

# MOTORCYCLE ENGINEERING

by Phil Irving



speedsport

# Motorcycle Engineering Phil Irving

**Brian Agnew**



## **Motorcycle Engineering Phil Irving :**

**Motorcycle Engineering** Philip Edward Irving,1961      **Velocette** Brian Agnew,2023-05-15 The Veloce company is well regarded for producing some of the best single cylinder motorcycles in race form and for private use It is not so well known that Veloce Ltd also produced some twin cylinder machines the Roarer for racing and the Model O for production These bikes had many engineering features in common such as twin contra rotating crankshafts inline cranks shaft drive and swing arm rear suspension The supercharged Roarer was never raced because of the advent of war this also put paid to the development of the Model O which would have been the first so called Superbike After the war the Goodman family which owned Veloce Ltd focused on the production of a Motorcycle for Everyman an idea that had featured in the company s production bikes since its formation Ideas embodied in the Roarer and the Model O were drawn on to produce the twin cylinder LE range of motorcycles these however were not well received by the motorcycling public and many blame the production of the LE for the eventual demise of the company The purpose of the book is to present from an engineering perspective an analysis of the Roarer and the Model O comparing and contrasting the methods adopted by their designers to meet the different design specifications of these bikes and to illustrate how the ideas developed in this exercise appeared in the LE range of motorcycles The authors Brian Agnew and Ivan Rhodes met in the 1960s when Brian worked at Rolls Royce Derby They spent their weekends tinkering with motorcycles and both have an intimate knowledge of the Velocette twins both from their time spent together and from their personal projects      Motorcycle Engineering P.E. Irving,1964

Vincent Motorcycles Philippe Guyony,2021-10-28 Very few motorcycles have carved a mark in history like the Vincent V twin from its arrival in 1946 and up to the present day On the road in club racing in drag races or competing for land speed records it dominated the motorcycle world leading to the famous catchphrase coined by the factory The World s Fastest Standard Motorcycle It was a FACT NOT a slogan Images such as that of Rollie Free in swimming trunks laying flat on his works modified Black Shadow and taking the American motorcycle land speed record at Bonneville in 1948 have now passed into posterity In fact the big Vincent was so ahead of its time that it continued to compete successfully almost arrogantly in racing until the mid 1970s against modern bikes No other motorcycle in the world can claim this kind of achievement Following the premature ending of Vincent production Fritz Egli s 1967 Egli Vincent was the first chassis completely redesigned for a Vincent in 21 years Egli s machine inspired numerous builders for several generations and this book traces holistically the story of all those motorcycles in the broad context of the classic and modern history of the Vincent Understand how the flame of passion still burns brightly today      **Sportbike Performance Handbook** Kevin Cameron,

Cycle World Magazine ,1986-01      **Pioneers & Icons of Australian Motorsport** Bill Pearson,2025-02-21 The author has captured in words and lavish illustrations many of his own that have never been seen before the stories of over one hundred men and women whose personal motor racing journeys paved the way to establish and explode this sport They did

so both locally and overseas showing that Aussies were as good as the world's best when it came to not only skill behind the wheel but also in the design and manufacture of the fastest cars and in organising events of the highest level and regard. Most of these names are extremely well known by all Aussie petrol heads household names admired around any backyard barbecue. Just the mention of their names brings nods of respect. But you will additionally read accounts of some very significant lives and racing achievements you previously knew nothing about and some are quite simply amazing. There's our first woman to race commercially overseas. Just how she got there is incredible. Then you share the exploits of an illegal international record holder who went to New Zealand to break the land speed record, the farmers whose sons and grandsons became racing dynasties and the home-grown mechanics and car builders whose designs obliterated all competition. Strap yourself in and hang on. It's gonna be a bloody wild ride. *Cycle World Magazine*, 2005-01 *Cycle World*, 1999

*Racecar Engineering*, 2008 **Motorcycles** Roland Brown, 2003 *Car Life*, 1967 *Floyd Clymer's Auto Topics*, 1967 *Road and Track*, 1968 **The Encyclopedia of Motorcycles: Suzuki-ZZR** Peter Henshaw, 2000. Contains alphabetically arranged entries that provide brief descriptions as well as longer histories of different makes of motorcycles from around the world and includes color photographs of many of the featured bikes. *Cycle World Magazine*, 2010-01

*Road & Track*, 1966-02 Tuning for Speed P. E. Irving, Floyd Clymer, 2015-11-27 294 pages 130 black white illustrations size 5.5 x 8.5 inches. In 1963 Temple Press UK published a revised and expanded 4th UK edition of *Tuning for Speed* and in 1965 they published a reprint of that 1963 edition. Both the 1963 and the 1965 publications are identical in content and contain 294 pages, a significant increase from the previous 208 page 1960 printing. With a total of 294 pages the revised and expanded 4th UK edition is the most comprehensive of all of the *Tuning for Speed* editions ever published. Earlier editions only stretched to 208 pages and later editions shrunk to 260 pages or less as what was thought to be dated information was deleted from the contents. This dated information is considered valuable today by those enthusiasts interested in vintage motorcycle tuning and modification. Consequently this makes the revised 4th UK publication the most complete and desirable edition. Therefore it is our pleasure to offer this reprint of the Floyd Clymer Revised 4th UK Edition or Second American Edition of *Tuning for Speed* to motorcycle enthusiasts worldwide. *Tuning for Speed* was originally published in 1948 and continuously reprinted and updated in order to keep pace with the constantly evolving range of British motorcycles and engines. While the primary focus of this publication is on 1965 and prior British motorcycles the theory and engineering it contains is still applicable to the current crop of high-revving imports. *Tuning for Speed* is considered by many knowledgeable motorcycle enthusiasts to be one of the best books ever written on how to improve, modify and fine-tune a motorcycle engine and it is often referred to as one of the top 10 classic motorcycle books. The Floyd Clymer association with this publication dates back to the early 1960s when he purchased the United States Publishing rights for *Tuning for Speed* from Temple Press in the UK and in 1967 Clymer published the 1st American edition of that title. However by 1967 the

Clymer publication had been preceded by 8 printings of the UK edition and was incorrectly identified by Clymer as a 9th edition In fact the 1967 Clymer publication is actually a reprint of the less desirable 208 page 1960 UK edition However in 1963 the 4th UK edition was revised and expanded to 294 pages with a second identical re print in 1965 Therefore this 2nd American edition of the Floyd Clymer publication of Tuning for Speed includes all of that valuable dated information that was deleted from the later editions and is identical in all respects to the 294 page 1963 1965 revised and expanded 4th UK edition with the exception that 7 pages of UK based advertising to the rear of the book are not included in the Clymer publication

**Ward's Automobile Topics** ,1967      **Tuning for Speed** Philip Edward Irving,1969

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