



FISHTAIL WEST

Velocette Owners Club of North

America Magazine

Nov & Dec 2018

no.299

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**Submissions for
 FISHTAIL WEST
 due: last day of ODD
 numbered months**

Club dues \$30 a year.

Membership runs from January thru December. Notices go out by email in December to be paid by January. U.S. funds only. All new member and renewal information can be found on our website,

<http://velocette.org/the-club>.

The technical tips, views, and opinions expressed in this newsletter are those of the authors and do not necessarily reflect the position or policy of the editor or any of the other VOCNA officers.

This newsletter often features items from older motorcycle magazines, including photographs, drawings, cartoons etc. Where possible I acknowledge their source. Often these items are often from "MotorCycle" and "MotorCycling", and the current copyright holders are Mortons Motor Cycle Media. I thank them for their use.

Front Cover: Mellow Velo MSS
Back Cover: Joy of riding a Velo - Brady Walker on the 49 Mile ride. photo by Craig Howell. photos.thecreeper.net

Hold the press... long time club member, Mick Felder, crashed during a ride in Southern California. Reportedly, all four limbs were in casts, but he is strong. We wish him a speedy and full recovery.

SCHEDULE CHANGE: To support the annual rally in July and the Spring Opener in May, it works better to have the deadlines at the end of the ODD numbered months. You still get 6 a year! The next newsletter will be in your mailbox in February. editor

**So Cal Velocette
 XMAS party**
 Saturday Dec. 8th
 Bruce & Remeny Farren
 Please RSVP
 see inside back cover
 for more



*above: John Sims on the road with Mt. Shasta on the horizon. photo by John Sims
PREZ SEZ...*

At the 2018 AGM and in talking to several club members, I've heard many people express some concerns over the heat and the Hot Weather. In reviewing the elevation and average temperatures for Baker City, the City is located at an elevation of 3,500 feet and in July the average high is 85 ° F with lows of 54 ° F. It was unfortunate that a heat wave came through at the same time as the rally make riding and temperatures very uncomfortable. Next year's rally in Mount Shasta City is at a similar elevation with similar average temperatures. Hopefully, we will not have a heat wave in July 2019 and if the weather matches the average temperatures it will be a spectacular rally.

Due to last year's hot weather I have made sure that the main hotels and campsites have access to swimming facilities on every day of the rally. To beat the heat of the day, I would suggest leaving at first light so that the day's ride is completed before 1:30 pm; this will enable riders to enjoy cold beer and swimming in the hottest part of the day. In addition the bar in the Mt. Shasta resort is also air-conditioned. The ride will be at or above 3,500 feet (high desert) except when we go out to the coast where it will be cool with sea breezes. Any help from club members going to church and praying for cool weather would also be appreciated.

It's late October and I've been preparing for next year's Velo rally. I was thinking back to my College days in the 70's and how I used to ride my Venom from Hertfordshire down the twisty lanes to Hatfield Polytechnic where I studied aeronautics. The Venom ran well and it was quicker than most cars, but the Jags and the Mini Coppers would burn me off. While at college I was a civilian gliding instructor with the Air training corps and every other weekend I would fly the cadets around at RAF Debden. My ride to the airfield was a joy and I would ride through ancient villages like Little Hadham and Much Hadham. The villages have been there

for hundreds of years and the houses were made of wood & plaster with thatched roofs. The East Hertfordshire countryside was nice with tight little country lanes from which you could smell the trees and animals. As part of my degree I was required to work in industry for a year. My first industrial period was at a Piper aircraft maintenance facility just outside Oxford, where I stripped and rebuild Lycome aero engines. My second industrial period was at Zerox in Welling Garden City where we designed and constructed copying machines. It was at Zerox that I met my good friend Dave Poole who would ride to work on his 1937 KSS mk1 Velocette. The bike had over 100,000 miles on it and it was still running. In 1974 we both rode Velocette's to the Isle of Man TT races. It was a wet and cold week on the island and we were camped in a big field with a water tap and a wooden bog. It was pretty gross. Dave had flu and spent a lot of his time in his tent, but we did get to see the races and visit the pubs to warm up and get food. The lap records were just starting to go over 100 mph and we got to see Mick Grant and Tony Rutter winning on Yamahas. The day of the Norton's and BSA's had come to an end and it reminded me of Bob Dillan's song:

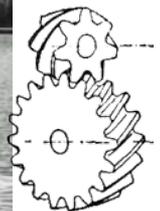
“Come gather 'round people Wherever you roam,
And admit that the waters Around you have grown;
And accept it that soon You'll be drenched to the bone;
For the times they are a-changin'.”

And so it is today with our loved vintage motorcycles, thrashing our old Velocette's down the road just like we used too, but the times are changing. I have noticed that the British clubs have less members and the All British show is no more. It's not all bad but we have to make adjustments for our aging years. The North American Velocette rally has changed from the group of nomads or gypsy's traveling a 1000 miles in a week from campsite to campsite, to a group that likes the creature comforts of home. A nice bed to sleep in and a nice pool rather than sleeping in the dirt and being bitten by mosquitoes in the local swamp. I hear many of the older club members saying “It's difficult to get out of the tent several times in the night,” or “I gave up camping because I could not get out of the tent.”

What always amazes me are people like Alan Dow who used to sleep on the park benches, and then got his lovely wife Margarete to drive the camper behind the group, and now has resorted to the hotel rooms. Still riding at 85, not bad! But when he gets on his bike he is no slower than he was 20 years ago. And look at Fred Mork; at 70 he loves to race, ride and camp; and I still cannot keep up with him. Fast! fast! fast!



*left: Mt.
Shasta and
Lake
Siskiyou
photo from
John Sims*



Because we are aging does not mean we cannot have lots of fun on the bikes, especially Velocette's. Next year at the Mt Shasta Velocette Rally, I have tried to accommodate the complete spectrum of all club members, visitors, husbands, wives, children, girlfriends, boyfriends, old, young, colored, gay and transgender.

