movement of the shaft 13 is present, as when starting the vehicle from rest, the plate 23 will cause the member 28 to rotate in the direction of the arrow, which will cause the inner ends of the links 34 also to move in that direction, thereby exerting a toggle action on the pins 35 and moving the ends of the shoes outwards until the friction pads come into contact with the drum. The drive is then transmitted through the shoes to the carrier plate 14 and thence to the shaft 13. With this arrangement, the frictional force developed is dependent upon the degree of toggle action provided by the linkage, which can be varied between wide limits and also upon the torque which can be derived from the friction plates 19, 22 and 23. Thus, the drive is not positive in the sense that slip can occur if the driven shaft 13 becomes locked, yet it is possible to utilize very light spring pressures on the plates 19, 22 and 23 and thus provide very light control, while still obtaining adequate driving power by reason of the toggle linkage.

When the motion described above takes place, the plunger 37 in the upper shoe shown in Figure 2 will be forced upwards by its abutting pin in the member 28, and the movement of the shoe itself will still further compress the spring. The plunger on the lower shoe will simply move away from its abutting pin, due to the provision of a shoulder. When the plates 19, 22 and 23 are disengaged, the spring 38 forces the upper plunger outwards again, and simultaneously returns the shoes and the member 28 into the centralized position.

If on the other hand, the drive is reversed, i. e. power is applied to shaft 13 while resistance is applied to the drum 12 as when starting the engine, the whole action is reversed, and the links 34 now pull the ends of the shoes inwards, causing their other ends to contact the drum and so to take up the drive. It will be seen that the shoes are approximately equally disposed about their pivots 17, and thus there is little centrifugal action tending to pull the shoes into the engaged position at high speed.

As described and depicted, the friction pads 16 are so arranged in relation to the pivot axes 17 that there is a tendency for the circumferential frictional force to pull the shoes into harder engagement whether the drum is either the driving or the driven member. If desired, the linkage can be arranged so that the links 34 are attached to the trailing instead of the leading ends of the shoes, for the normal direction of drive, the construction being similar to that shown in Figure 2 assuming the direction of the arrow is reversed.

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For certain applications where much greater torque capacity is required in one direction than the other, two shoes 50, 51 (Figure 3) only could be provided extending on one side only of their pivot axes 52, 53 and the two links 54, 55 being arranged, when the direction of drive corresponds to the arrow, to move the shoes outwardly.

In order that the arrangement of shoes shown in Figure 3 may transmit a drive in either direction, it would be necessary for one of the toggle links 55 to have the opposite slope to a radius. Thus, in one direction of drive, one shoe would be operated while the other was in operative, while in the opposite direction of drive, the operation of the two shoes would be reversed.

In the arrangement shown in Figure 4, the shoes are arranged so that a drive may be transmitted in both directions. In this instance two shoes are independently pivoted to each of two pivot pins so as to extend on opposite sides thereof. Thus, the shoes 56, 57 are pivoted on opposite sides of the pin 58 and the shoes 59, 60 are pivoted on opposite sides of the pivot pin 61.

The toggle links 62, 63 associated with the shoes 56 and 60 are arranged to move those shoes either both inwardly or outwardly according to the direction of drive, while the toggle links 63, 64 are arranged to move the shoes 57 and 59 either both inwardly or outwardly but in an opposite direction to the first said shoes.

In any of these arrangements, shoes as described with reference to Figures 2, 3 and 4 may be duplicated by providing two sets of shoes side by side along the axis of rotation and so coupling them to the member 28 by toggle links that corresponding toggle links of the two sets are oppositely inclined with respect to radii, so that when one shoe is engaged the other one by its side is disengaged.

Centralizing means may be provided for the shoes in any of these arrangements, similar to that described with reference to Figures 1 and 2. For example, in the arrangement shown in Figure 4 a lug or lugs 65 may be provided on the member 28, against which abut shouldered plungers 66 housed in sockets in bosses 67 formed on the shoe carrier. In the centralized position the plungers are held against their shoulders by the springs which engage them. These plungers only return the member 28 to the central position, the shoes being returned by the action of the links 62.

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As indicated earlier in the specification, the invention is applicable to brakes as well as clutches, in which case the drum 12 may be attached to the vehicle wheel while the carrier plate 14 is fixed against rotation to a part of the vehicle.

If desired, suitable means may be provided to keep the plates 22, 23 apart and other means to force them together, to apply the brakes.

I claim:

A clutch mechanism comprising co-axial driving and driven members, a drum secured to one of said members, a friction clutch having one half secured to said one of the members, two pairs of clutch shoes mounted on the other of said members, the shoes of each pair being pivoted about axes at opposite ends of a diameter and engageable with the drum, a rotatable element mounted on one of said members within the clutch shoes and connected to the other half of the friction clutch, a toggle link pivotally connecting each clutch shoe with said rotatable element, and spring means between the rotatable element and the clutch shoe, the toggle links of one pair of clutch shoes being oppositely inclined to the toggle links of the other pair of clutch shoes whereby rotation between the rotatable element and clutch shoes in one direction disengages one pair of clutch shoes and engages the others, while rotation in the opposite direction engages said one pair and withdraws the others.

PHILIP CONRAD VINCENT.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
985,286	Sailer	Feb. 28, 1911
1,783,741	Mears	Dec. 2, 1930
1,922,054	Magee	Aug. 15, 1933
1,925,897	Fawick	Sept. 5, 1933
2,065,382	Levy	Dec. 22, 1936

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Number	Country	Date
282,029	Great Britain	Nov. 14, 1927
439,894	Great Britain	1935
619,046	Great Britain	Mar. 3, 1949
38,006	France	Dec. 17, 1930

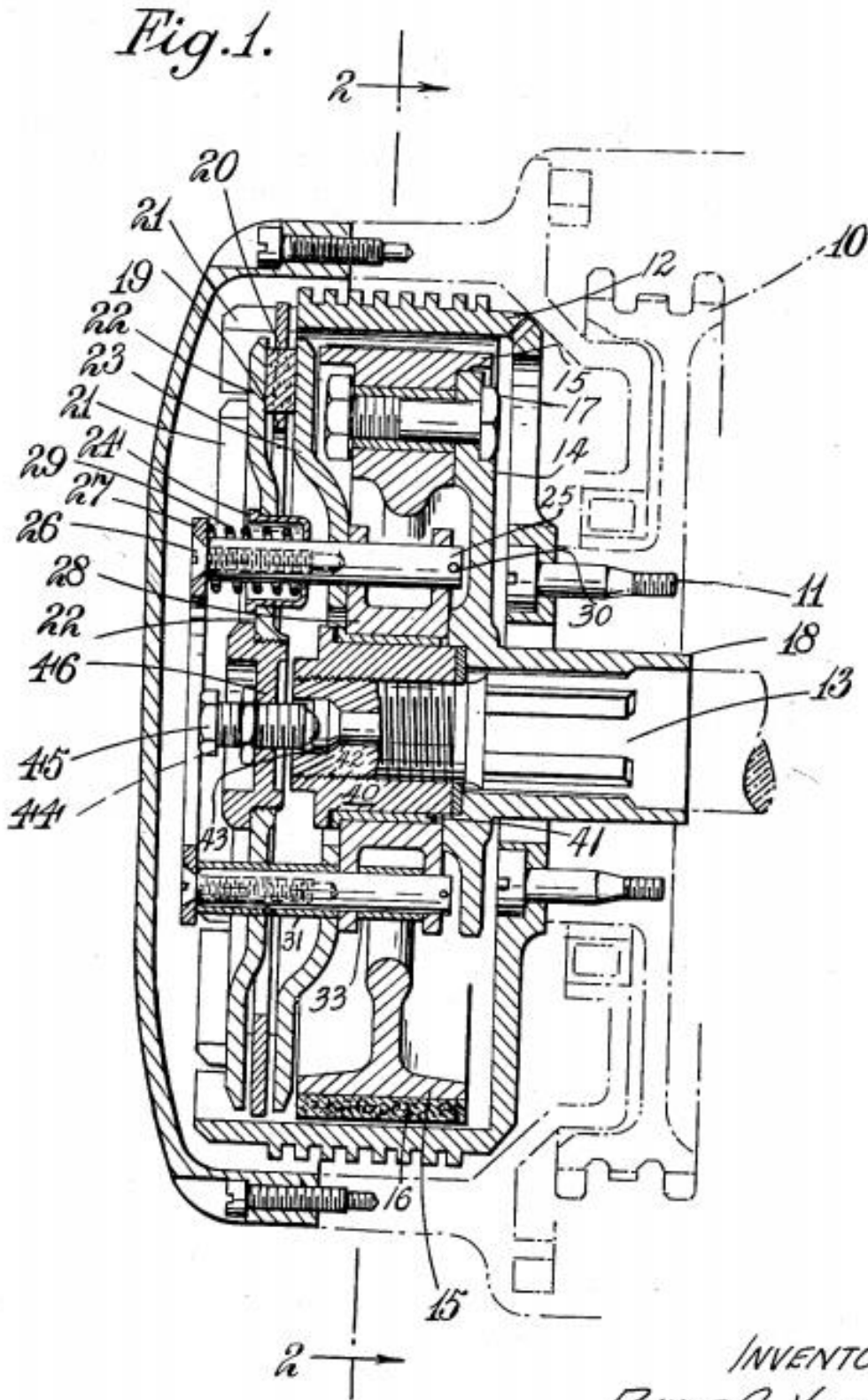
Feb. 24, 1953

P. C. VINCENT
FRICTION CLUTCH

2,629,473

Filed Aug. 6, 1947

3 Sheets-Sheet 1



INVENTOR
PHILIP C. VINCENT
By *Young, Emery & Thompson*
ATTYS.

