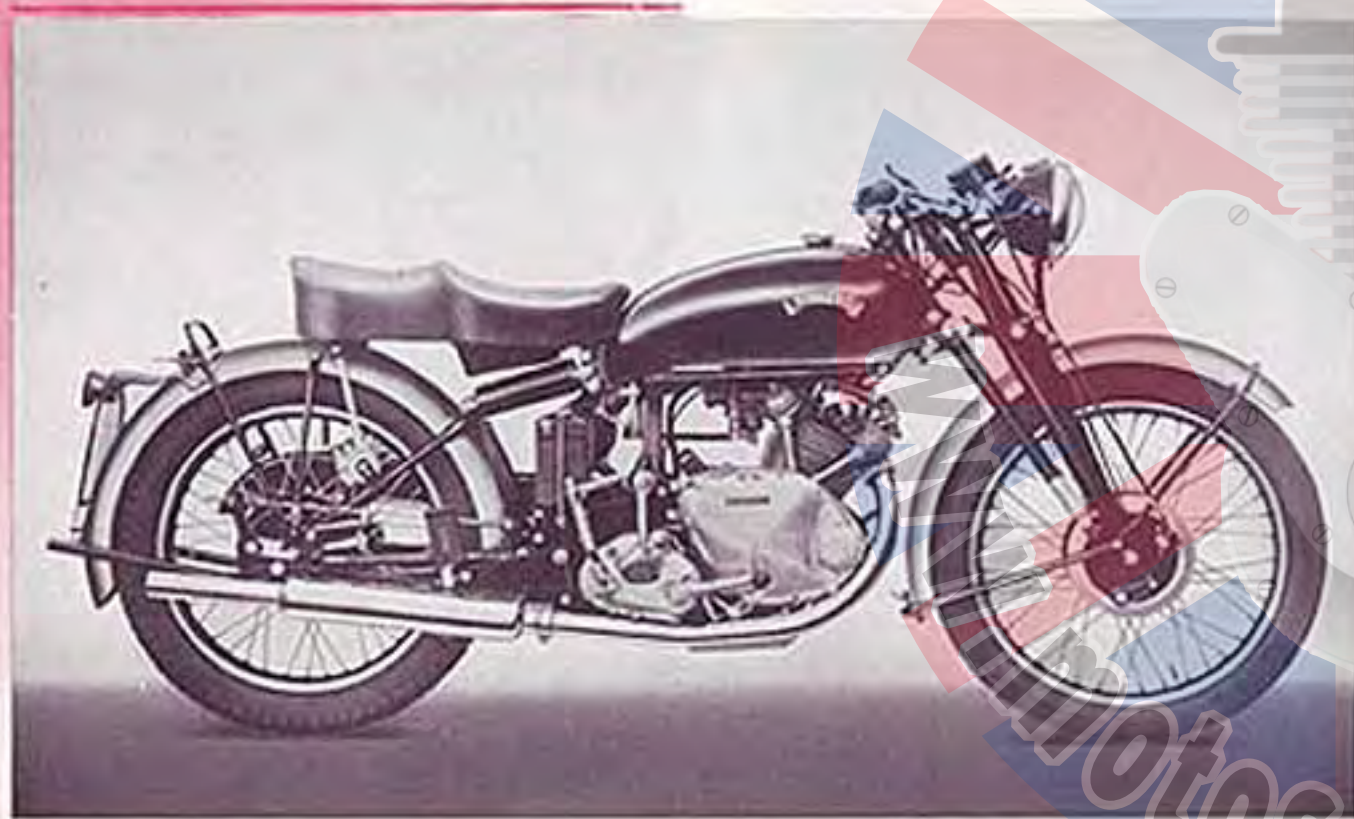


THE
VINCENT

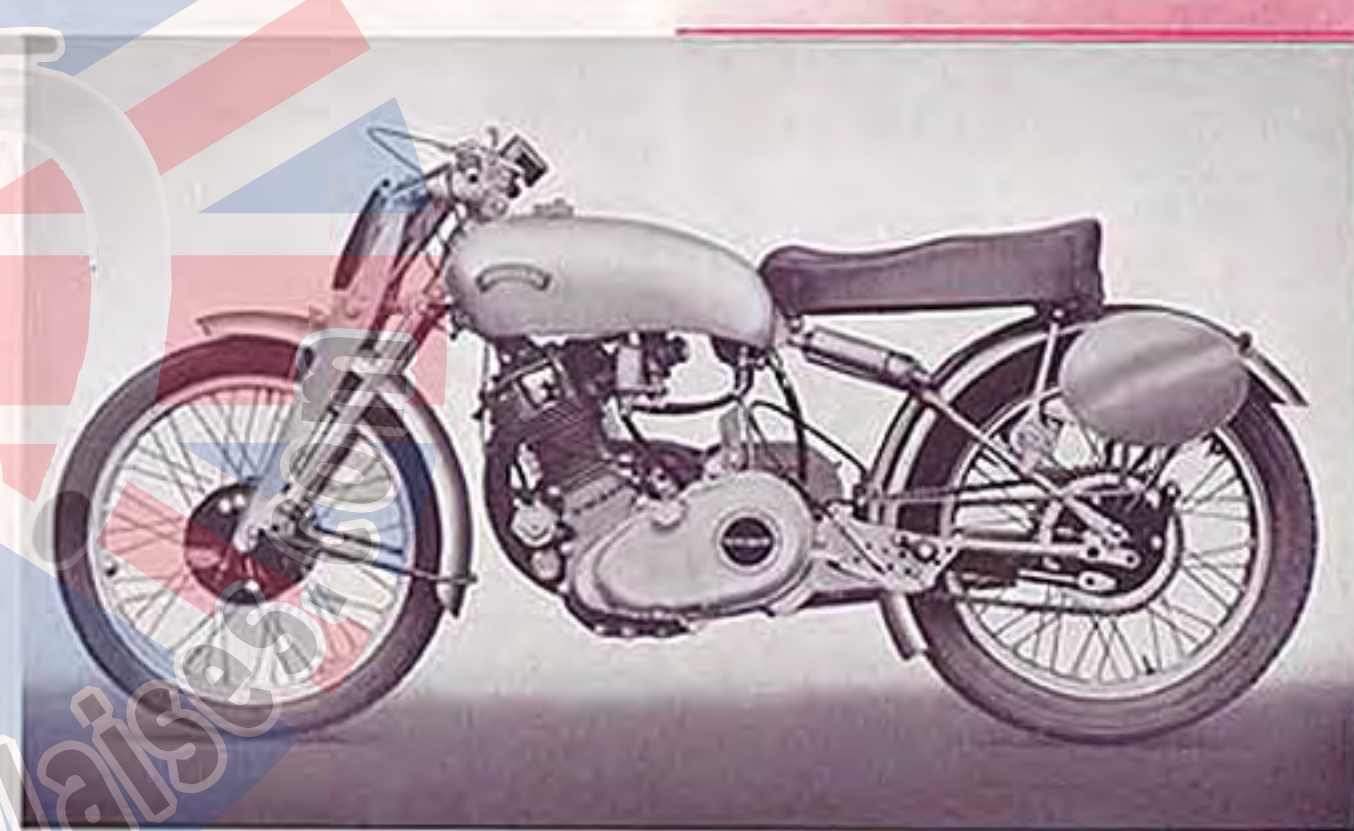