The main hotel for the rally will be the Mt Shasta Resort which has golf, a bar, a restaurant, a spa, access to the lake, and a place to leave the vehicles when we go away for a couple of nights. They have said there is a 10% saving if booked on line and it is suggested to book as soon as possible. The campsite is at Lake Siskiyou resort which also backs onto the lake and has a sandy beach for swimming. The campsite is only 1 ½ miles from the Mt Shasta Resort.

As Sir Arthur Colon Doyle said, "A change is as good as a rest." I thought it would be fun to have the shine and show at the Weed Brewery, eat fish and chips and down a couple of pints of real ale. I have planned to let the local paper and chamber of commerce know so that the locals can come and look at our shining bikes.

Ray Pallett has offered the use of his motorcycle trailer and with my truck we now have a chase vehicle. Yeay! Since I have been riding most of the roads over the last couple of months I will drive chase along with any other volunteers. The sign up sheet will include a space for volunteers. Since the chase truck will be in the campgrounds the chase truck will transport the camping equipment for the campers.

I'm looking for some help organizing the transport of the Hotel rider's luggage. There are three options:

(a) A volunteer prior to the Rally to drive a vehicle carrying the hotel rider's luggage.

(b) We wait until the rally and see if there is any one driving that can take the hotel rider's luggage.

(c) The hotel rider's bring a tank bag or saddle bags and carry their own stuff.

When you think about it, we are on a motorcycle ride and there's no necessity to bring very much, just some undies, swimming trunks and a tooth brush. This is a biker rally and not a fashion trip, besides, after a long day in the saddle it's better if we all smell the same and then we will not complain about each other. Any help on chase truck driving or transporting the hotel rider's stuff can contact me at

Lordjohn@ix.netcom.com

My thanks to Frank Recorder for checking out the accommodation at Klamath. Below is the preliminary agenda with hotel accommodation. It is suggested to book the hotels on line as soon as possible. If you wish to rent a cabin or have a camper, you will have to make arrangements at the Lake Siskiyou resort. The campers will be booked through the registration.

Below is a preliminary agenda along with hotels and camp sites.

Good Riding, John Sims

Agenda:

- Sunday – Jul 14, 2019 - Arrive, Registration and Welcome Meal
- Monday – July 15, 2019 – Visit local spots, hill climb through mountains.
- Tuesday – July 16, 2019 – Visit lava fields and caves – Explore Caves (bring flash lights, helmet & knee pads)
- Wednesday – July 17, 2019 – Travel through Trinity Mountain Range & Redwood Forests to Klamath on the Ocean
- Thursday – July 18, 2019 – Travel to Grants Pass – Visit Lion reserve and Oregon caves.
- Friday – July 19, 2019 – Travel to Obrien, over Greyback Road to Happy Camp, along the Klamath River to Yreka and Mt Shasta.
- Saturday – July, 2019 – Shine and Show – Weed Brewery
AGM – Mt Shasta Resort & Golf Course



above: Frank and Elizabeth Recoder

**Some of the Friendly Faces and Velocettes at the 2018 Rally Line Up
photos by Colleen Canning**

below: Dave Roper and Stuart Hooper who came from Australia



Accommodations:

Mt SHASTA
Sunday, Monday & Tuesday July 14, 15 & 16, 2019
Friday & Saturday July 19, & 20, 2019

Mount Shasta Resort
1000 Siskiyou Lake Boulevard
Mount Shasta, CA 96067
(800) 958-3363 (530) 926-3030

<http://www.mountshastaresort.com/contact/>

Facilities – Golf, restaurant, bar, spa & swimming and 20% off all meals in the restaurant.

Rates approx. \$175.00 per night 10% Discount if booked on line.

Velocette Base Hotel:

Mt. Shasta Overflow and Alternative Accommodation:

Mt Shasta Inn
Phone: (530) 926-3411
<http://shastainnmountshasta.us/>
Facilities – Free breakfast, restaurant & bar
Rates approx. \$145 per night

Camping:– Lake Siskiyou Camping Resort
The group campsites have already been booked.
Cabins and drive through sites are available.
Address: 8600, 4239 W A Barr Rd, Mt Shasta, CA 96067
Phone: (888) 926-2618
<http://www.lakesiskiyouresort.com/>
Facilities – Flat camp sites, toilets, showers.

KLAMATH: Wednesday July 17, 2019

Redwood Hotel & Casino
(Holiday Inn Express)
171 Klamath Blvd.
Klamath, CA.
800 544 2946
Approx. cost \$124 per night.
If you call mention Velocette Rally or book on line

Campsite
Chinook RV and Camping Resort
17465 Hwy 101 South Klamath, CA 95548
The Club will make the reservations for the camp site.
Facilities – showers and toilets. Fishing.

GRANTS PASS: Thursday July 18, 2019

Posh Hotel
The Lodge at Riverside
955 SE 7th St, Grants Pass,
OR 97526
541 955 0600
Reservations@thelodgeatriverside.com
Free breakfast, outdoor pool,
Approx. cost \$175 per night

Camping
Schroeder Park
605 Schroeder Ln, Grants Pass, OR 97527
The club will reserve camp sites.
Facilities – River Access, Showers, toilets, fire pits & camp benches.

Or
Not so posh
Discovery Inn
748 SE 7th St, Grants Pass, OR 97526•
(541) 476-7793
Book on line or call Approx. cost \$90.00 per night
Outdoor pool with local restaurants 2 blocks away

On Friday July 19, 2019 we return to Mt Shasta via Happy Camp and the Klamath river Hwy 96 via Yreka.



