

FISHTAIL WEST

The Magazine
of the
Velocette
Owners Club of
North America
July & August
2018
no.227



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Submissions for
FISHTAIL WEST
due: last day of EVEN
numbered months

**Club dues \$30 a year, starting
July 1, 2016.** U.S. funds only. Please
make checks to VOCNA. Memberships
run from January to December. Send
dues, address changes, membership
applications, enquiries, etc. to
Membership Secretary Debbie
Macdonald.

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2018 VOCNA RALLY

July in North East Oregon
Arrive Sunday July the 22nd.
Ride Monday July 23rd - 27th
Saturday the 28th Show and Shine followed by the AGM.

Accommodations:

Baker City, Oregon (5 nights)

Sunday July 22nd
Monday July 23rd
Tuesday July 24th

Friday July 27th
Saturday July 28th

Best Western Sunridge Inn
1-541-523-6444

Mention Velocette Club when booking
Camping on Best Western grounds Rates - TBD

John Day, Oregon (2 nights)

Wednesday July 25th

Thursday July 26th

Camping at Fairgrounds – Rates TBD

Many motels available:

Best Western

Dreamers Lodge

Budget 8 Inn

Americas Best Value Inn



Cory Padula before he became president, with Olav Hassel at the 2017 VOCNA AGM

The Last Rant (by a soon to be deposed president) by Cory Padula

Motorcyclist crashes his BeemaYamaSuki into back of stopped Semi-trailer truck at high rate of speed. The vehicle was on autopilot and he was watching a rerun of Seinfeld on his widescreen AMOLED dashboard at the time. Sound familiar? yes if you change motorcyclist to car driver and put in premium car name of choice, but so far this has not come to the motorcycling world. Ah but it will sooner than later. Why? Because there are people willing to buy a motorcycle that can drive itself. This seems so bizarre writing this article for a bunch of people that are used to a long procedure just to start their bikes....petcock on, tickle, kick onto compression, retard spark, compression release, kick gently over top, kick hard while applying throttle, and

then do it all over again, and again. An electric start is like Star Trek material to us. It is motorcycling in its basic form. It is true intimacy of man and machine and like most intimate relationships there are times when tempers flare and the air goes blue with foul language.

So where am I going with this? Well motorcycles today have become very sophisticated. So much so that they relegate our museum pieces to the display right next to the dinosaur and fossil exhibit. (No this is not referring to the owners). Let's just talk about one item alone, the throttle. On a Velo it is that twisty bit that has a wire that pulls a slide up and down in the gas leaking thingy attached to the engine. On a

modern motorcycle it is a twisty bit that produces an electrical signal that is transmitted to a computer that interprets the request and sends a signal to the throttle bodies to open the appropriate amount. It goes something like this ...19 year old with new 200 hp crotch missile (Clean up those XXX thoughts) over cooks corner, slams on brakes, over-running clutch reels around violently preventing rear wheel lockup and high side, bike automatically downshifting, missile boy/girl wrestles bike over and before he/she hits the apex cracks the throttle wide open... computer takes readings from gyroscope, accelerometer and Ouji Board-o-meter and comes to the conclusion that this driver is pure lunchmeat and as such applies 1/8 throttle automatically up shifting at safe shift points. 20 year old manages to make it around corner with a little poo in underwear and declares he/she is going to take on Rossi/Marquez next week. So the bike literally did everything to prevent rider from being a deposit in a leather body bag. Add a few more sensors, cameras and servos and in a few years missile boy/girl can watch that same rerun of Seinfeld while ripping up the back roads on autopilot.

So is this motorcycling or passengering? We can ask the same question of the movie-watching car-driver that piles his Tesla into that back of a semi, is it driving or passengering? Let's face it the first auto-piloted car was invented 100 years ago by Rolls Royce, the vehicle control unit, known as a chauffeur, being seated in the front. There are very few recorded incidents of these vehicles going out of control.