Feb. 24, 1953

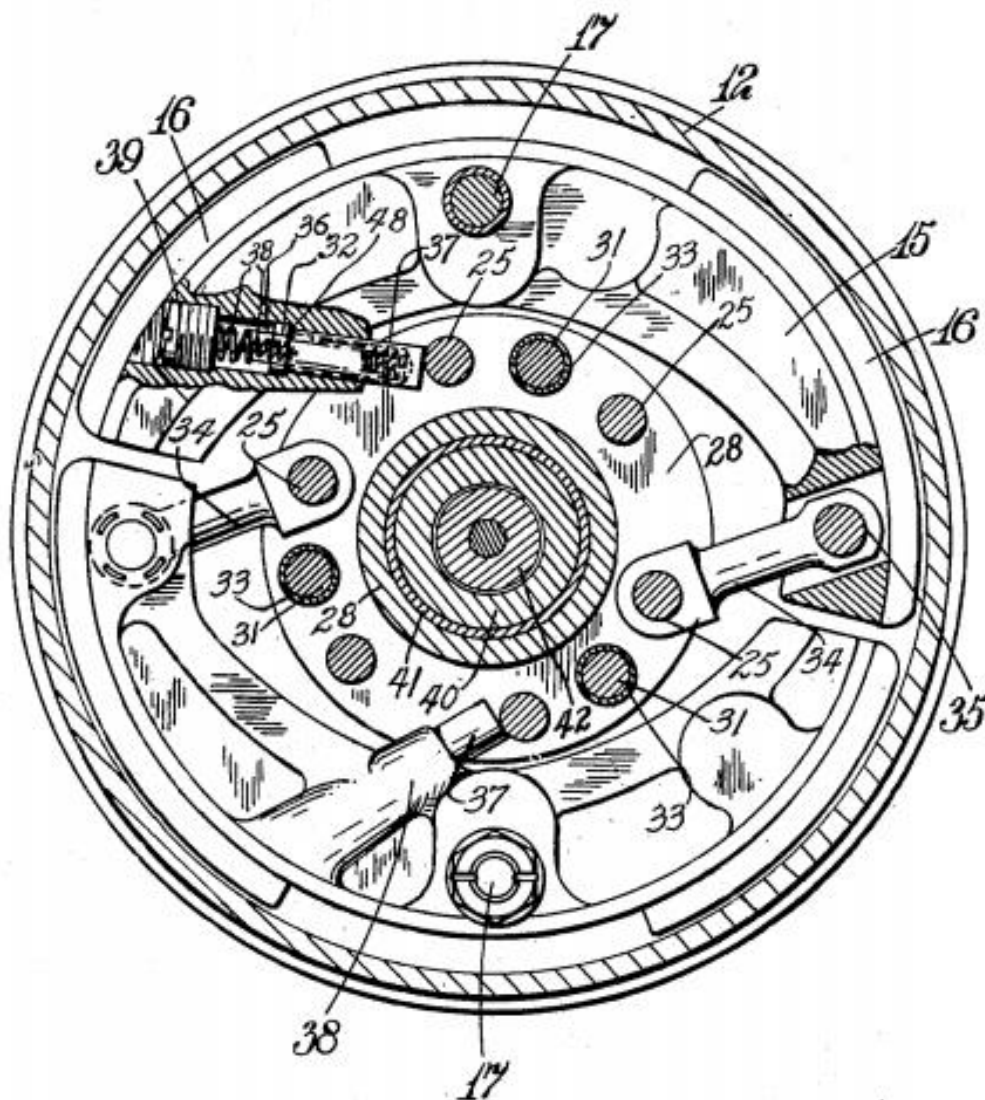
P. C. VINCENT
FRICTION CLUTCH

2,629,473

Filed Aug. 6, 1947

3 Sheets-Sheet 2

Fig. 2.



INVENTOR
PHILIP C. VINCENT
By Young, Emery & Thompson
ATTYs.

Feb. 24, 1953

P. C. VINCENT
FRICTION CLUTCH

2,629,473

Filed Aug. 6, 1947

3 Sheets-Sheet 3

Fig. 3.

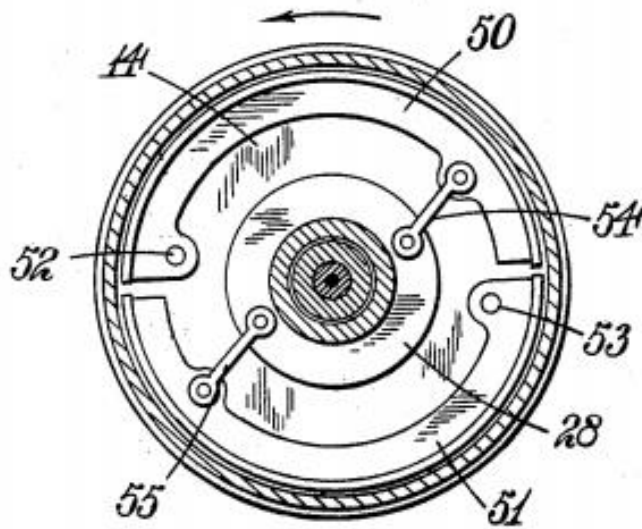
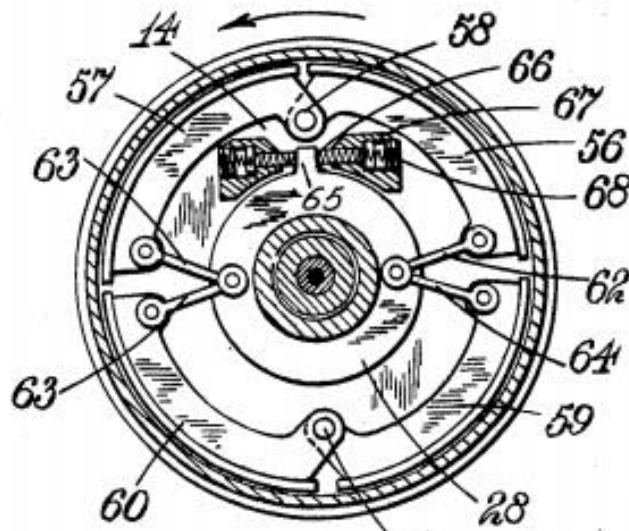


Fig. 4.



INVENTOR
PHILIP C. VINCENT
By *Chung, Emery & Thompson, Inc.*

Oz Vincent Review

Bushfire Relief Ride

3 days, approx. 900 km - October 9 to 11, 2020 **Covid permitting!**

A 3-day tour, all on superb motorcycle friendly public roads, taking in the fire ravaged Australian Alps, including a visit to the Bruthen CFA station and also the Waterholes Wildlife Sanctuary to formally present the Oz Vincent Review readers Fire Relief donations.

This ride is open to all interested OVR readers preferably riding a Vincent or other pre 1985 classic British bike.



As a fully self-managed ride there is no fee to take part and no backup vehicle. Participants are required to have RACV, NRMA etc roadside assist cover, preferably Total Care and are responsible to ensure their bikes are fully roadworthy and reliable, also all taking part are responsible for arranging their own accommodation. Blanket reservations in the name of the Oz Vincent Review have been made at the two locations mentioned below and will be held for us up till August 31, so you need to contact the motels to make your bookings BEFORE August 31. **Act now as accommodation space is limited.**

Friday October 9: Lilydale to Tawonga. 335 Km Meet outside the Olinda Creek Hotel 161 Main St Lilydale at 9 am for 9:30 am departure; we will tour via Healesville, Taggerty, Yark, Mansfield, Whitfield, King Valley, Whorouly East, Beechworth, Stanley, Dederang, and Coral Bank. **Overnight at the Snow Gum Motel in Tawonga ph. 5754 4508.** Arrive Tawonga around 4:30 pm

Saturday October 10: Tawonga to Bairnsdale. 248km Depart Tawonga 9-00 am, travel Via Mount Beauty, Falls Creek, Anglers Rest, Omeo (Lunch), Ensay, and on to Bruthen for Lunch with a stop at the Bruthen CFA for the donation presentation. Those keen then travel to Bairnsdale via Waterholes for a donation presentation at the Koala sanctuary, though it is on unsealed roads- others may proceed direct to Bairnsdale. Arrive Omeo Omeo 11-30 am depart 12:30, arrive Bruthen approx. 1:45 pm – Bairnsdale is another 35 minutes away. **Overnight at the Town Central Motel, Bairnsdale Ph 5152 3984**

Sunday October 11: Bairnsdale to Lilydale. 280 Km Travel thru Meerlieu, Maffra, Cowwarr, Glengarry, Yallourn North, Tanjil South, Willow Grove, Noojee, Yarra Junction and then Lilydale. *Depart Bairnsdale 9:30am , arrive Lilydale approx. 4 pm*

More Information: Please email ozvincentreview@gmail.com to reserve your place on this ride. Registrations close on August 31, 2020. or call Martyn on 0419 499 901. **Do not forget to book your accommodation.**

Vincent in a box!

OVR Contribution from Bill Getty, USA

So, minding my own business and very content with only 73 motorcycles (of which 50 run) I was surprised to get a call from a friend that went like this. "Hey Bill, I got a call from a lady trying to clear out her father-in law's garage and has some motorcycle parts. They are close to you so I thought you should give her a call".

Now who can resist that sort of offer? I called the number and spoke to a nice lady who said she was helping clear out her husband's parent's home after the man had passed away at a very old age. She offered that there were a few boxes of motorcycle parts although she wasn't sure what they were. I asked for some pictures which she sent along. Now honest she thought it might be a Harley because one of the covers said HD but there was an "R" between the H and D.



Well the pictures revealed an obvious V twin but it was no old Harley. There was a set of Vincent crankcases and also an obvious rear section with wheel and a Girder fork with a front wheel.

I asked what she wanted for it and she said she was looking at offers but wanted to be done and on her way back to Arizona that day. I made a generous offer sight unseen and waited. That was a long day but she called me back and accepted my offer so long as I was there in 1 hour to collect my prize.

So, what did I get? Well after sorting through the boxes it would appear that these boxes of bits belonged to one Joe McGee who according to his lovely wife, had been into everything at some time or another. The Vincent had been raced and dismantled in the early 60's and abandoned in the corner until now.