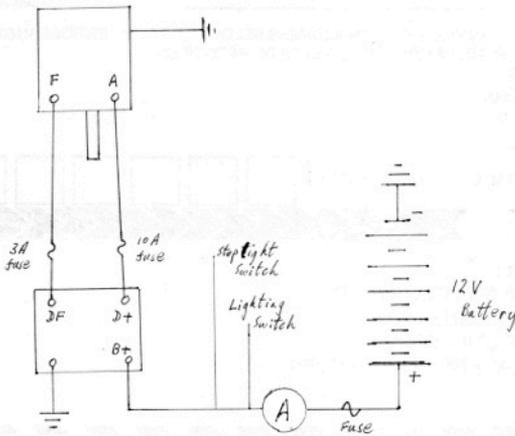
Above: Kim Young & KSS; Pete Young & Venom prepare to ride home. photo by L. Cox
2018 49 Mile Ride

Perfect weather accompanied a motley mix of motorcycles riding along the historic 49 Mile Drive through San Francisco in celebration of Halloween. The route included such luminous experiences as riding down a wet Lombard Street, along Ocean Beach and up to Twin Peaks. Other motorcycle groups blended in and showed real hooliganism and some great costumes.

below: Kim on far right next to the Hilary in the best costume. photo by Craig Howell for more photos see photos.thecreeper.net



12V Dynamo Negative earth



Regulator: Bosch 0190 215-030
Dynamo: Autolite 4JG400 1M3P
Belt: Gates 3L200
Pulley: 3/8" bore Gates 7802-0167

Eastern News by Andrew Harris

Greetings from the East, where it was somewhat ironic that not long after submitting the piece on the 12V dynamo for FTW 225 my voltage regulator failed. Both mounting legs broke (vibration?) and as one leg has a resistor attached the lack of regulation was immediate.

Imagine my surprise when I visited my local auto electrical supplier and found that Bosch no longer list this item. Seems the boys in Brazil don't want to make this anymore, and it is only twenty years since I bought the last one. Go figure.

Fortunately all is not lost as a Taiwanese made equivalent is available. Serial number is IB390. If you type that into your search engine a US supplier even pops up.

So I buy the replacement and set it up, even splashing out on

two anti-vibration mounts from Princess Auto. (Made in India – possibly a Royal Enfield part?)

Start the engine – nothing. Rev it up to engage the regulator – nothing. After a regrettable amount of messing about which I am too embarrassed to burden you with, I get back to basics and really check the fuses. See circuit diagram in FTW 225. Both fuses to the armature and field windings have blown. Good news – fuses are doing their job. Bad news – I look like a twit and not for the first time.

Startup again, yes there is a response but wait, the dynamo input seems to be adding to the discharge and there is an interesting flickering from the headlight. I ponder on this and decide to try reversing the battery terminals. Hey presto it works correctly, the dynamo opposes the headlamp discharge and all appears well. I can only surmise that the voltage regulator is set up for positive earth and that caused the problem with the initial negative earth setup. On the other hand I'm not really sure if that makes sense but the main thing is it's working so I'll take that.

By the time you read this it will be almost Christmas so let's hope it is a merry one for everyone.

Ride safely, Andrew

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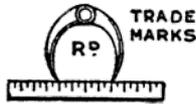
E-mail:

velocette@nocharge.zzn.com

Web: <http://velogb.tripod.com>



above: A Velocette picture. Buck Pilkington's old MAC with the couple that waved at this year's ralliers from Medical Spring.



below: the diagonal slash



The Other Roads of Baker – a Dirty Story

by Buck Pilkington

Baker City is much like Sturgis, Daytona, or Douglas – after the bikes have ridden on, the towns, the watering holes and eating places, the people, the scenery, and the roads, especially the roads which radiate from the town, are still there. While the Come Ride With Us maps are an excellent guide to the paved roads and the places along them, and most any rally is an event worth attending, there is another two wheeling attraction here – unpaved roads, and they too are present year ‘round.* Here is an account of one of our best routes. Fifty miles may not seem like a long ride, unless one is sitting in traffic, but howzabout fifty odd miles, never touching pavement ‘til the half way point, making a short paved jog into town for some great food, running back out the same way then leaving pavement and returning to the starting point over a 7200 foot pass?

Those who attended the Baker rally might remember seeing a diagonal slash climbing from left to right up the Elkhorns? We’ll be seeing it up close. We start the ride from Sumpter Valley, break away from the highway and start up one of the roads heading north, towards the mountains. The Elkhorns branch off the main spine of the Blue Mountains, and the area of their junction is the highest part of the Blues. As the Elkhorns run southeast and drop in elevation, they also spread out. Think of a foot pointing east. Work your way from the sole up to the instep, then part way down an outside toe, then zigzag along between and across the toes. Each toe is a ridge and each space between is a draw, so the road meanders along into the ravines and around and over the ridges. There are some fine views, a creek crossing, and all good riding. If we were to wind our way around to the last toe, there is a nice little drop off to less steep road which winds down into the Baker Valley. At the bottom is pavement, a veritable county lane, smoothly paved, with nicely banked right angle sweepers at the pasture boundaries. A short scenic paved putt puts one in downtown Baker City, where some very good food is served. Gas up and head out the same road that you came in on, viewing the other 180 degrees of scenery, past the place where we emerged from the woods, and less than a mile later, peel off to begin another climb.

On one side of the Elkhorns is an exposed outcrop of limestone of commercial quality. On the other side of the Elkhorns are the Union Pacific tracks. In between is a 7200 foot pass, about 1000 feet higher on the Baker side from flat ground. Back in the ‘50s and ‘60s there was a man who ran a fleet of dump trucks from the quarry and over the pass to the lime kiln by the tracks, hauling loads of high grade limestone. Now by



On this year's ride, Buck was our chase truck driver. Buck used his knowledge of the roads to offer fuel before we ran out of gas. photo by L. Cox



Atop of one of the toes. photo by Buck Pilkington

fleet, one might picture a flotilla of shiny Petes or KWs, identical but for cab numbers. There may indeed be such a fleet, somewhere. The reason that this fleet took the pass instead of an easier route was that it was a collection of worn out beaters bearing neither insurance nor license plates (not needed then on USFS roads). Mechanical failures were frequent, and it was said that one could

walk the route and assemble a truck from fallen pieces. Yet, under the rules of the day, the operation had a perfect safety record, as no one was actually killed. This bit of trivia I learned while working with the trucker's son, who had spent many a teenage hour fixing trucks. Sadly, all that is left are the quarry sites themselves, and, visible from the pass, a white stain marking the remains of the kiln. Enough of the kiln remains to make a worthwhile industrial-scenic detour past it on the return to the mountains from lunch. It puts me in mind of the guns of Navarrone.