The World's Fastest Standard Motorcycle

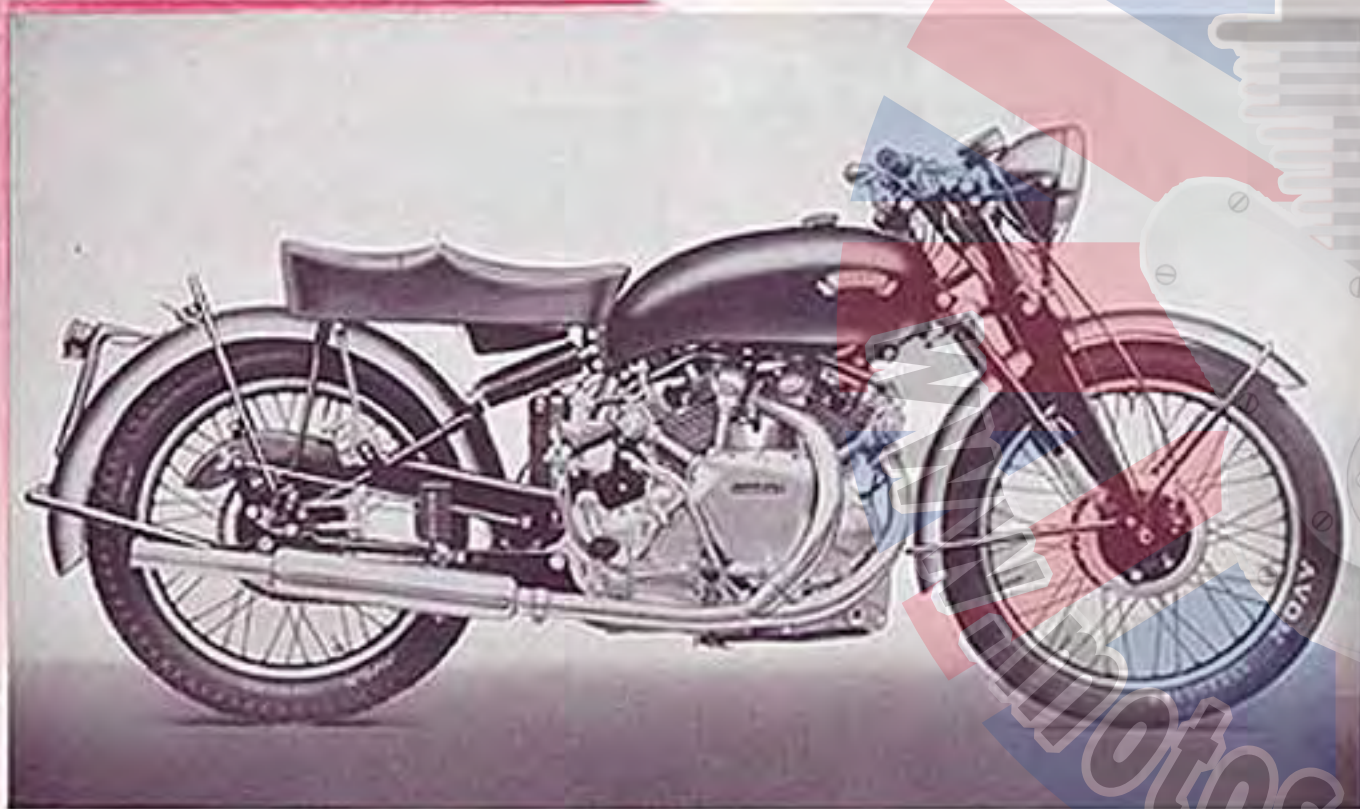
ROSS CYCLE & SPORTS LTD.
255 EGLINTON ST. - MAYFAIR W2 2AG
EQUIPMENT FOR THE SPORTSMAN