Getting the bike home, I contacted my long-time friend Mitch Talcove who steered me to the VOC in the UK. A bunch of very helpful folks so I joined the club and submitted photos of numbers both on the case halves and the oil tanks and rear sections. Some numbers were not where they usually are but with the numbers I have it was determined that the left engine case was dispatched in January of 1948 to V.L.Martin's dealership whereas the headstock was from a different machine dispatched to the same California dealer 5th June 1948.



1000 rider! Amazing, they are still out there!

The 2 bikes were both series B Rapides with Brampton forks. I did get the Brampton's along with the rest so it appears that the mismatched case halves were run as a set and the later Girder fork was fitted later. Most of the parts that could be were drilled full of holes and there appeared to be mud from a lake bed speed run still on many of the running gear bits.

So that is where it all sits now. The Vincent guys are most helpful and it looks like in a year or two I will have a mongrel Vincent

Ed: Thanks Bill for sharing this with us.

Ahead of His Time – Again.

Another OVR Original, with thanks to Lou C, Australia

It was 1943 with WW2 raging and the Vincent H.R.D. works producing munitions, not motorcycles, to aid the war effort. With the War Office more than happy with the quality and innovation in products produced by the works, Philip Vincent secured a contract to produce an engine to power lifeboats.

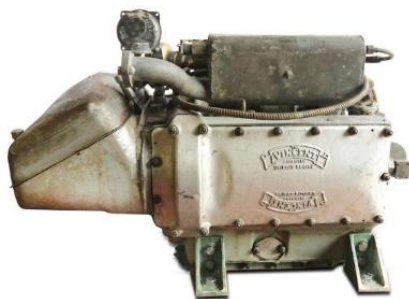
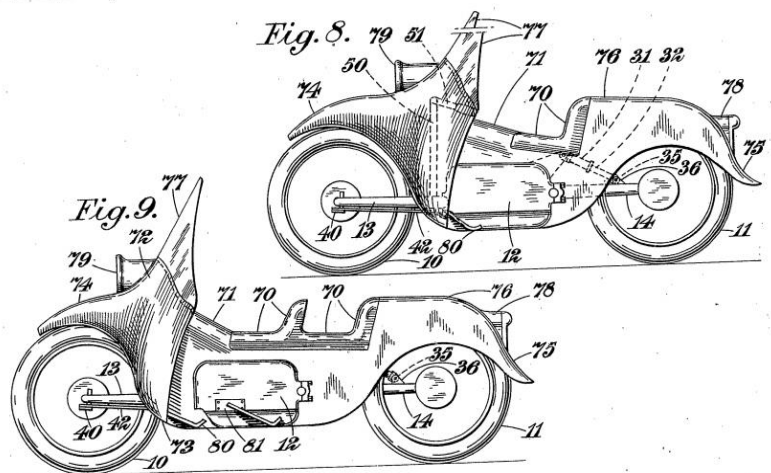
Phil Irving, who worked with Philip Vincent (PCV) between 1933 and 36, was approached by PCV and in July 1943, he re-joined the Vincent team at Stevenage with the immediate task of assisting in the development of the marine engine, based on a Philip Vincent pre-war patent design. UK patent number 555,974.

Information on the Vincent marine engine can be found in the pages of MPH editions 454 thru to 460 as well as elsewhere.

Around the same time PCV ever active mind came up with the revolutionary design for a motorcycle that never saw the light of day. Again, the ever cautious PCV protected his design with a patent, UK patent number 555,975 – and its sequential to the marine engine patent number! Could there be a connection given that in “The Vincent H.R.D. Story” by Roy Harper, PCV is quoted as saying “While the works were kept busy producing various items for the Ministry of Defence, Phil Irving and I considered using the marine engine in a production motor-cycle after the war ended.”

This is what the conceptual bike looked like as depicted in the 1942 patent documents, as solo or two up versions – and remember the motor scooter concept did not appear commercially to well after 1947!

Front suspension is a single sided arm with centre hub steering, Rear suspension is again a single sided swing arm with shaft drive within the swing arm. Now to my eye the profile of the motor in these patent diagrams is very much like that of the eventual Vincent marine engine, which of course drove a (propeller) shaft.



Is it possible that it was the original intent for these two PCV designs to be actually combined into one? We will never know.

Here is a shot of the Vincent marine engine, pretty much the same profile, same shaft drive. What do you think?

For those insomniacs reproduced below is the entire patent document relating to the motor cycle design. OVR has been unable to locate a copy of the marine engine patent.

I wonder if any adventurous or should that be machoistic reader will take up the baton and attempt to turn concept into reality??



PATENT SPECIFICATION



Application Date: Jan. 6, 1942. No. 217/42.

555,975

Complete Specification Left: Feb. 5, 1943.

Complete Specification Accepted: Sept. 15, 1943.

PROVISIONAL SPECIFICATION

Improvements in or relating to Motorcycles

We, VINCENT "H.R.D." COMPANY LIMITED, a British Company, and PHILIP CONRAD VINCENT, a British Subject, both of 3, High Street, Stevenage, Hertfordshire, do hereby declare the nature of this invention to be as follows:—

This invention relates to improvements in motorcycles. Usually, a motorcycle is provided with a triangulated framework in which is mounted the engine, together with its fuel and oil tanks, and has a steering head at the forward upper end from which forks extend downwardly to the front wheel hub. The forks of the rear wheel hub usually extend rearwardly from a lower part of the frame.

According to this invention a motorcycle is characterised in that the front and/or rear wheels is or are each supported by an arm of the like extending in a fore and aft direction and attached directly to the engine unit or to a member or members supporting the parts of the engine unit, the engine unit or such member or members being sufficiently strongly constructed to withstand the road shocks which are thus transmitted to them.

Either or each said arm may be pivotally secured to the engine unit or to said member or members, spring means being provided for resisting the pivotal movement. For example, said spring means may comprise a torsion rod secured at one end to said arm and extending trans-

versely thereto, and secured at the other end within a pivotal bearing in the engine unit. Alternatively, each said arm may constitute a spring in itself.

The arm for the front wheel may carry at its forward end a steering head such as a pivotally mounted stub-axle with which is associated an upwardly-extending operating transmission, which may be of a similar character to that usually employed for motor cars.

A hollow sheet metal body may be secured to the engine unit and may be arranged to support the driver's seat and auxiliary parts such as tanks, accumulator, headlight, windscreen and steering wheel, etc. Any of such parts may, however, if desired be supported by suitable brackets attached directly to the engine unit, in which case said sheet metal body part forms a housing for certain of these parts. It will be appreciated that by these means a separate triangulated framework can be entirely dispensed with. The invention is particularly applicable to a motorcycle having an engine such as is described in the specification of Application No. 216/42 (Serial No. 555,974).

Dated this 6th day of January, 1942.

BOULT, WADE & TENNANT,
111 & 112, Hatton Garden,
London, E.C.1,
Chartered Patent Agents.

COMPLETE SPECIFICATION

Improvements in or relating to Motorcycles

We, VINCENT "H.R.D." COMPANY LIMITED, a British Company, and PHILIP CONRAD VINCENT, a British Subject, both of 3, High Street, Stevenage, Hertfordshire, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to improvements in motorcycles. Usually, a motorcycle is

provided with a triangulated framework in which is mounted the engine, together with its fuel and oil tanks, and has a steering head at the forward upper end from which forks extend downwardly to the front wheel hub. The forks of the rear wheel hub usually extend rearwardly from a lower part of the frame.

According to this invention, a motorcycle is characterised in that the front and/or rear wheels is or are each sup-

ported by an arm or the like extending in a fore and aft direction along one side of the wheel only and attached directly to the engine unit which unit is sufficiently strongly constructed to withstand the road shocks which are thus transmitted to them, and spring means associated with said arms.

Either or each said arm may be pivotally secured to the engine unit or to said member or members, spring means being provided for resisting the pivotal movement. For example, said spring means may comprise a torsion rod secured at one end to said arm and extending through a bearing, and secured at the other end to the engine unit. Alternatively, either or each said arm may be rigidly attached to said engine unit or the like and the spring means may be arranged at or near the extremity between it and a wheel mounting.

In yet a further alternative arrangement either or each said arm may comprise a cantilever spring anchored rigidly at one end to the engine.

The arm for the front wheel may carry at its forward end a steering head such as a pivotally-mounted stub-axle with which is associated an upwardly-extending operating transmission, which may be of a similar character to that usually employed for motor cars.

A steering head may be provided comprising a wheel spindle arranged to rotate with the wheel, a bearing member carrying said spindle, an upright steering pivot rotatably mounted in said bearing to one side of said spindle and extending above and below it, and the aforesaid arm may be provided with a forked member which carries the said spindle to and means are provided for rotating the hub member relatively to said forked arm.

In the case where spring means are provided between the wheel mounting and said arm the aforesaid limbs of the fork are spaced away from the hub member and spring means are arranged on either side of the hub member between it and said limbs, the steering pivot and limbs of the fork member being so arranged as to permit movement of the hub member between said limbs along the axis of the steering pivot. Preferably, the steering pivot is fixed to the limbs of the fork member and the hub member is axially slidable upon it.

A hollow sheet metal body may be secured to the engine unit and may be arranged to support the driver's seat and auxiliary parts such as tanks, accumulator headlight, windscreen and steering wheel, etc. Any of such parts may, however, if desired, be supported by suit-

able brackets attached directly to the engine unit, in which case said sheet metal body part forms a housing for certain of these parts. It will be appreciated that by these means a separate triangulated framework can be entirely dispensed with. The invention is particularly applicable to a motorcycle having an engine such as is described in the specification of Application No. 216/42.