We've putted the lanes, swooped the sweepers, and just as it seems that we are approaching a thousands of feet high wall, we see another right sweeper coming up. But, we go straight, up a gravel road, pass through a few turns and past some homesteads. Since we left the tarmac, there has been a slight but increasing grade to the road, and when we pass the last house the trees close in and the grade becomes more insistent as we climb through a mixture of road, rock garden, and switchbacks, including some fairly steep pitches. Where the woods open up there are some very nice views of Baker Valley and the Wallawas. A good moderately pitched run gets a person from the last switchback to the summit, where a break is mandatory. Dropping down the Sumpter side the road is generally moderate slope textured with waterbars and mini ravines, with a few steep pitches leading down into switchbacks. From the summit, the first stretch of road is the diagonal slash that was seen from the valley. We go past the quarry itself, with opportunities to explore limestone traction. Then, onward down into the woods and putt around and down and back to the starting place by a choice of several routes.



Between two toes. photo by Buck Pilkington

One of the

delights of the pass is that it is heavily affected by erosion, both loss of roadbed and by stuff, usually limestone gravel, flowing down onto the road. Early in the season, this might mean that bikes can get through where rigs quit. So what kind of machine is needed to ride this and our other roads? The make or age aren't important, but reliability and at least a 100 mile range are. I ride a CRF250 Honda which is plenty of motorcycle for rides like this. There is a trailhead at the summit, and a great view, so there are often rigs parked there. Discounting ATVs, the predominant ilk seems to be shiny pickups and SUVs. Saw a shiny Subaru once, no rocker panel damage. I've been up there on a stock sportster, and a friend here for Hells Canyon rally made it to the top on his '41 Harley. Following him on my wheeler, he looked like a bug crawling up a rock. It was beautiful. So, while there are sections that might have one thinking of a trials course, getting up should require no more than a comfortably low gear and sufficient cooling capacity to handle long steep grades at slow speed. Downhill sections will require adequate retardation, whether brakes, low gears, or boot leather is a matter of choice. While there are no cliffs with high drop offs, there are 100% slopes starting at the edge of the road. In dust season, July to fall rain, an air cleaner is good to have. One last note on machines, when the older Velocettes were new, paved roads were a minority.

There are many fine dual sport rides in the area, small loops to a couple of hundred miles, this has been just one of them. While it is also a wee bit challenging, many miles of other roads are easy and beautiful putts through the countryside with varied mixes of paved and unpaved. You all liked Dooley? Take your choice at the summit, a dirt road crosses it in both directions, each leading to the rest of the world.

* Though they may be under snow, usually November – April, but sometimes October to June, or December to February. Depends on elevation too. And one's adventurousness. Pulling a BMW backwards out of a snow and mud** hole is good exercise, but that's another story.

** Blue Mountain mud is available spring and sometimes fall. Distinguished by its red clay content, it comes in regular, slick, and extra greasy. They look alike.



Coming down Marble Pass, Sumpter side. The silver machine is a 650 Aprilia scooter.
photos by Buck Pilkington



Looking down Baker side of Marble Pass, can't quite get through yet. photo by Buck Pilkington

Coming down Marble Pass, Sumpter side. The silver machine is a 650 Aprilia scooter.
photos by Buck Pilkington

Downunder Velocette Ride 2018

by Gil Loe

Here we were, deja vu all over again, riding to Lennox Head, N.S.W. in the rain. Stuart and Marsha on the MSS, the FT500 humming along and Keith and Colleen driving with their MSS on the trailer. Stayed the night in Harrisville, Qld in an old pub/hotel built about 1910.



Our own Gil Loe presented the 2018 VOCNA Mellow Velo Fellow award to Doug Farr, veloist and editor extraordinaire. photo by Keith Canning

In 2010 we stayed at Lake Ainsley, Sport & Recreation Centre. It is now much improved with showers and toilets in each room. Along with 6 bunk beds.

There were four days of riding with Wednesday a rest (laundry) day.

During the week we rode to a short ferry ride, then to Evans Head Aviation Museum. They feature two Canberra bombers and a F-111. Next day we rode to a cattle ranch where the owner showed his 150 old tractors, old pick-up trucks and stationery engines. The sounds were fantastic. More twisty roads, on Thursday, took us to Tweed Regional Art Gallery.

Friday we were off to Nimbin, Australia's pot capitol. To celebrate I had a great flat white coffee. Russ Arnold bought a black knit cap with dreadlocks. He looked marvelous! On the way back we stopped at the Eltham Pub for a Velo group photo. I think there were 54 Velos in line.

The theme dinner this year was 1960's Australian beach attire. I was very disappointed because there was not one speedo worn.

Saturday was the day to show off the Velos at a park in downtown Lennox Head. They were hoping a lot of people would look at the bikes then donate gold coins to the local fire fighters. The storm that blew thru held the beach crowd down and the donations.

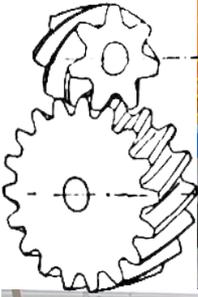
Leaving Lake Ainsley had us in rain gear again. Stuart somehow lost his oil cap in or near our coffee stop. He learned that at Lake Morris, which is 17k from the stop. After retracing the route the storm caught up with us but not the cap. We stayed in Boonah for the night and used the bathroom heaters to dry our gear.