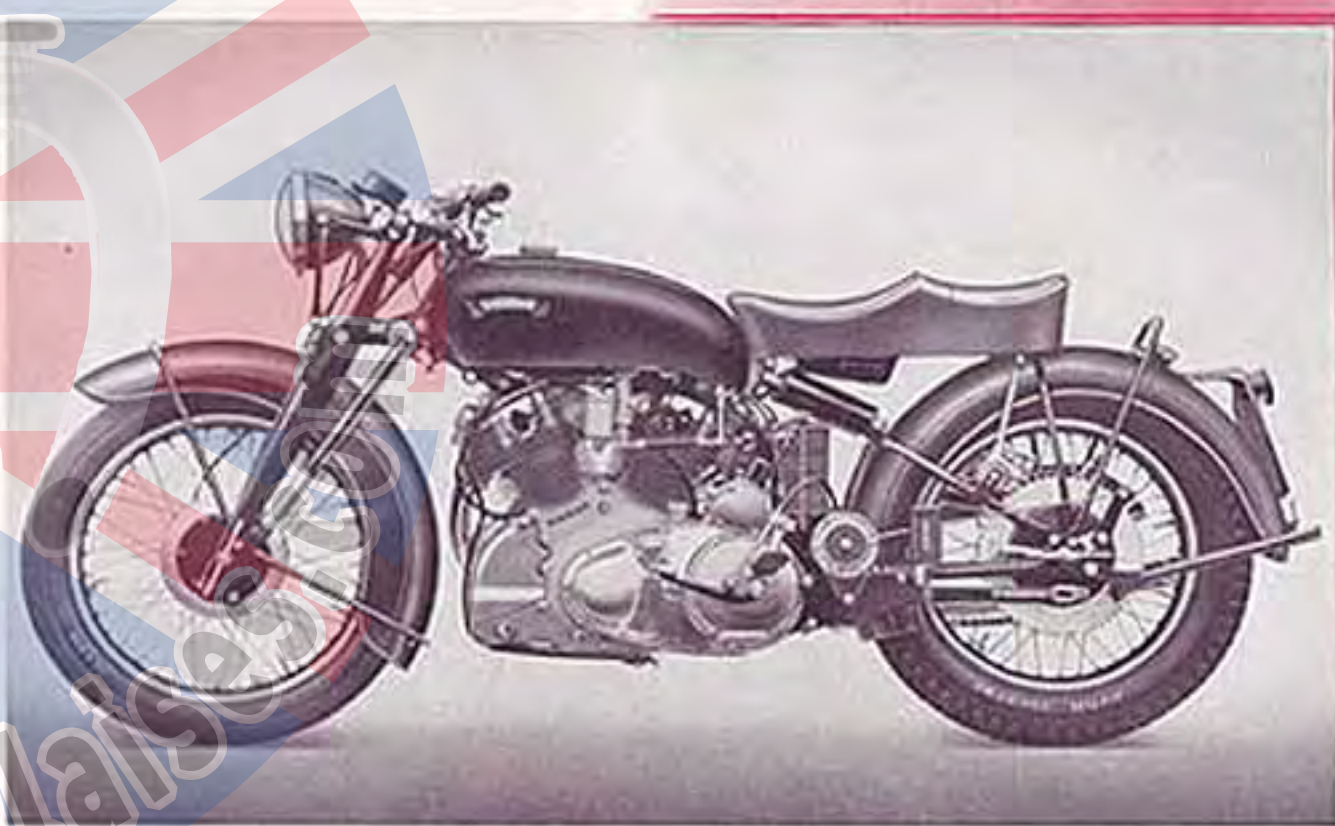
SERIES "C" METEOR MODEL



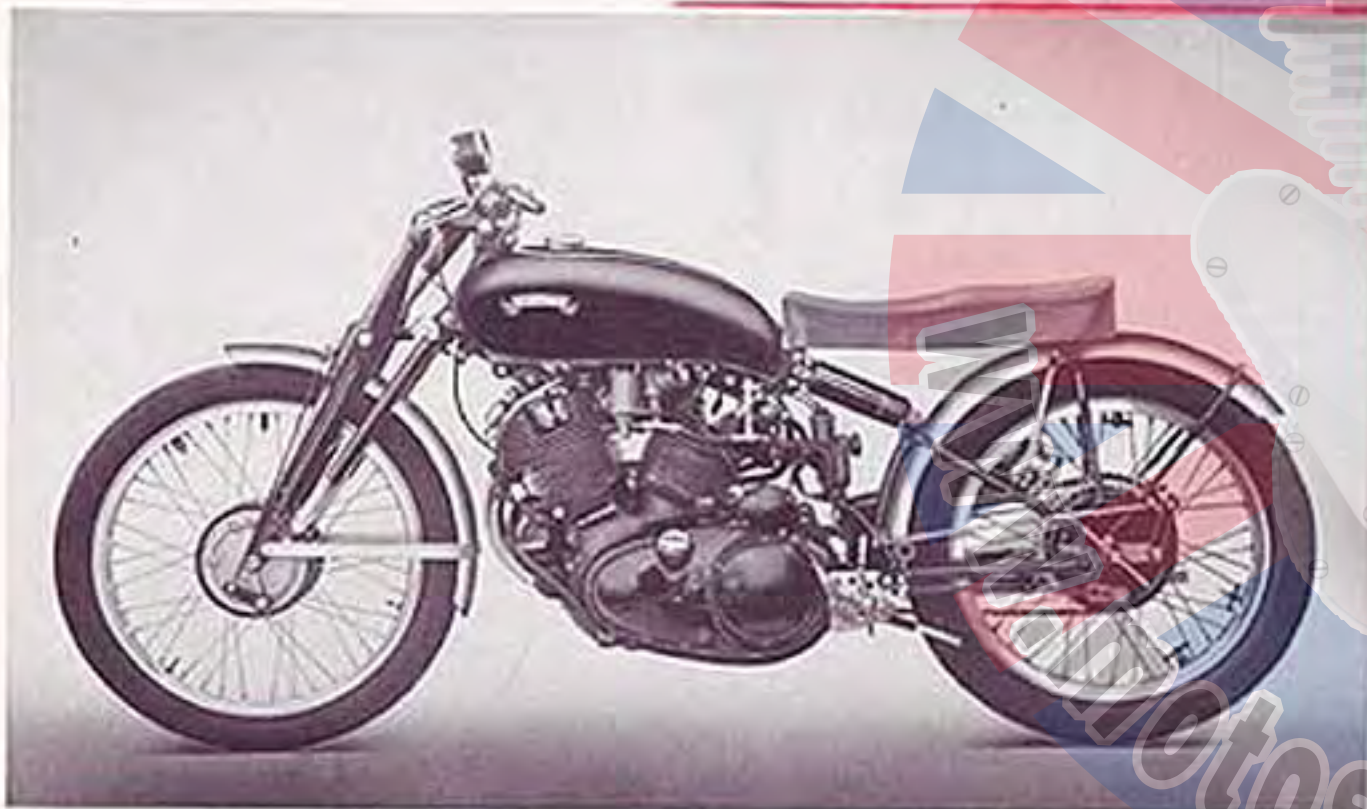
SERIES "C" GREY FLASH



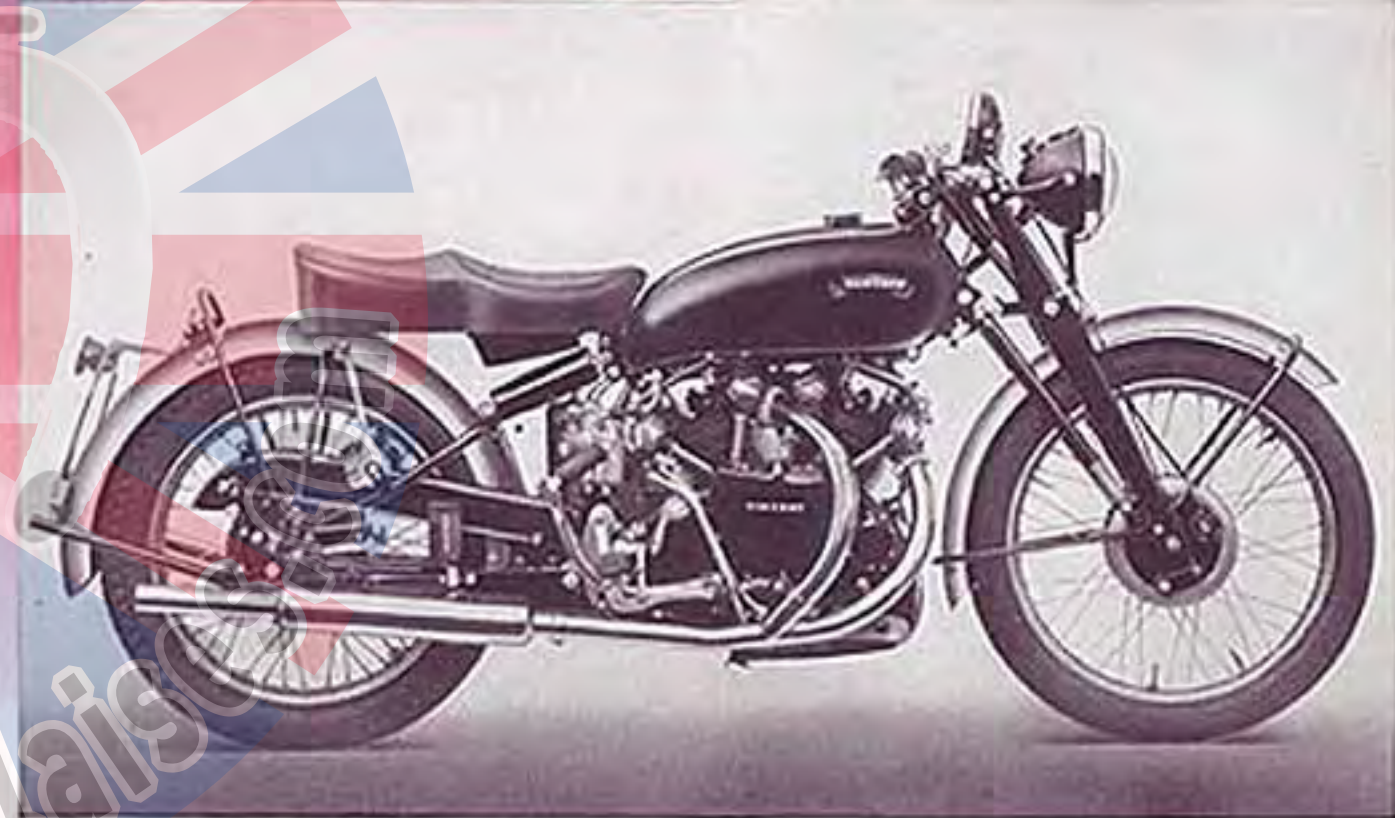
SERIES "C" RAPIDE MODEL



SERIES "C" RAPIDE TOURING MODEL



SERIES "C" BLACK LIGHTNING MODEL



SERIES "C" BLACK SHADOW MODEL



The New "Girdraulic" Fork

With Regard Trade Mark No. 631,811.

Stanch believes always in the necessity of preserving absolute rigidity against all forms of lateral whip or twist in all components connecting the two wheels of a motor cycle, if perfect handling is to be expected at high speeds, we refused to join the general post-war stampede into new fork designs—we wasted time to consider all possible methods, weigh the pros and cons and strike the best balance—always with firm insistence on lateral rigidity for perfect steering and cornering.

As makers of standard models capable of 150 m.p.h., we have to exercise great care in fork design.

Fortunately we started with the considerable advantage of far greater experience in motor cycle springing, for we are the only well known makers who have never built a rigid frame.

During the last twenty-one years we have perfected our fully triangulated and completely whip-free spring frame and we did not intend to throw away this great advantage by using a parallel membered front fork, depending largely on the wheel splines for any rigidity.

We therefore decided to retain the well proved glider principle for its inherent rigidity. We obtained a new high level in rigidity-weight ratio by using forged light alloy blades of tapered oval section and preserved the maximum of this rigidity by using one-piece forged links. The new fork is at least twice as rigid as the earlier tubular design.