The following is a description of two embodiments of the invention, reference being made to the accompanying drawings, in which:

Figure 1 is a plan view of the motorcycle without the body;

Figure 2 is a side elevation of Figure 1;

Figure 3 is a horizontal section through the rear wheel and its drive;

Figure 4 is a horizontal section through the front wheel showing the steering mechanism;

Figure 5 is a horizontal section through the pivotal connection between the front wheel supporting arm and the engine;

Figure 6 is a similar view to Figure 4 of an alternative form of mounting for the wheel axle and steering pivot for an arm which is to be rigidly anchored to the engine unit;

Figure 7 is an elevation of the wheel mounting of Figure 6;

Figure 8 is a side elevation of a single-seat motorcycle with the body in position; and

Figure 9 is a similar view to Figure 8 but for a two-seater motorcycle.

As will be seen from Figure 2, the front and rear wheels 10 and 11 are supported directly from the engine 12 by means of supporting arms 13 and 14. The front wheel supporting arm is anchored to the main body of the engine by means of a torsion rod 15 as shown in Figure 5. The ends of the torsion rod are splined at 16 and 17 and the former splined end engages splines in one part of a bifurcated end of the supporting arm 13. The other splined end 17 engages splines in a boss 18 secured by studs 19 to a part of the main engine body 20. The boss and securing studs require to be sufficiently robust to withstand the road shocks submitted to them. The engine body is provided with two bearing holders 21 and 22 which are spaced apart and carrying a bearing sleeve 23 which extends between them and also extends beyond the bearing holder 22. The bifurcated part of the front wheel arm 13 rotatably engages the bearing sleeve along the projecting part thereof and along the part between the two bearing

holders 21 and 22, and may be provided with liners 24 and 25. The bearing sleeve is held against rotation in the two bearing holders by securing studs 26.

5 The anchorage for the rear wheel supporting arm 14 differs in that the end thereof is not bifurcated but is provided with a comparatively long bearing holder 27 which is rotatably mounted on a supporting rod 28 which is clamped in brackets 29 fixed to the engine body. Resistance to pivotal movement is provided by a spring 30 in place of a torsion rod. This spring is housed in a two-part telescopic casing 31, 32, the former of which parts is pivotally attached at 33 to a rearwardly-extending arm 34 fixed to the engine body, while the other part of the casing is pivotally attached at 35 to a bifurcated lug 36 formed on the rear supporting arm 13.

It will be appreciated that the anchorage for the rear supporting arm could be the same as that illustrated in Figure 5 for the front supporting arm or the anchorage for the front supporting arm could be the same as that described for the rear arm. Alternatively, either or both arms could be formed as a cantilever spring rigidly anchored to the engine.

As will be seen from Figure 4, the front wheel is supported by a stub-axle 37 having an upwardly-extending steering pivot 38 which is located in suitable bearings 39 (Figure 2) at the forward end of the supporting arm 13. Formed integrally with the stub axle and steering pivot is a lever arm 40 which is pivotally connected at 41 to a link 42. The other end of the link is pivotally attached at 43 with one arm 44 of a bell-crank lever which is pivotally mounted on a boss 45 on the underside of the bifurcated part of the supporting arm 13. The other arm 46 is coupled by a universal joint 47 with a transverse link 48 (see Figure 1) which in its turn is connected by a universal joint to a lever arm 49. This latter lever arm is secured to the lower end of an upright steering column 50 which is carried by suitable bearings (not shown) secured to the engine body. The upper end of the steering column is provided with conventional handle-bars 51.

Referring now to Figure 3, the supporting arm 14 for the rear wheel is hollow, and the driving shaft 52 extends through it into a gear casing 53 secured to the end of the arm. The gear casing is cylindrical and is enclosed at one end by a plate 55 which is integral with it, and at the other end by a plate 56 which is detachable. These two plates are pro-

vided with ball or roller bearings 57 and 58 in which is rotatably mounted the rear spindle 59. The spindle extends out beyond the bearing 58 and is splined at 60 to receive the hub 61 of the rear wheel. The hub is detachable and is secured in place by the usual securing nut 62. The hub carries a brake-drum 63 and the main part of the wheel 64 is detachably secured to this drum. The usual form of brake mechanism 65 is located within the drum and is operated by a camshaft 66 and lever-link mechanism 67. The spindle 59 has secured to it a bevel gear wheel 68 which is engaged by a bevel pinion 69 fixed to the end of the driving shaft 52.

The engine 12 is preferably of the kind described in the specification of Application 216/42 (Serial No. 555,974), and is a two-cylinder opposed-piston two-stroke, having its cylinders 8 horizontally disposed across the fore-and-aft axis of the vehicle, one on either side of a pump cylinder 9. Two crankshafts are arranged one at either end of the cylinders, and are gear-connected together and to the aforesaid driving shaft 52.

As will be seen from Figures 8 and 9, the vehicle may be arranged as a single-seater or a two-seater. The seat and backrest 70 may be padded and supported by a pressed sheet metal casing carried by a framework, not shown, which is secured directly to the main body of the engine. The sheet-metal casing may be pressed to a suitable shape for the seat and backrest, and may be provided with a scuttle 72, leg-shield 73, front mudguard 74, rear mudguard 75 and a compartment 76 for tools or luggage. The upper edges of the scuttle may support a windscreen 77, and the rear mudguard may be provided with a suitable bracket 78 for a number-plate and rear light. The head-lamp 79 may be supported by the scuttle. The centre part 71 of the casing may be comparatively narrow, and the ends of the engine may project through it. Footrests 80 may be secured to a part of the casing, or in the case of a two-seater, one pair of them may be secured at 81 directly to the engine.

As indicated earlier in the specification, either or each of the arms for the front or rear wheel may be rigidly attached to or formed integral with the engine unit, while the mounting for either wheel is spring-supported at the extremity of its arm. Figures 6 and 7 show such an arrangement as applied to the front wheel mounting. The arm 13 in this instance, instead of being pivotally attached to the engine, is provided with a suitable base piece which is

bolted to the engine by bolts which pass through it, through the engine, and through a similar base plate for the rear wheel mounting. None of these parts, however, are shown in the drawings. The forward end of the arm 13 is provided with a fork 82 between the arms of which a pivot sleeve 83 is clamped by a bolt 84 which passes through it and the arm and is provided at its extremities with clamping nuts 85. The sleeve and bolt pass through a bore in a hub member 86 which may be bushed, and the sleeve and bolt may be slightly inclined to the vertical in order to provide the usual castor action for the wheel. The hub member is also provided with a horizontally extending housing 87 to one side of said upright bore in which are located ball-bearings 88 which support the wheel spindle 89. The spindle is secured to or formed integrally at one end with a hub-plate 90 and is screw-threaded on the other end to receive a nut 91 which prevents the spindle from being withdrawn from the ball-bearings. The ball-bearings in their turn are held between shoulders 92 on the hub member and a shoulder 93 on the spindle and the aforesaid nut 91. It will be noted that the span of the fork member 82 is considerably greater than the height of the hub member and two helical springs 94 and 95 encircle the sleeve 83 between the hub member and the forked arm. The spring 94 constitutes the main supporting spring for the vehicle, while the spring 95 constitutes a snubber spring. With this arrangement, the hub member 86 can slide up and down the steering sleeve 83 and may be rotated about the sleeve by means of a similar steering lever 40 and steering link 42, described with reference to Figures 1 and 2.

Secured to the aforesaid spindle-plate 90 is a brake-drum 96, while the brake mechanism 97 is carried by the hub 86. Secured to the brake drum is a disced type of wheel 98 which is so shaped as to bring the centre of the tyre into line with the axis of the steering sleeve 83.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:—

1. A motorcycle wherein the front and/or rear wheels is or are each supported by an arm or the like extending in a fore-and-aft direction along one side of the wheel only and attached directly to the engine unit which unit is sufficiently strongly constructed to withstand the road shocks which are thus transmitted to them, and spring means asso-

ciated with said arms.

2. A motorcycle according to Claim 1, wherein either or each said arm is pivotally secured to the engine unit or to said member or members, and spring means are provided for resisting the pivotal movement.

3. A motorcycle according to Claim 2, wherein said spring means comprise a torsion rod secured at one end to said arm and extending transversely thereto through a bearing and fixed and secured at the other end to the engine unit.

4. A motorcycle according to Claim 1, wherein either or each said arm may comprise a cantilever spring anchored rigidly at one end to the engine.

5. A motorcycle according to Claim 1 wherein either or each arm is rigidly attached to said engine unit or the like and the spring means are arranged at or near the extremity between it and the wheel mounting.

6. A motorcycle according to any of the preceding claims, wherein the arm for the front wheel carries at its forward end a steering head such as a pivotally-mounted stub axle operated from an upwardly-extending steering column through lever-link mechanism.

7. A motorcycle according to any of the preceding claims wherein there is provided a steering head, comprising a wheel spindle arranged to rotate with the wheel, a bearing member carrying said spindle, an upright steering pivot rotatably mounted in said bearing to one side of said spindle and extending above and below it, a rod wherein said arm is provided with a forked member which carries the extremities of said spindle and wherein means are provided for rotating the hub member relatively to the forked member.

8. A motorcycle according to Claim 7, wherein the limbs of the forked member are spaced away from the hub member and wherein spring means are arranged on either side of the hub member between it and the said limbs, which bearing member, steering pivot and limbs of the forked member are so arranged as to permit movement of the hub member between the limbs along the axis of the steering pivot.

9. A motorcycle according to Claim 8, wherein the steering pivot is fixed to the limbs of the forked member, and the hub member is axially slidable upon it.

10. A motorcycle according to any of Claims 7 to 9 wherein there is provided a wheel in which the rim is so disposed in relation to the part connecting it to the spindle that the central plane of the rim contains the pivot axis.

11. A motorcycle according to any of the preceding claims, wherein the arm for the rear wheel is hollow and has a driving shaft extending therethrough 5 between the engine and the rear axle.

12. A motorcycle according to any of the preceding claims, wherein a hollow sheet metal body is secured to the engine unit and is arranged to support the 10 driver's seat.

13. A motorcycle according to Claim 12, wherein said hollow sheet metal body is

provided with a scuttle and wind-screen, together with leg-guards.