Monday had us again in the rain gear. Going over the coastal range put us into very heavy rain. When we reached the Canning's place, in Woombye, I was soaked.

Thanks to Keith for finding an "easy clutch" for the FT500. I was able to ride 1693k on some fantastic roads. Wet or dry.



right: Ferry load of Velos, on way to Air Museum. Phil Ward reaching for camera



**Downunder Velocette Ride
2018
photos and captions
by Gil Loe**

left: Jim Day in front of Lodge 4, my room mate along with Phil Ward. 6 bunks and 1 bed



right: Marsha & Stuart at Lake Morrison pointing at missing oil cap. By going back for look, we got into heavy rain





left: Gus ready to ride, nice Thruxton in background

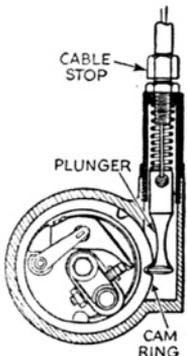


left: GG, Gus Thearle, John Jennings. Rainy rest stop

right: Ernie & D Q with Lennox Head in background.



right: Gary Gibson, rest stop in the rain. Aussie Rally





Velos lined up for photo at Eltham Pub

Winner
of the
JUNIOR TT



1926-8-9.

If two people watch how many kicks?

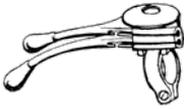


**2018 Mellow
Velo Fellow
Ride and
Rally**

photos by
Lanora Cox
above: *Jim
Romain and
his immaculate
MSS at Pine
Mountain
Club, near
Interstate 5's
gravevine in
California.*



right: Happy Birthday Tim! Thank you Jane!



*below: Tim Kenney and
the Youngs standing by the Velos. We were
honored to have three generations of Bob
Young's family ride on this beautiful day. I
think Bob would have enjoyed the ride and
maybe he was with us too.*



Two MACs, a MSS, a KSS, and a MACenStein by Tim Kenney

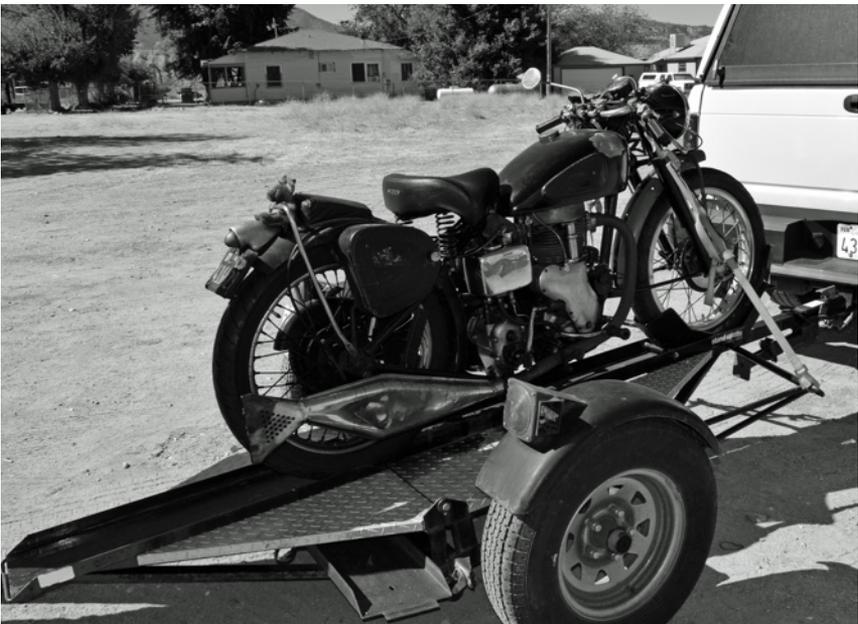
It was perfect weather, not too hot. No one crashed, and I was the only DNF. In the end there were 22 people, including Jane and I. Jay and Miki Willburn from Utah rode a giant BMW with aplomb, even allowing me to draft them on 33 Saturday, as there was a nasty head wind. In my opinion, there is nothing worse on a MAC than a strong headwind and a slight uphill, especially when it is trying to haul me around. Frank Forster came in his Honda, camped, and took off the next morning.

The food was the usual fare, but no one complained. Miki Willburn had a full bar, and brought food of her own, quite a layout of snacks before dinner, what with Viki and Alick laying out the usual snacks in addition to Miki's.

We ate the snacks, kicked tires, then ate the all you can eat dinner, followed by a giant fire (wood courtesy of Gregg Goris, Pat Dexter and Roger Lancaster), lasting well into the evening. Jane brought a cake and a balloon, and people sang Happy Birthday to me. It was German Chocolate, and it kept me awake, but worth it. Roger made his signature hors d'oeuvres, grilled eggplant, stuffed with goat cheese, soaked in garlic/olive oil. I ate too many. Randy brought his Cadillac and homemade Guacamole, which complimented the snacks that Viki and Alick put out. I had a case of Ojai Red, but only opened two bottles, and there was some left over. Did I mention that Miki had a full bar, no fooling around.

There was an extremely clean '67 MSS, a very clean '47 KSS, two MACs (mine and Lanora's the editor of the fishtail), one MACenStien (It had MAC engine cases and valve cover, but a Honda crank and who knows what else). There was a 1950 Vincent, and a really nice BSA Gold Star. Bob Young's daughter, her husband, and her son came, dragging along Nancy Young and two bikes.. a 650 Honda single and some trick 1000cc Honda sport bike. There was a Daytona with Gregg, and a mixture of other stuff, as in the Buell and so forth.

Breakfast was good, they started at 7am, and it was the basic fare. We left at 9am, there was Gas at Pine Mountain Club, and as usual, the roads in and out were fantastic. I was having fun on the MAC riding out on Lockwood Valley road. Maybe because it was lean it seemed to have more snap. Who knows? It seized a few miles outside of The Place.