BAKER-DAY VOCNA RALLY 2018



Ride, Discover, Experience

Today we are not far off the electronic whizz bangery offered by the auto piloted car, from heated everything, exotic sound systems, communication gear, etc right down to the Fitbit app that counts the number of throttle twists thus calculating how many calories you burned that day and the number of diet beers equivalent. Oh and don't forget the GPS system, punch in the destination, hit start, follow directions and go. Who needs maps anymore? Why look at the surrounding terrain and pick that gnarly out of the way back road that stops in those long forgotten little towns along the way when you can whisk straight down the interstate to your Best Western in time for a dip in the pool and happy hour. Yes just as in the auto-piloted car, it is the destination, not the ride that is important. The more time to spend watching those Seinfeld reruns.

So the point is? The point is that on this rally the past will prevail. You will bring your relics from the past out to enjoy a REAL ride. It all about back roads, dusty forgotten towns, fantastic scenery and camaraderie. Yes it might involve a bit of fretting and sweat and a tinge of hardship but hey that's what memories are made of. Hoping that this year's crew has a great time, safe riding and no bike issues. Looking forward to seeing everyone at the rally.

BTW if you have Netflix, you might want to watch Wild, Wild Country. It's about the town of Antelope, Oregon population 20 that was invaded by a cult back in the 70s. It is in the area we ride but unfortunately we don't pass through as it a bit too far off our path. It is one crazy story involving thousands of cult followers, mass poisoning, murder attempts etc. If you pass through the town today you would never suspect anything like this. It is back to its sleepy town 20 person population. Cheers, Cory

Below: It is the 1983 submarine rally, second day out at Clearwater BC. It is raining.....

Left to right we see Phil Swartz, unknown, Geoff Blanthorn, Ed Gilkison, Andrew Harris, Gina Harris, Mavis Schafer. I believe it is Phils bike receiving attention. Seems like yesterday but it isn't. photo from Andrew Harris



**More from 1983
a very good year for
Velocetting!**

photos by Gil Loe

Right: Phil Swartz at the
Hanford Rally in Southern
California.

Fishtail Phil is
remembered every year at the
AGM with the annual Fishtail
Phil award given to the
Member of the Year.

*Winner
of the
JUNIOR TT*



1926-8-9.

Below: Jimmy Walker, Olav
Hassel, Phil Swartz and
Mavis Schafer.





Westwood racetrack (in Vancouver) on what was a special cars/bikes event as the track was about to close. June 1983. Left to right Sam Jowett, Andrew Harris, Brenda Jowett

Eastern News by Andrew Harris

Greetings from the East, where mad dogs and Velo riders go out in the mid-day sun.

I was saddened to read of the demise of David Carter, whom I met a number of years ago. David was on one of his epic trips in Ontario and called in for some refreshment on his journey Northwards. A nice guy.

We all follow the exploits of the worlds fastest Velo down under, but how many of you are aware that a speed record of an entirely different

character was recently set on the other side of the world?

Pendine sands in South Wales is the location. Pendine is no stranger to speed records, having played host to famous names such as Sir Malcom Campbell (with Bluebird 1), Henry Seagrave and others. Pendine was also the burial place for the record breaking car Babs after its` driver was killed during a record attempt in the 1920`s.

Anyway, in May this year Kevin Nicks raised the world land speed record for a garden shed to 101mph. The shed boasts a 400hp turbocharged engine and of course considerable amounts of money.

Anyone who thinks this is held over from the April issue can check it out with the BBC (and see the exquisite streamlining of the shed!) at www.bbc.com/news/uk-wales-south-west-wales-44054814

Now for something completely different, the saga of the non-resistor sparkplug continues. You will recall the NGK B7ES is no longer available in Canada, although some UK websites still list it. I started looking into different makes and found that Champion make the (non resistor) N4C as a replacement for the N4. (C for copper apparently...) A trip to the local NAPA store produced a plug off the shelf at considerably less than motorcycle shop prices so all is now well with the world again.

It has been 40 years since I used a Champion plug, always thought NGK was a better product but the bike seems happy so that`s the main thing.
Ride safely Andrew





Above Dennis explains the Velocette magnetism to an unidentified Hussong's customer as Olav Hassel listens, circa 1986 VOCNA Rally.