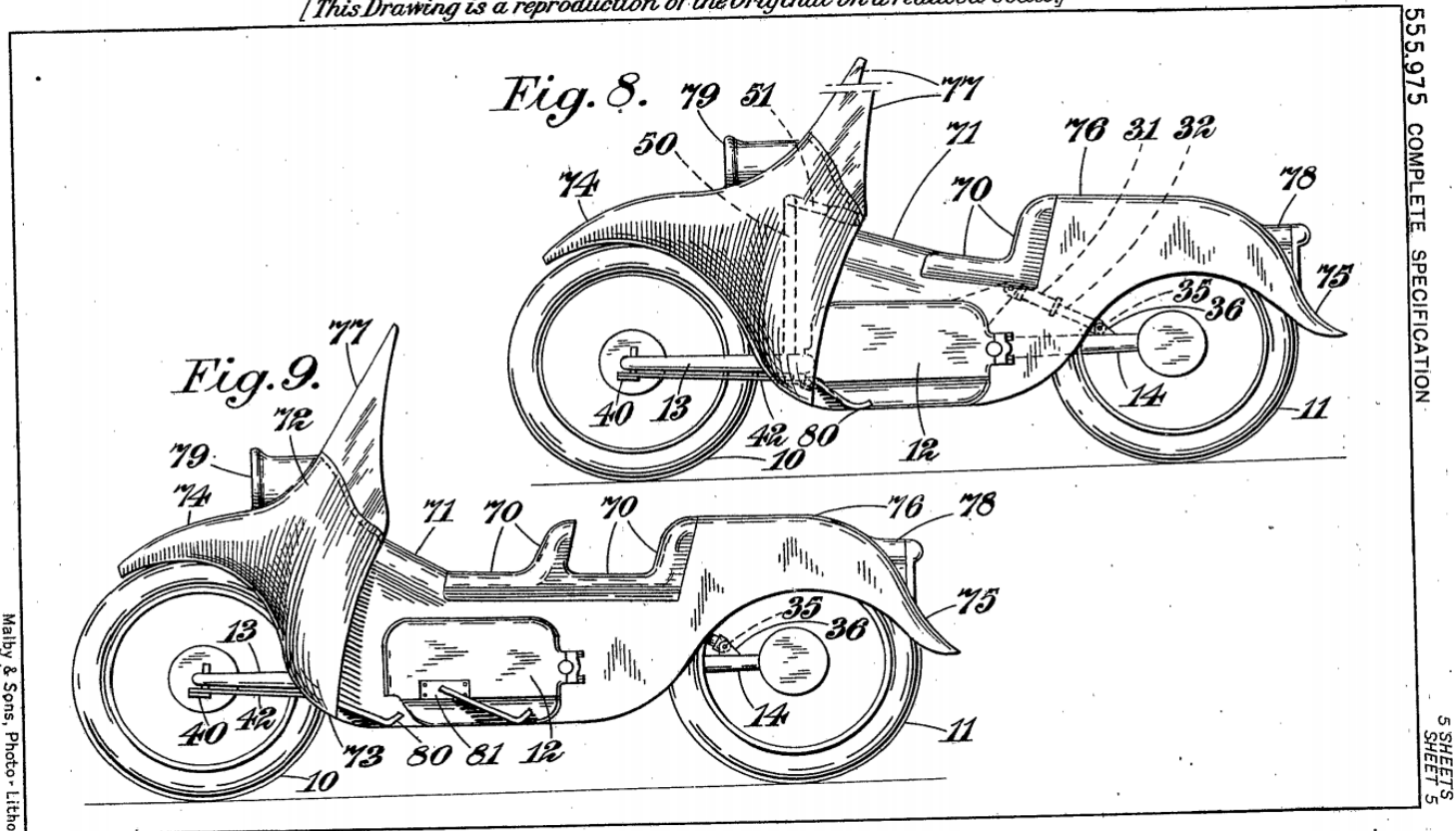
14. A motorcycle substantially as 15 described with reference to the accompanying drawings.

Dated this 5th day of February, 1943.

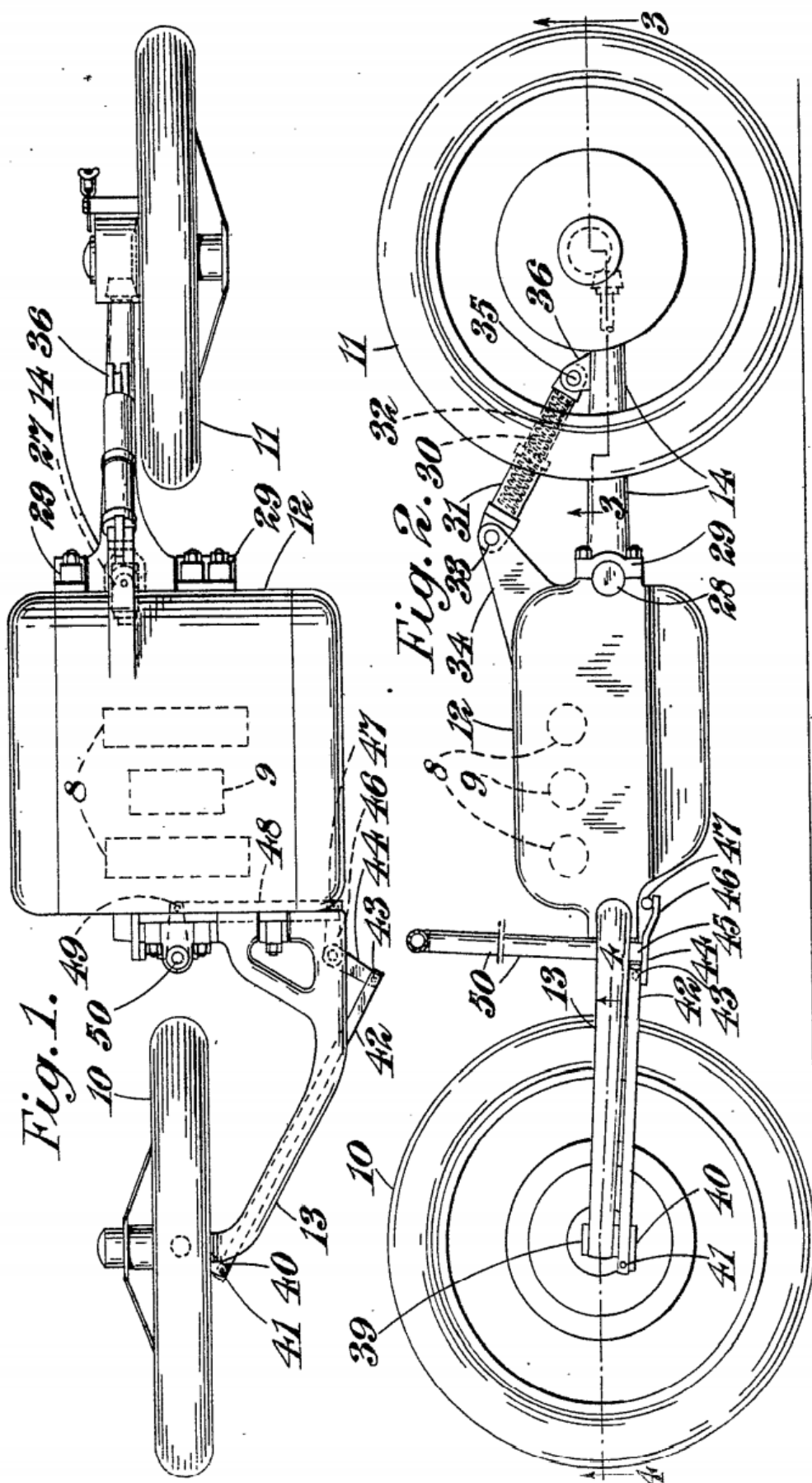
BOULT, WADE & TENNANT,
111 & 112, Hatton Garden,
London, E.C.1,
Chartered Patent Agents.

Leamington Spa: Printed for His Majesty's Stationery Office, by the Courier Press.—1943.

[This Drawing is a reproduction of the Original on a reduced scale.]



[This Drawing is a reproduction of the Original on a reduced scale.]



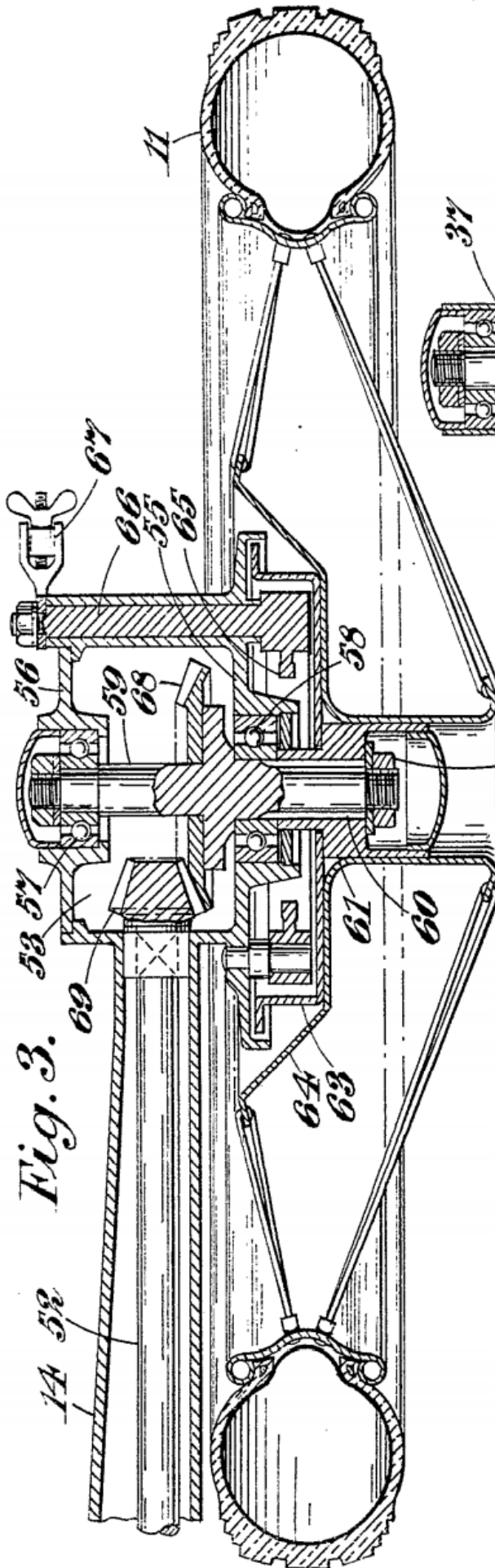


Fig. 3.