- Jane O'Dell – Host, Chase truck, table cloths, emotional support, birthday cake!
- Tim Kenney – MAC, host, Ojai Red, Pins, dumb questions.
- Craig Rich – 47 KSS, Hernia boy, amazing engineer mechanic, regular attendee.
- Randy Lum – Cadillac boy, guacamole, Whisky.
- Roger Lancaster – Suzuki 650 Super Moto. Eggplant hors d'oeuvres.
- Matt Chapin – BSA Gold Star, Trailer, good humor.
- Frank Forster – Wealth of wisdom. Honda Car, Mentor.
- Pat Dexter – Suzuki dual sport, local support. Deep knowledge of the area.
- Gregg Goris – 1970 Daytona, local Ojai rider, BSA club ride organizer, good friend.
- Bob Rymer – Vincent . Hard to catch, hard to pin down. Front of pack. Local rider and friend.
- Lanora Cox – MAC, Fishtail editor.
- Jeff Scott – MACenstien – Man of many Velocettes and experience. Comes with Lanora.
- Bob Battle – Honda 400 four of many miles. Cross country Velocette rider before it was cool.
- Renee Battle – Sometimes chase truck, all times Bob pillion.
- Miki Willburn – Bar tender and auxiliary snack table host extraordinaire, Jay Willburn's brave pillion.
- Jay Willburn – pilot of giant BMW adventure bike, owner of giant play trailer, supplier of beds and bikes.
- Jim Romain – 65 MSS – Very clean proper Velocette.
- Paul MacLaren – Corvair Trike – Local Ventura 'boy' and upholsterer.
- Larry Luce – Velocette guy who drove up to represent the Southern California crowd.
- John Laing – KTM super moto, also known as 'Norton John', rode Jay Willburn's Buell on ride.

Jeff Scott with Frank Forster, Larry Luce and Jim Romain

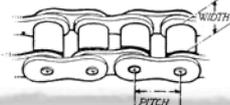




above: Lanora Cox, Fred Mork and Terry Wolpert

Name this Bike

What should this bike be called? It has a Velocette Tank, an Indian Arrow Frame, Honda wheels and internals, and a Burman gearbox. Neville Mickleson states that it can't be called a 3/4 MAC because it doesn't have enough MAC parts. Velohondian sounds like a delicate musical instrument. In his article earlier in this newsletter, Tim Kenney called it MACenstein. It's also been called Frankenvelo and a Terry Wolpert Creation. What's your favorite?



TEACH YOUR CHILD THE LOVE OF MOTORCYCLES



AND THEY WILL NEVER HAVE MONEY FOR DRUGS

**Got
Photo?**

**Any rally, ride or just good shots of you
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**Please send to
webmaster@velocette.org**

**When sending photos in jpg format
indicate rally, year and info about bike**

TWC Tech by Jeffrey Shadetree

Whilst given the opportunity to inspect the workings of the Terry Wolbert Creation we found the coil was generating too much heat during operation and the resultant intermittent run times were disastrous in their deleterious effects to the Joy Of Velocetting.

A hall effect trigger, mounted on the distributor, seemed to operate in the normally closed position that would provide line current to the coil for the greater part of engine rotation resulting in an over current situation and overheating.

Not being an electrical engineer (or any other kind) I theorized less duration for coil saturation would be the best course of action but lacking the parts to convert the hall sensor to normally open, I opted for the less elegant bandaid fix, less voltage.

Rather than place too much faith in the overworked coil, a known good used Lucas equivalent was pressed into service, along with a Mopar ballast resistor from my stock of truck spares.

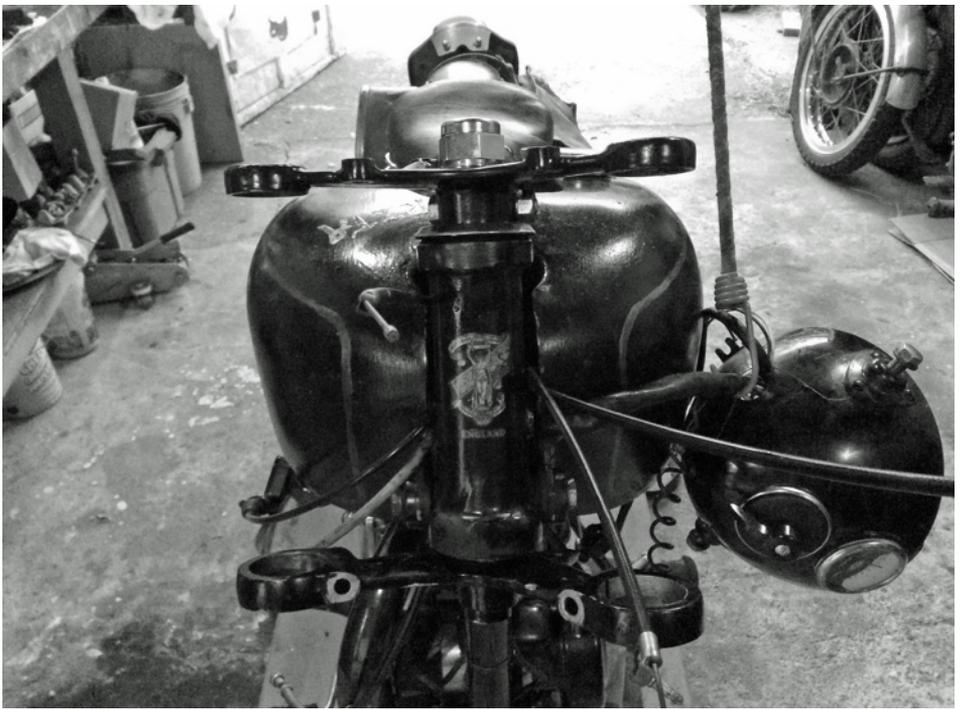
The ballast resistor in the Mopar is used to moderate voltage to the coil during normal running and is bypassed during start up to provide a boost only when the starter motor is engaged. I surmised the same voltage moderation would help to keep the coil temp within limits for continuous operation. I opted to bypass the bypass so the power to the coil is the constant on this installation.

