

THE NEW 1971 VINCENT RAPIDE

Our new Vincent Rapide has been designed to fulfill all the requirements of the ideal touring motorcycle. Its large 1000 cc engine is quite unstressed while giving effortless high speed cruising and retains remarkable tractibility with its massive low speed torque.

The renowned handling and steering qualities of the unique lightweight spine-type frame result in the very highest degree of rider comfort, safety, and enjoyment. The low seat height and overall weight combine to minimise any physical effort involved.

Long distance riders will appreciate an effective range of over 200 miles from the 4 gallon alloy tank and full bolt-on Craven luggage and panier equipment are available as an optional extra. Full pillion equipment is fitted as standard. Two large Italian alloy hubs provide smooth effective braking and incorporate a built-in cush drive.

SPECIALISED SERVICES AVAILABLE

- * COMPLETE REBUILDS ON STD. VINCENT ENGINES
- * FLYWHEEL BALANCING
- * HEENAN & FROUDE BRAKE TESTING
- * ENGINE TUNING
- * TURNING, WELDING
- * ALLOY SPROCKET CARRIERS
- * EXPERIMENTAL & DEVELOPMENT WORK
- * REBORING
- * VALVE SEAT CHANGING
- * MULTI-PLATE CLUTCH CONVERSION
- * ALPHA BIG ENDS
- * VINCENT RACING PREPARATION

THE NEW 1971 VINCENT SHADOW 70

In this age of superbikes we take pride in presenting the new Vincent Shadow 70. Some comparisons between rival makes of motorcycle will always be the subject of argument but the following capabilities of the Shadow 70 are fact:

- i) It has the best power to weight ratio of any road machine in the world.
- ii) It is the lightest of all large capacity machines.
- iii) It has a top speed of 135 mph (144 mph with open exhaust system and fairing).
- iv) 0-60 mph in 2.8 secs. No stock machine in the world can equal this.
- v) One of our customers has never been beaten in production class National and International sprints and has a certified standing ¼ mile best time of 11.9 secs. on a fully equipped Shadow 70 which he rides to and from meetings. The same machine does 23 sec. standing kilometre runs with terminal speeds of 115 mph and 133 mph respectively.

Coupled to this phenomenal performance the Shadow 70 sets a standard by which others are judged in its roadholding, handling and steering. Five years of race-bred development have resulted in a frame design which is so effective that our machines compete in open class International road-races using a completely standard road-machine frame, something we believe to be unique. The superb Italian brakes fitted further justify the Shadow 70's claim to be a road machine built to racing standards throughout. The specially assembled and tuned 1000 cc engine and remarkable handling qualities of the Shadow 70 allow a small number of customers each year to experience the ultimate motorcycling sensation.

THE 1971

VINCENT

CATALOGUE



SOLE MANUFACTURER

ROGER SLATER

ENGINEERING

Works: WOODCOTE, BROMSGROVE,
WORCS., ENGLAND.

Tel. Chaddesley Corbett 584

Sales and Accounts:
Hale Edge, South Nutfield, Surrey, England.
Tel. Nutfield Ridge 3371

THE NEW ROGER SLATER ENGINEERING VINCENTS ARE BUILT FROM COMPONENTS OF THE HIGHEST QUALITY AND OF ULTRA-MODERN DESIGN. HAND MADE IN SMALL QUANTITIES TO ORDER ONLY THEIR UNRIVALLED POWER-TO-WEIGHT RATIO AND SUPERLATIVE RACE-PROVEN HANDLING QUALITIES OFFER THE DISCRIMINATING ENTHUSIAST THE ULTIMATE MOTORCYCLING EXPERIENCE.

VINCENT RAPIDE

ENGINE	1000 cc. Vincent V-Twin all aluminium construction including cylinder barrels and heads, 4 main bearings. Completely reconditioned and fitted with high camshafts with touring profiles, 7.5 to 1 compression pistons, double speed oil pump. steel idler.
EXHAUST SYSTEM	Standard Vincent siamesed pipes leading into 1 silencer.
CLUTCH	Standard Vincent.
CARBS.	2 Amal concentric.
IGNITION	Magneto/Coil
FORKS	Metal Profile Road Racing.
BRAKES	Front — 9" 4 LS. Rear — 8" Cush drive.
WHEELS	Alloy rims, 18" front, 19" rear.
REAR SUSPENSION	Girling, 3 way load adjuster.
FUEL TANK	Hand made alloy 4 gallon.
SEAT	Specially made alloy-based dual seat c/w pillion footrests.
LIGHTING	6V, 75W.
MAX. SPEED	110 m.p.h.
WEIGHT (DRY)	385 lbs.
PRICE	£685 (kit-form)

VINCENT SHADOW 70

ENGINE	As Rapide but specially prepared and tuned for maximum performance incorporating high compression pistons, racing camshafts, a very special flywheel assy., enlarged and polished ports, special long induction manifolds.
EXHAUST SYSTEM	Two separate pipes with individual silencers.
CLUTCH	Special racing multiplate type.
CARBS.	2 32 mm Gardner racing.
IGNITION	Magneto/Coil.
FORKS	Metal Profile Road Racing.
BRAKES	Front — 9" 4 LS. Rear — 8" Cush drive.
WHEELS	Alloy rims, 18" front, 19" rear.
REAR SUSPENSION	Girling, 3 way load adjuster.
FUEL TANK	Hand made alloy 4 gallon.
SEAT	Specially made alloy-based dual seat c/w pillion footrests.
LIGHTING	6V, 75W.
MAX. SPEED	135 m.p.h.
WEIGHT (DRY)	385 lbs.
PRICE	£785 (kit-form)

FRAME KITS

A basic frame kit is available to those customers who have their own Vincent engines, for assembly by themselves. It consists of:—

- Frame c/w swinging arm (nickel plated).
 - Taper roller head bearings.
 - Front forks.
 - Rear suspension units.
 - 4 gallon tank and seat.
- Price:— £185
Delivery: ex-stock.

Frame

The heart of these machines is their unique frames designed by Fritz Egli and now produced solely by us under licence on a world-wide basis.

Identical on both models and as used on our works racers, this is of all welded construction with large diameter top tube acting as oil tank. Two smaller tubes run from rear of oil tank down to swinging arm pivot bolt; this relieves the two engine retaining bolts of torsional forces resulting in a very strong whip-free frame. The swinging arm is of fully fabricated construction in sheet steel, very deep section side members giving immense torsional rigidity and light weight. Taper roller bearings are of course fitted to swinging arm and steering head.

The new 1971 models feature as standard fitting nickel-plated frames manufactured exclusively for us by ERIC CHENEY in Reynolds 531 tubing.

50% deposit with order, Rapides can be ordered with Shadow 70 engine unit at an extra cost of £100. For overseas customers only we can fully assemble machines for an extra £65. Average delivery period 2/3 months, Substantial reduction if customers own engine supplied.