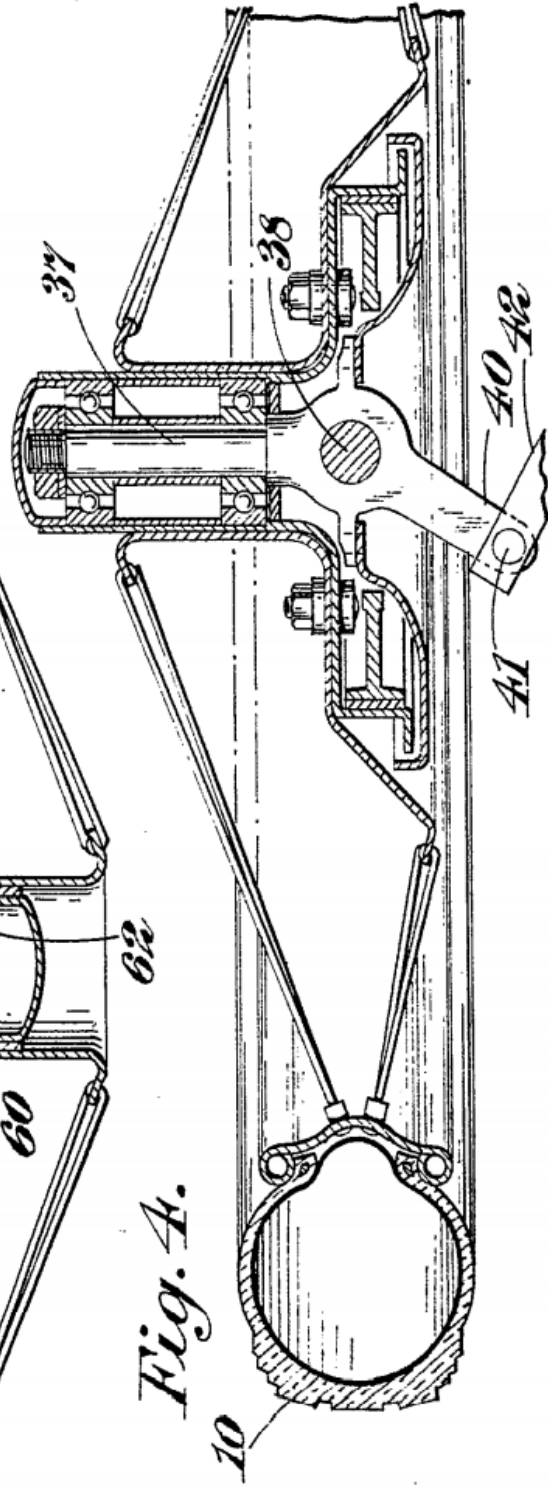
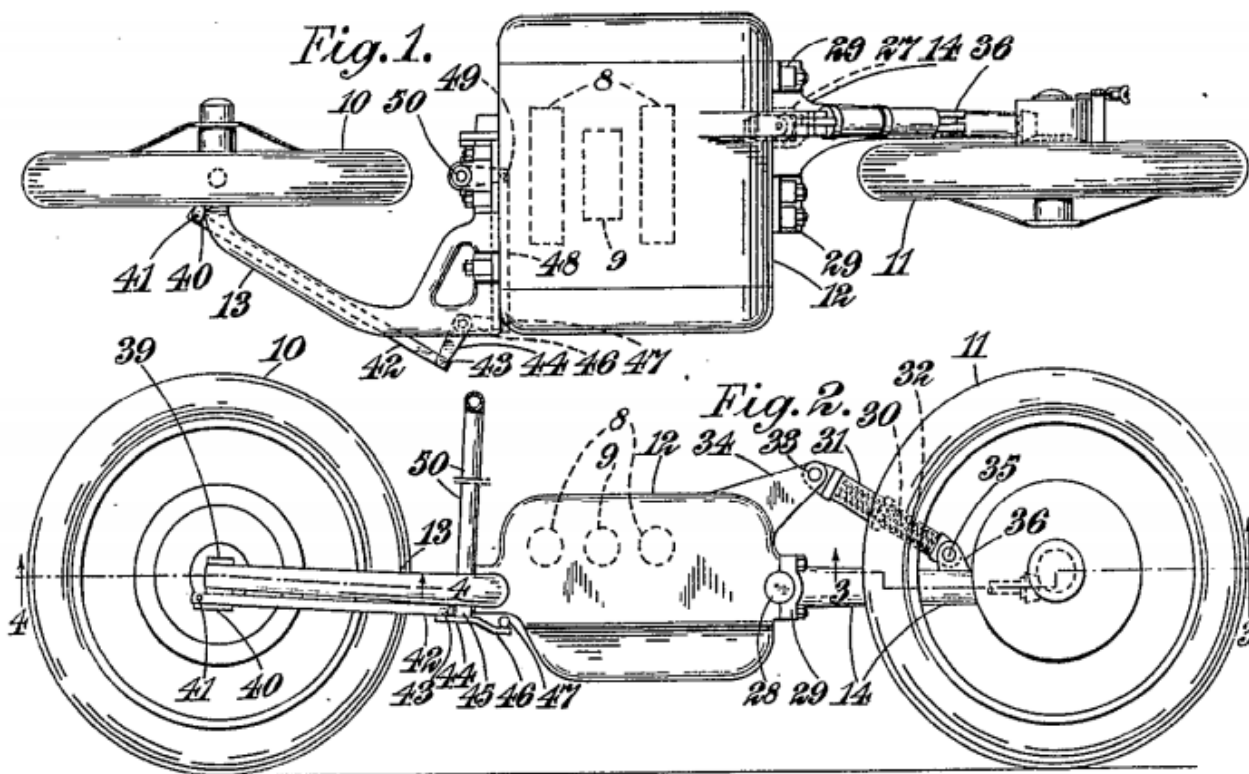


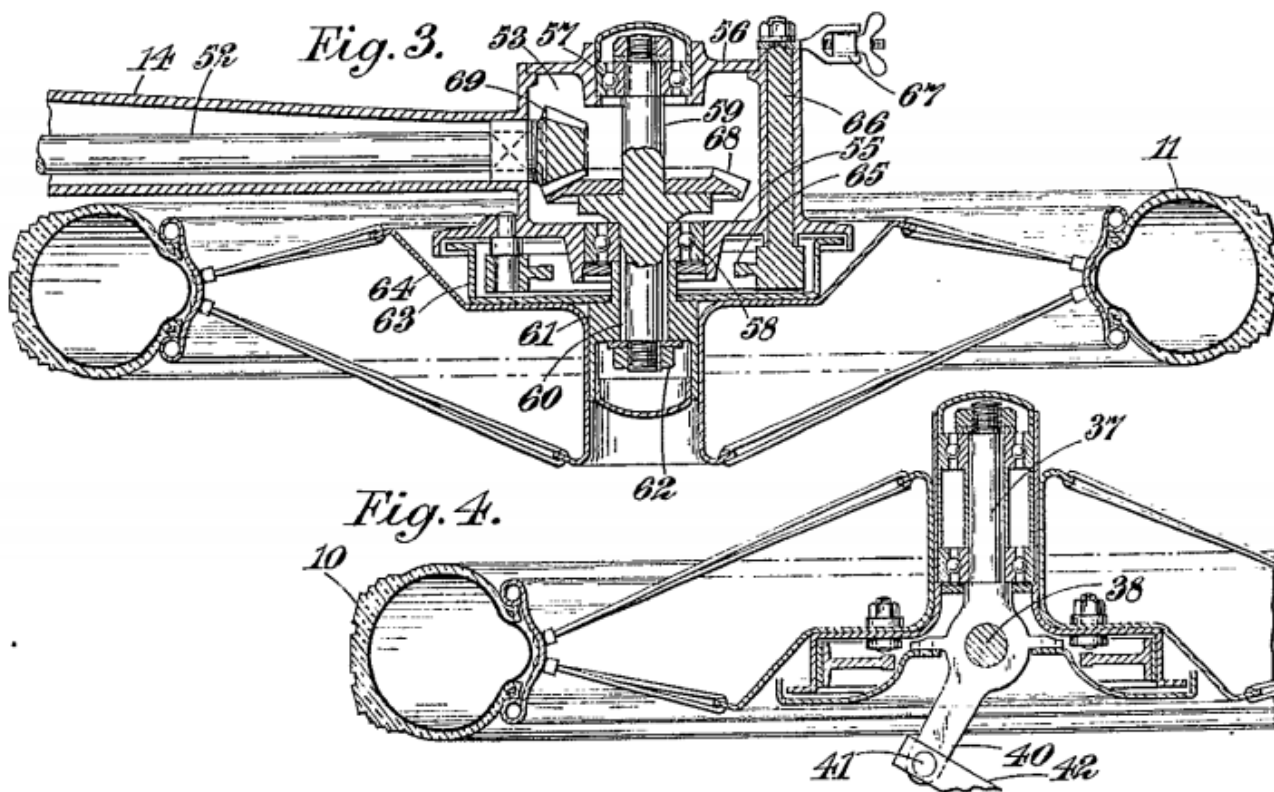
Fig. 4.

[This Drawing is a reproduction of the Original on a reduced scale.]