Changing of the Editor DownUnder: I've more, FTDU384, to do as the Club editor, then John Jennings takes over as the Australian VOC Club editor with FTDU385 following the Lennox Head Nat. Aust. Velocette Rally, likely late Nov./early Dec....Kindest, Dennis Quinlan

Below: Dennis showed off the same sweater at the 2011 Spring Opener. He stands between Mick Felder and Gil Loe. photo by Gil Loe





Above: John Jennings races into the editor role. Above photo of John on VMT 457 taken at Broadmoor in 2014, credit to SD website

Dear VOCNA member,

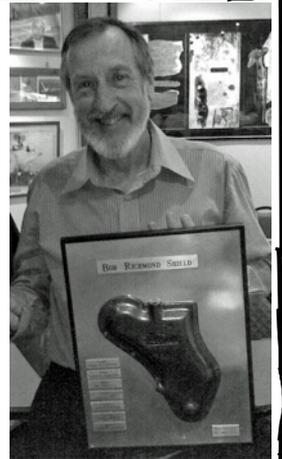
I have been asked by Dennis Quinlan on behalf of VOCA if I could use the Newsletter mailing list data to inform you of the passing, yesterday, of our late VOCA membership secretary Peter Underwood.

The funeral is to be held at 2pm this Friday 6th July at,

Castlebrook Memorial Park
712 Windsor Rd
Rouse Hill.

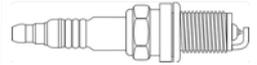
Doug F
VOCA News Ed

Dennis Quinlan is organising a Velo Guard of Honour for Peter's funeral and if you can help please contact Dennis for details.

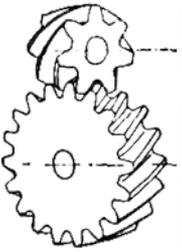




The VOCNA Spring Opener is an annual club ride set in May. Club Chairman, John Ray and his wife, the current Rally Pursor, Sue Ray (she's held many jobs) host the gala affair. It begins and ends from their lovely home in the Napa hills. Stay tuned for information about next year's ride. Above:



Blaise Descollonges
Right: Jim Romain
Below: Pete Young at the Spring Opener 2018





Spring Opener 2018 May 19, 2018

Perfect weather, good roads, fun people, what more could a person want from the 2018 Velocette Spring Opener?

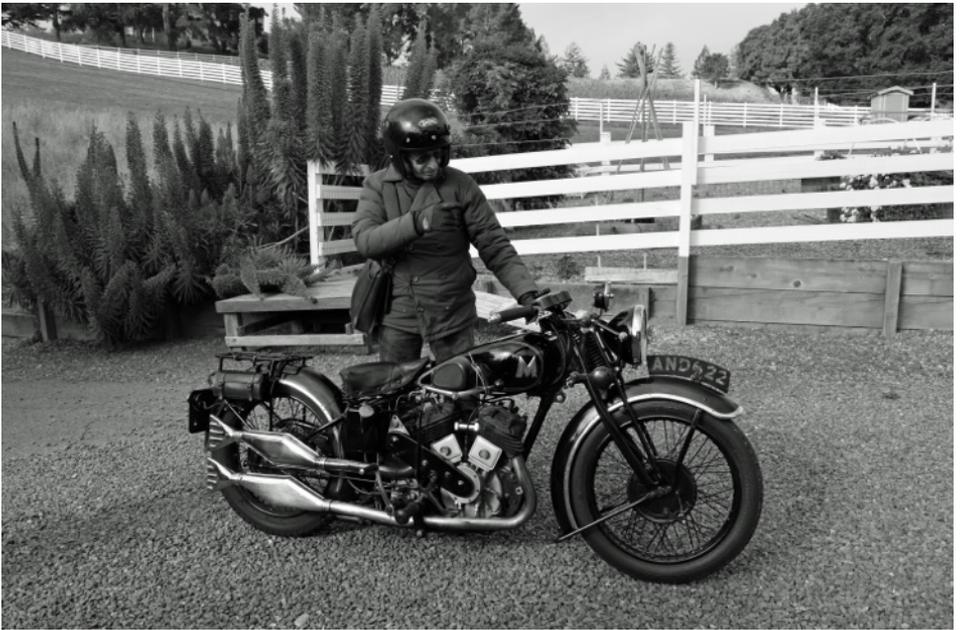
The format was similar to past years. The elite riders met at the big red barn in the Napa hills at Casa del Ray. This year was a good turn out – at least 12 Velocettes and a handful of other marques. For once Jeff Scott on his Endurance, Jeff Ward and Amy Thigpen on his MSS and I on my MAC arrived early. Soon people trickled down from the house and more arrived from the roads. At this moment it felt like all roads led to this outpost in Napa. This included many people from Paul Adams to Pete Young who arrived with his woodie. There were people from far away such as John Stanley from Oregon and Jack Sanders from the Tahoe area. Other stalwarts such as Tom Ross, Don Danmeier, Jim Romain, John Sims, Charlie Taylor, Olav Hassel and Dana Shatts joined newer members, Blaise Descollonges, Scottie Sharpe, Scott Hegan and Howard Johnston. It was especially good to see Frank Recoder on a bike again.