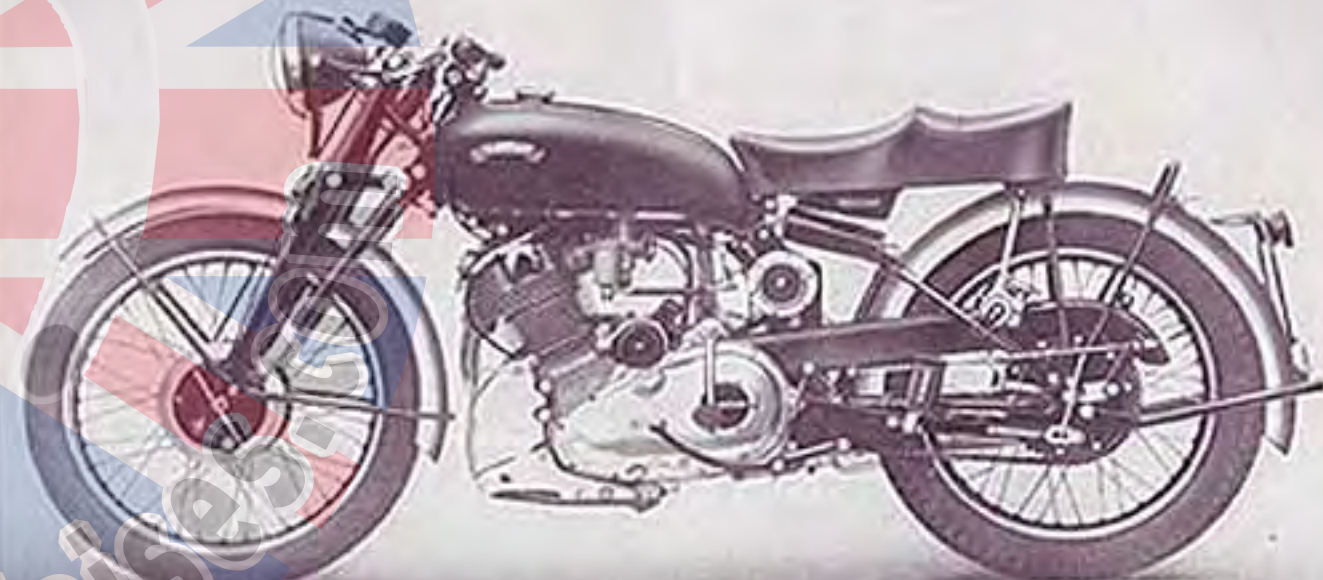
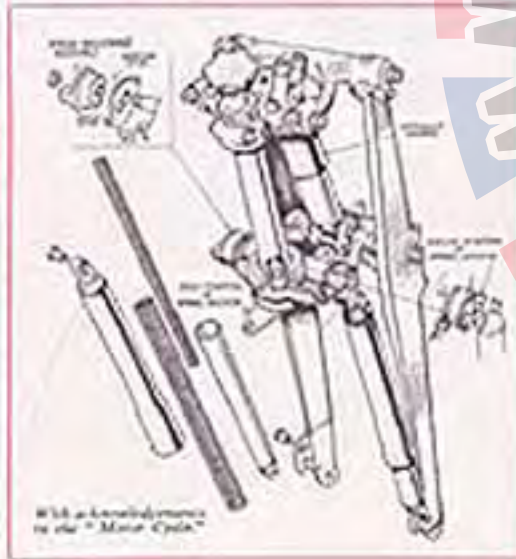
The long soft action so popular in these days has been provided by mounting very long springs in telescopic cases between the bottom of the crown leg and the fork ends, but we

have kept this action within the limits demanded by safety at high speeds. An ingenious eccentric action provides a variation of spring loading and fork trail to suit solo or sidecar use; this adjustment can be made in a few minutes without using any extra or different parts.

The other great improvement of modern fork design is also provided in the form of a two-way hydraulic shock-absorber, with hydraulic limit stops in both directions to eliminate metallic "bottoming," but with these important differences, vital differences to the thousands who live great distances from the factory or the dealer:—

1. The shock-absorber can be detached easily.
 2. It weighs less than two pounds and is only eight inches long, so it can be sent by parcel post.
 3. The machine can be ridden at reasonable speeds without the shock-absorber.
- Now that simplifies service, doesn't it? To ensure long life and freedom from attention, large diameter ground high tensile steel spindles are used in conjunction with oil retaining bronze bushes. No oiling is required.

Girdraulic forks have now been in the hands of the public for well over a year and have given extremely reliable service. They have been used most successfully for breaking world and national speed records and for arduous racing and trade work. They have received the highest praise, alike from expert riders, the press and the public. We have no hesitation in saying that the Girdraulic is the finest motor cycle fork ever made.



SERIES "C" COMET MODEL