555,975 COMPLETE SPECIFICATION



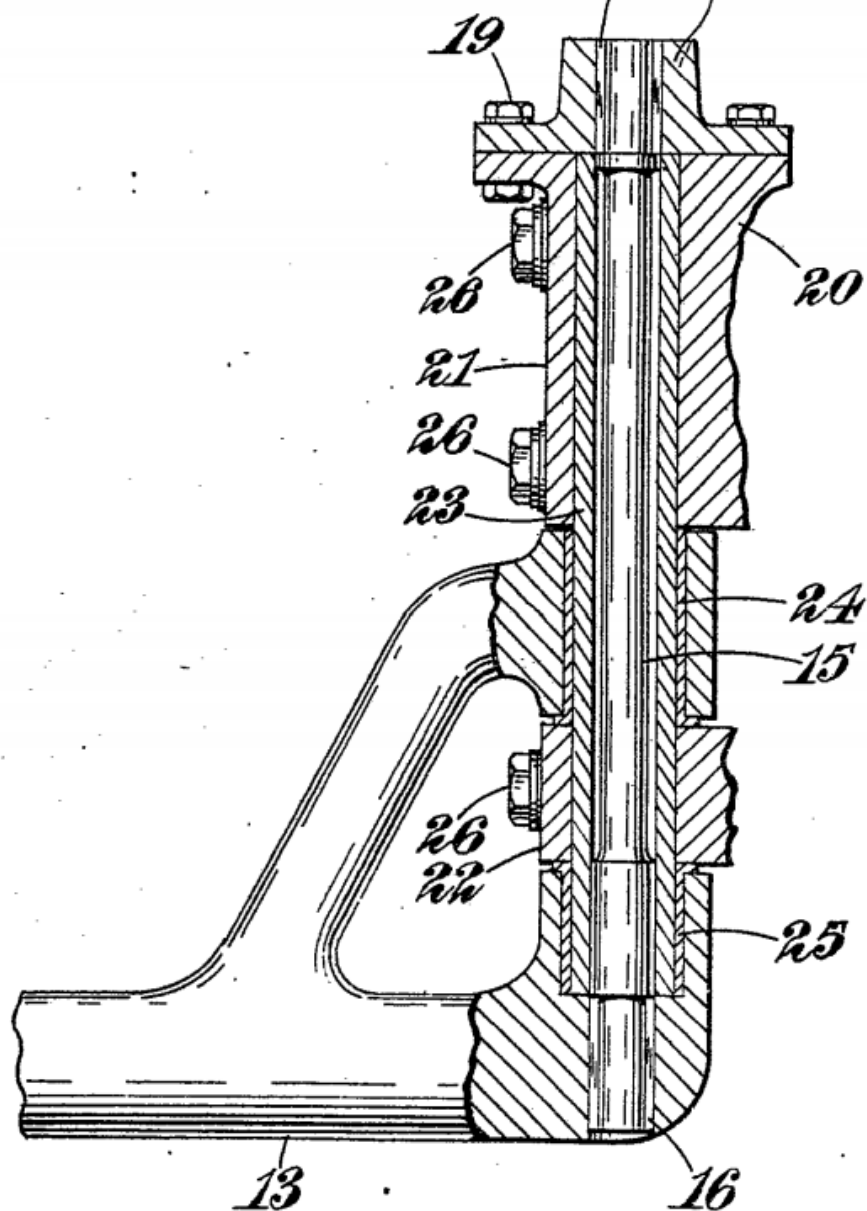
SHEET 1



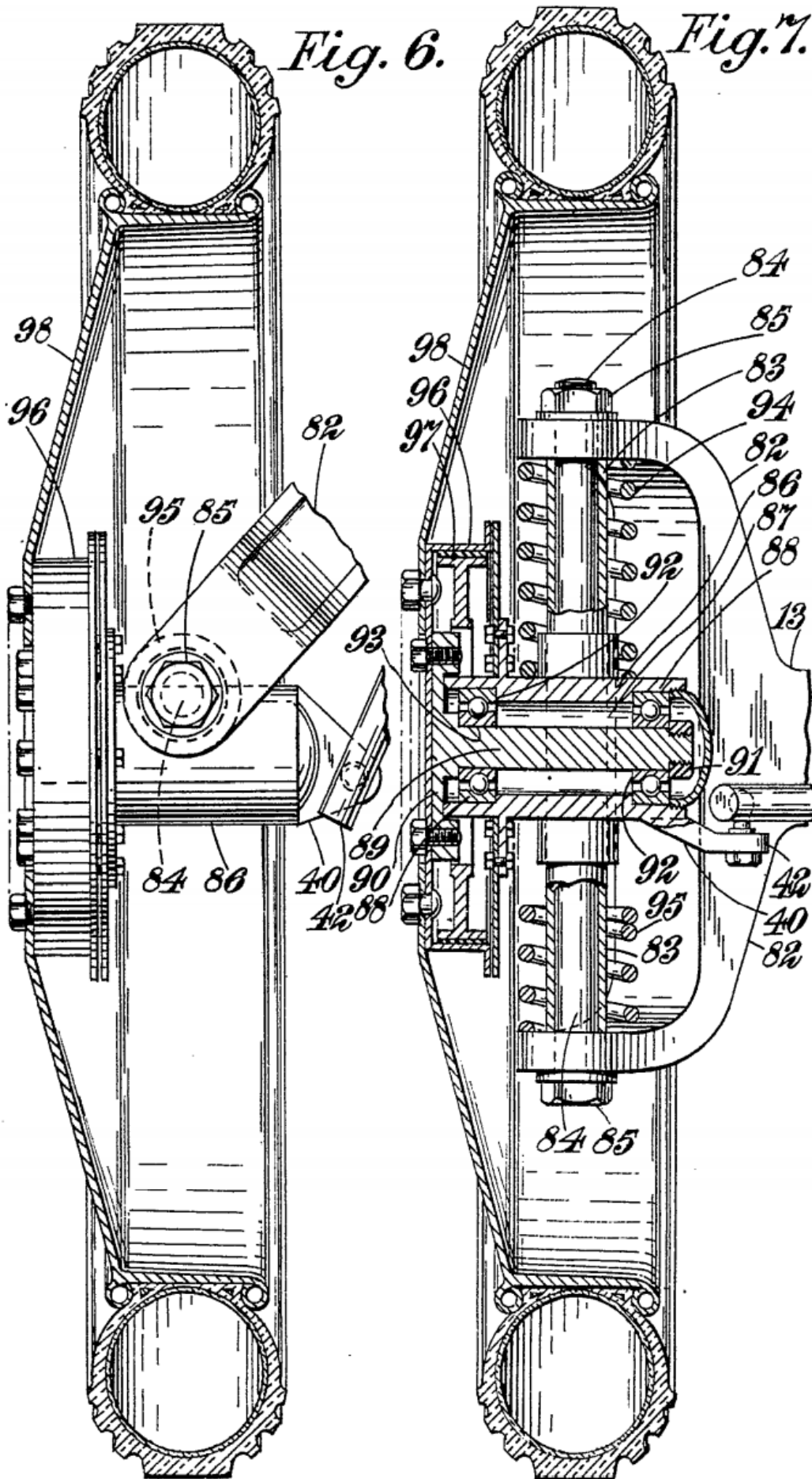
SHEET 2

5 SHEETS

Fig. 5. 17 18



[This Drawing is a reproduction of the Original on a reduced scale.]



OVR Event Schedule, updated 30 June 2020

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
2020	2020	
Sept 21-25	Australian National Vincent Rally, McLaren Vale, South Australia.!	Rescheduled to 2021
Sept 27	Bay to Birdwood Rally, South Australia	<u>Under Review</u>
Oct 9-11	OVR Bushfire Relief Ride – in Victoria, Australia	See info in this edition

The Kindness of Strangers

A contribution from Collin Manning, UK

We all know what the road to hell is paved with..... so (at last) I will heed the call, so here is my modest contribution, to OVR .which also happens to be quite uplifting in as much as it occurred in more normal times and shows the good and funny side of the human race

Back in July 2019, my wife, Wendy, and I rode over to Jim Cray of Cray Engineering, about 30 odd miles from us. Jim has restored my 1984 BMW G/S to a great "wolf in sheep's clothing" bike and done a lot of work on a number of my other bikes. This trip was to return his petrol tank fitted to my G/S while he had my tank leak tested and repainted

It was a scorching hot day but as we would be using some busy main roads and motorways we put on our full protective gear, e.g. armoured jacket and trouser etc. On the way back, Wendy needed to call into the City of Canterbury for some essential shopping, so we pulled off the motorway and headed into a big traffic jam on the way into the City. Even on a bike we made very slow progress. The sun was beating down and heat was rising from the engine, as we eventually made it into a road where I knew we could park for a short while on a large corner pavement used as a bike park



Wendy went off to the shop she needed and I parked the bike, but it was a bit obstructive so I started to push it back a bit further. The sweat was pouring off me and suddenly I felt a bit sick and faint, so sat

down in the shade for a moment. A guy parked opposite in a car "mouthed " through his window "Are you OK?" and got out and came over with a bottle of cool water. I thanked him and a few swigs later felt fine again. The moral was clear "You must stay hydrated in very hot temperatures", especially with all your motorcycle gear on.

Shortly after this a young chap about 30 ish came by with his two sons, one aged about 8/9 and the other about 4/5. All three were admiring the bike and asking questions about it as "Dad" was about to take his motorcycle test. Suddenly the older boy looked me straight in the eye and said "You're too old to be riding a motorbike" Slightly taken aback I said "Why do you say I'm too

old" Straight back came the obvious answer ""Cos motorbikes are for young people"! With that they carried on their way.

A little while later Wendy returned and as we were preparing to go, Dad and the two boys returned. The older one asked if he could sit on the bike and rev the engine. I said he could sit on the bike but not rev the engine.

I put him on the bike and as he sat there I said, "How old do you think I am then?" back came the answer "Oh about 30!" Dad, thirty something himself grinned and I said " I'll settle for that, but he's a bit out".

At the age of (then) eighty-one I WILL settle for "about thirty", but I will continue to ride motorbikes, whatever the lad says about being too old. His younger brother had a sit on the bike and off they went.