As usual the time to test the mod is on a Ride! The Tim Kenny Mellow Velo Fellow circuit is about 90 miles and the sparks were consistent the entire way around.

Just to prove it was not a fluke we did the 49 Mile ride that Pete and Kim Young host in San Francisco. Another faultless run.

So far, so good. Some day I will get someone for whom the use of a Fluke meter is known, to tell me what the heck is going on so I can figure out what I did.





MAC Tech by Relative Bearing

Having done the conversion to roller bearings in the headstock on the Venom I felt the same mod should be doable for a ridged Mac.

First step seemed to be to find out what we had to work toward so to the measuring tool drawer we go.

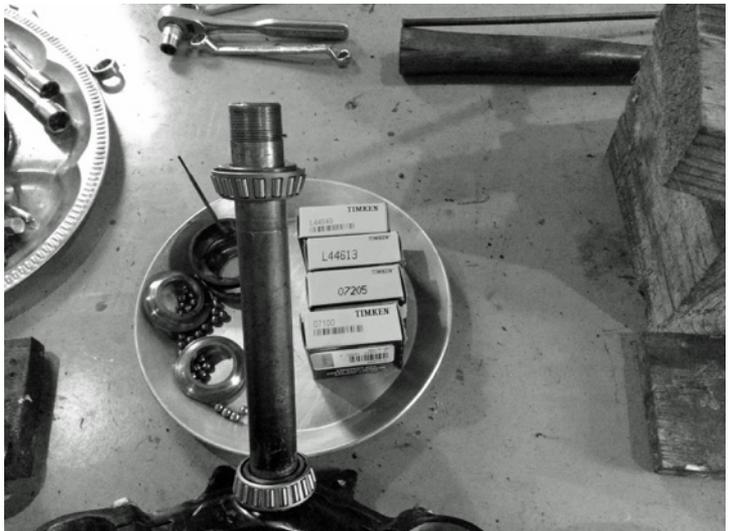
The top inner proved to be the standard 1" ID and the outer a relevant inch size. The lower was 1 1/16" inner and same outer.

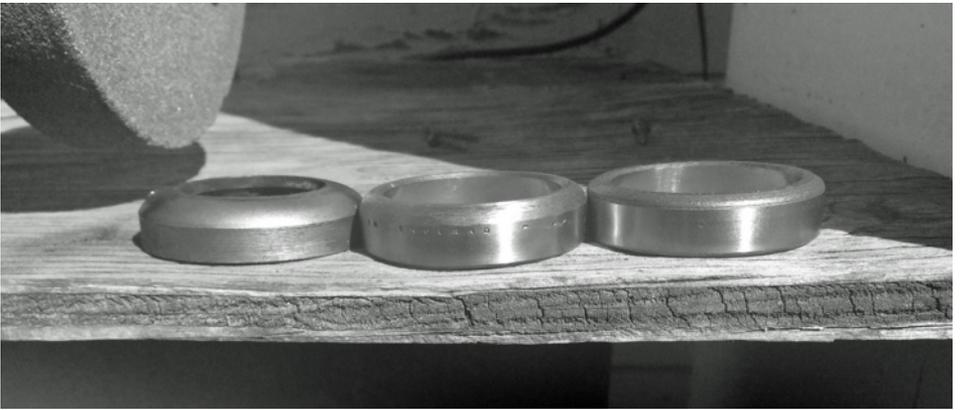
A search of the Timken bearing chart online took a few minutes to find both inner sizes available and in stock. The matching outer races were somewhat of a compromise.

Both seemed to be .002 - .003 smaller outer diameter with the lower one being the smaller of the two.

As I had to run a bead of arc weld into the outer races to remove them from the frame, it was too late for second guessing.

So we found on





installing the top outer race, a light interference fit, small hammer taps, and the top of the race was protruding from the frame land. The lower race pressed in by hand and sat proud. Hmm.

The radius of the frame land and the new races did not match up very well and a nominal amount of material removal on the new races was required to seat the races deeper into the frame.

The lack of interference fit I gave over to Loctite Bearing Mount figuring the radius in the frame and the nature of the taper roller would keep things in line.

If I were to do it again I would think about turning down the stem to a 1" size all the way down, to use the upper bearing type on the lower position, to have a tighter fit on the lower outer race. The alternative is to grind the inner race to fit the larger diameter lower stem as UK spares does for the conversion kit for Venoms.

So it can be done with a little extra grinding on the new outer race and using your chosen method to accommodate the stem size differences.

And I found a use for that spare GTP flywheel, as a fork tube truing plate when aligning everything back at the reassembly stage.



Dear Kami

There's this guy.... I really like him, but all he does is work in his garage on an old Velocette motorcycle. I want to give him something for the holidays that will really knock him out. You know a little gift that will make him look up. I want all the attention he gives to that motorcycle to focus on me. Do you have any idea of what would make my crush a reality?

Crusher

Dear Crusher

I have many ideas. First however I have a couple of questions and a caveat. Be careful what you ask for. Magic in both objects and spells has a tendency to backfire.

That being said, how well do you know this guy? For example, do you know his morning rituals? Is he more of a ring the bell and wait for his valet to bring him a tray with espresso, soft boiled eggs and a scone? or is he more of a handful of coffee crystals and a chesterfield kind of dude?

The other question: what is your budget? If money is no object, then a temperature controlled showroom for his collection might do the trick.

Assuming this does not satisfy you, here are a few other suggestions.

Comestibles (as opposed to combustibles) are always useful. Tyres, or a bottle, or heck a whole case of that synthetic oil they've always wanted will gain you some gratitude. Or a magneto, heck a slew of of magnetos - you can never have too many!

You could go for the more experiential kind of gift - like an hour on a dyno. Or maybe a gift certificate to the closest oil analysis place.