Senor Ray made sure everyone had caffeine before he conducted the official riders' meeting. This year the meeting included plenty of finger pointing and reasons to not use the map, which was a copy of last year's route and had been changed. More importantly, he described how to get to the breakfast stop.

First stop (well after fuel for some of us) was the Hop Creek Inn on Brown's Valley Road. A special buffet had been set up for us on the patio. Our group had the area to ourselves with plenty of coffee, orange juice, water, scrambled eggs, bacon, sausage, home fries, cinnamon nut bread etc.

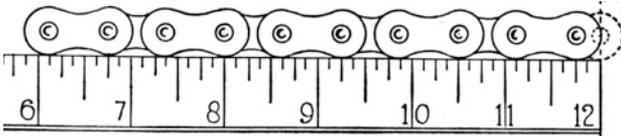
We had to move after that! We rode along the Napa Valley, alongside Lake Hennessey and north to Pope Valley. Here Olav and his beautiful green Velo arrived in the chase truck. Neil Macdonald who was driving the chase truck. Neil might be able to work miracles on some machines, but he could not fix this flat tire. In fact no one had enough hot air to fill the tire. How could that be? There was plenty of hot air... maybe it has to do with pressure. We were all pretty relaxed.

Olav took a survey of the limited resources of this historic crossroads. The market is a great source of snacks. The only other business that appeared to be open was an auto repair shop. Olav hijacked the chase truck and drove it with his bike in the back right into the shop. Did they have air? Yes, of course. Did they have a valve core



Other marques are welcome

Above: Charlie Taylor is a dashing figure on his Matchless.



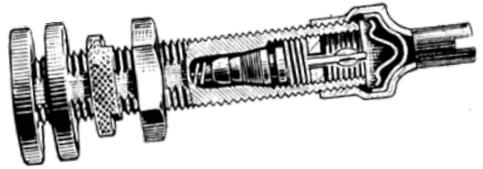
Below: Frank Recoder rides again! Olav Hassel checks out Frank's Norton.





Pope Valley, California , a regular stop on the Spring Opener ride, features everything needed for the traveler, drinks, snacks and plenty of photo ops.

Above: Paul Adams, John Sims and Jim Romain discuss the wear on a rear tire.



Below: Tom Ross and John Stanley enjoy the shade.





that would work on his tire? Yes! Whoo Hoo! It took a few minutes, but Olav was able to catch up to the group and finish under his own power. Good going! That's how we keep these bikes on the road.

The rest of the ride was wonderfully uneventful... well, my MAC stopped running at about the same place as it stopped running the year before. Coincidences like this make me believe in errant currents and unseen forces... Anyway, neither Gil Loe nor Neil nor I could start the bike. We bump started it and I rode the rest of the way, making sure to never come to a full stop. After we'd returned home, Jeff reexamined the float bowl position relative to the carburetor body. It needs to be 90 degrees to achieve the proper offset of 7 degrees

from vertical. This restored the proper level in the jet body resulting in easier starting and more consistent running.