Firstly, the kindness of strangers still exists, and never more so than during this difficult time, and secondly "out of the mouths of babes...."

Ride Safe..... but ride nevertheless, for as long as you can.

Getting to Tasmania

The (now bi-annual) Tasmanian Tour Rally, is the most sought after Classic British Bike event in Australia with available places usually 'booked out' within 24 hours of entries opening. Participants come from all over Australia and also overseas – in the past there have been international bikes and riders from the UK, USA, New Zealand.

All gather in Melbourne, on the Australian mainland where they embark on a 12-hour ferry trip with their bikes to Tasmania for the start of the rally in Devonport. Generally, those who do not reside within 200 miles of the Melbourne Ferry terminal arrange to have their bikes transported to Melbourne by one means or another.

Not so Rodney Brown who along with Neal Videan, is the co designer and constructor of superb Vincent H.R.D. Series 'A' replica bikes. Rodney chose, unaccompanied and without any form of backup support, to ride his series 'A' from his home in Queensland to the ferry in Melbourne – a distance of some 1,150 miles and then some! Putting this into context – that's around the same distance as London to Moscow! Then he followed that up with almost another 1,000 miles during the 10 day rally itself.

Here is Rodney's story.....

The Tasmanian Tour Rally or the TT is one of the most enjoyable rallies I have ever had the privileged to ride.

I went on the rally for the first time a few years ago and this time wanted to ride my bike from Brisbane to Melbourne, then board the ferry across Bass Strait and the join the rally, complete the rally and come home.



On the Olympic Way – somewhere near Wagga Wagga

As it was not a short ride and the bike is basically a total “A” Series Twin reproduction a few people have asked for a recount of the journey.

So here goes – well not much to report however as there was not a problem at all. Well my old Rossi boots came adrift but the bike roared merrily the entire way. Perhaps a little under geared. I left in plenty of time as I was very concerned that something would be amiss both with my not young body and the bike. However by the time I got to Ballina having covered the initial 90 or so miles, the bike just sounded magic and I felt good, I could start to relax and enjoy the journey.

I have ridden to Melbourne and Sydney a few times in my youth and redoing this journey proved even more enjoyable.

Of course, I did have thoughts like... was the frame going to hold together after hitting pot holes, would the pistons stay inside despite me revving it up when people waved. All just worries without justification. This bike was put together by a range of people I knew and trusted to have high skills in their relevant fields. There was no mechanical problem. Well there was what appeared to be an oil leak from the base of the front cylinder. But upon closer examination it was chain lube coming of the chain, but not a mechanical issue and the bike was oil tight apart from that.



Things were going so well that I began to take detours, Wollongong, Moss Vale, Wagga and others. I timed getting thru Sydney well, minimal traffic.



Jeffrey Richardson & Stan Mucha struggle with a series 'B'. No such issues with the 'A'!

Yes a very big ride for my well “mature body” and a real test for the HRD Rapide Series A Replica. I had the bike checked out by the Master Greg Brillus before I began the journey so this was a huge confidence booster in the bike.

I left Brisbane early in the morning and rode to the Gold Coast for final tweaking from Greg before settling down to the journey ahead. I allowed four days to get to Melbourne just in case my body needed rest.

Probably the biggest issue was 10 mile into the journey and it was a very unpleasant issue. My brand new white BMW gloves looked and felt so good that a very large bug kamikazed itself into left glove. Green and yellow goo changed my views on every getting white gloves again.





Ulverstone, Day 1, Riders Briefing

When I got to Melbourne we went in convoy to the Ferry with other HRD Vincent riders for the 12 hour sailing to Devonport in Tasmania, disembarking and heading off to the Rally meeting point in Ulverstone.

The Tasmanian Rally took about 100 pre 1970 bikes over 10 days to Ulverstone to Sheffield, then St Helens to Hobart past my sister's house and across to Queenstown. Strahan to Stanley and back to Ulverstone. I missed a few places out but you get the picture of lovely Tasmania.

The biggest issue with the bike was a flat front tire which was

fixed with help from Neal Videan who supplied a new tube and Brian Hale who performed like a professional tire changer. Thanks again, the comradie makes these rallies worthwhile as well.

Full marks to the organizers and all the ladies and gentlemen I meet during the run. Just great and I suggest you go next time!



Lake St. Claire in the Tasmanian Highlands

Cheers, Rodney Brown, Australia

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Amal Mk1 Concentric Carburettor Shim Kits, provides for twelve 0.016" incremental needle adjustments to allow precise mixture tuning in the critical mid-range. Also suitable for Wassell carbs. A\$15 per kit including postage world-wide. Additional kits just A\$10 each. Email ozvinreview@gmail.com

For Sale: Brand new Schubert C3 Pro Helmet, Matt Black, size XL. Just A\$450, save over \$200. Shipping from West Australia extra. Email holger@lqgroup.com.au



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Spares:

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

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

Maughan & Sons, UK Taking pride in producing the highest quality spares, Maughan & sons stock over 1300 parts and produce over 800 for the Vincent Twin and Comet. Ships worldwide. More info here <http://www.maughanandsons.co.uk>

Coventry Spares Ltd, USA: Fantastic service and deep product knowledge plus extensive range of 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

Tri-Spark Ignition, based in Adelaide, Australia. Modern electronic ignition systems with models for all classic (and modern) bikes and the current system of choice by Godet Motorcycles (France) for installation in their superb Godet-Vincent machines. For info go to www.trispark.com.au

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, Lucas, Amal and Venhill control cables. Ships worldwide. More info at the website www.unionjack.com.au or phone +61 3 9499 6428

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 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

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

John Parker, AMAL Carbs, Melbourne, Australia: A specialist in AMAL carbs of all models, repairs, restorations and a massive supply of spare parts. For information phone him on +61 3 9879 3817 or email to ukcarbs@hotmail.com

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

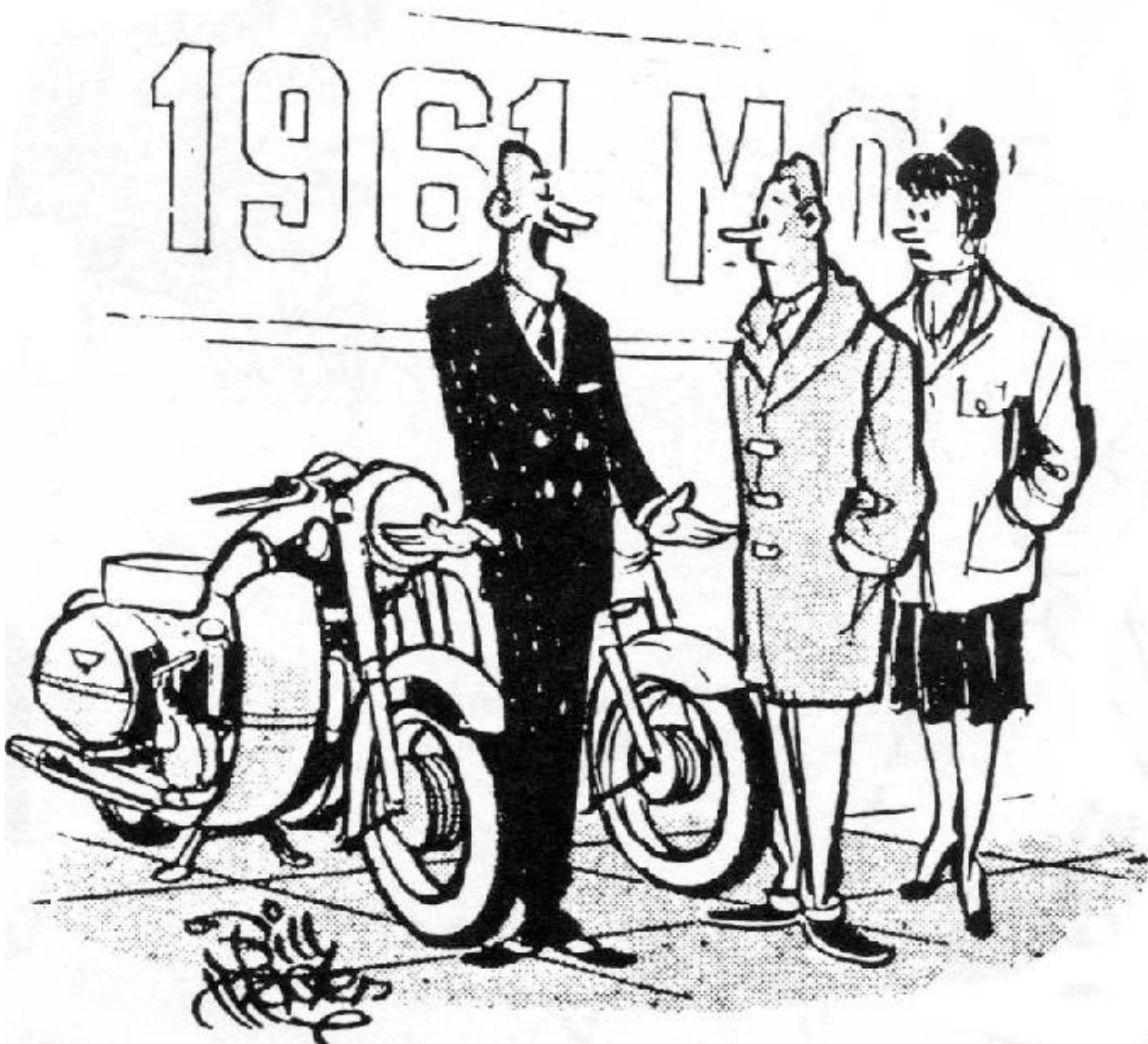
LUCAS STUFF - The man who bought Kevin Baker's Lucas Parts business is Danny Lee in Melbourne. Email: dannyleepersonal@gmail.com His phone number is 0412 327 197 Apparently Kevin has moved to Melbourne and works with Danny one day a week.

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

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

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



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