If you're thinking more along the idea of jewels, a Velocette clutch adjuster would be treasured. If you're more into fashion, you could gift a Velocette messenger bag. A gift that keeps giving all year long would be membership to VOCNA. Then he'd get this newsletter and have the opportunity to sign up for the summer ride. That at least would get him out of the garage. Finally how about a detailing kit, a box of gloves, a bag of rags and his favorite unguents.

Notice, all of these gifts would keep this guy in the garage. But you haven't mentioned anything else he might like. Either you have to get to know him better before you give until it hurts... or you could transform yourself into a Velocette.

Or, I have a better idea. Learn to ride a motorcycle yourself. I bet your priorities change then.

Kami



2018 BSAOCNC ALL BRIT RIDE

by Lanora

On November 3, the first Saturday of the month, when I should have been working on this newsletter, I rode my MAC on the annual All Brit ride. While there were some very special bikes, like a Hesketh, a Norton Atlas and two Dick Mann BSA's, Velocettes put in a good appearance.



Above, Kim Young, John Sims, Amy Thigpen and Jeff Ward get ready for the day. All were on Velocettes. Below Danny and Frank Brennan do a little clutch adjusting. Frank rode the Velo while Danny rode a Vincent. All bikes completed the romp





through the hills around Novato, California although there were rumors of a BMW going off the road - but that's not a British marque so it couldn't have been on this ride.

Velocettes riders also walked away with many of the awards. Pete



Young was on the oldest bike present. Kim Young's Venom took the Exxon Valdez award. Jeff Scott's Endurance received the Chrome won't get you home

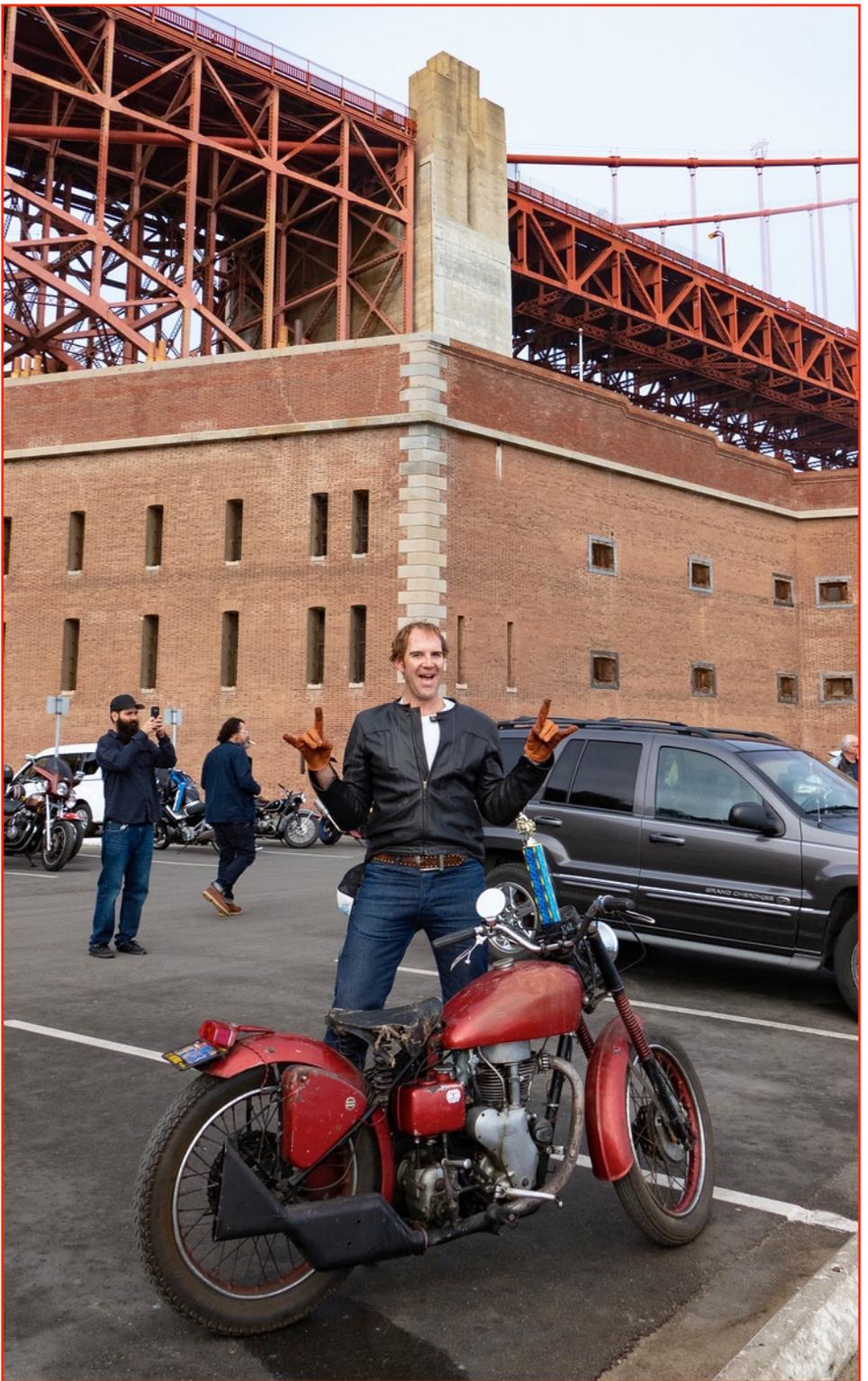


award. And Danny, well he got the top award, for passing the host, Don Danmeier, not once, or even twice, but three times! He was

So Cal Velocette XMAS party
 Saturday Dec. 8th
 12:00PM till ????

Bruce & Remeny Farren
 18860 Roberts Road
 Riverside CA, 92508

Please RSVP
remenyf@att.net
 951-780-5874



riding a Vincent while his dad was on a Velocette.

Thanks to Don and Shirley! Another great ride!