The group had snacks and told stories back at the house. This was a great time for people who were unable to make the ride show up. People like George and Sachi Shoblo. For one thing, we all need an audience to hear about our ride! Plus it's good to see everyone.

The main meal and award ceremony happened back at the Hop Creek Inn. This time we ordered from a limited menu.

At some point Scott Hegan sensed that his MAC had a lack of oil return. He wisely chose the red barn as a location to take a look for the cause of this problem. He found debris in the oil pump. The source was a previous mishap with a piston. Pieces of the piston had fallen in and were sucked up by the pump. Although he examined the emergency roadside options available to him, Hegan chose to call in the cavalry and use a chase truck to get the bike to his own workshop. This must have been successful as he rode the MAC on the Moto Melee.

Thanks once again to John and Sue Ray for hosting a fun event!

Awards: well all documentation for the awards has run into the twilight zone of spent batteries and delete buttons etc. Here is what we know based on community memory:

Prep H: Scott Hegan

Simichrome: Blaise Descollonges

Lucas: Tom Ross

Rat Trap: Blaise Descollonges

Castrol: ??Definitely don't want to remember this!

First time a bike won both Simichrome and Rat Trap awards simultaneously!

Don Danmeier got a shout out because nothing went wrong!



Above: an overview (and color) of the meeting spot. The red barn is surrounded by the various vehicles that transported bikes to the meet.

Front Cover: Inside the barn with John Ray, Blaise Descollonges and Scottie Sharpe

Right: A detail from Pete Young's woodie.

Below: One moment at the Red Barn. Note Scott Hegan's green MAC in the front of the photo.





The makers of the

Velocette

recommend



Above: Pete Young arrived in style.

Below: After the ride around Napa, there is plenty of time to kick tires. Scottie Sharpe talks to Neil Macdonald, Scott Hegan with Gil Loe, Olav Hassel, Pete Young and Blaise Descollonges make plans while Dana Shatts checks out the bike.



No Oil Return

First take it apart and find the broken bits.

Sometimes no amount of tools and engineering know how is enough. An emergency roadside repair must be evaluated against the option of calling in the cavalry for a ride home and replacing a



part with the correct piece.

Hegan chose to stay at the party and take his bike home where he could make the repairs in the comfort of his own workshop. This worked as he was ready to go on the next ride, the Moto Melee. Just a little fettling in. Breakdowns are all part of riding these older bikes. It's the ingenuity and camaraderie of the fixes that gives this adventure lots of challenges, experience and excitement.



Think the 200 miles per day of the VOCNA ride is too much? Try the Moto Melee. This is an annual ride that covers 1000 miles in 3 days! Pre 1971 bikes only.

Fresh from the Spring Opener repairs, Scott Hegan and his MAC are in the middle of the opening meet. Below: VOCNA members Bill Quaccia and Roland Badertscher grade cornering ability.

Note the Endurance has been pulled over either for praise or astonishment.



The Five Velo Ride Almost by Jeff Scott

The 2018 Moto Melee is in the dust. Actually most of the dust is stuck to oil that leaked out of the Endurance. But I digress.

Saturday June 23 at Jeff Ward's woke up to the realization that I was starting another 800 mile three day ride with 110 like minded souls on vintage iron, '71 or earlier, and that the coffee was ready and eggs and chorizo were up. Jeff kindly put me up for the night to be closer to the start in San Francisco's Presidio, provided a hearty repast and rode his Venom across the bridge to witness the gathering for the first leg. Every type of vintage motor that could be made to run and a few that could not were listed on the ride sheet. Five Velocettes were listed, two made the ride. One had been apart the night before and when started to get to the morning meet, found the issue not resolved so a substitute bike was used, the other two were mystery no shows.

Mounted on the trusty Endurance I met with Scott on his swing arm Mac. We paired up for the ride to Redbluff over back roads for the 270 mile day, he had the map and I ran behind. Lots of twists and turns to make it across the state avoiding the main highways including a shortcut through the rice fields along the dirt dike boarders and we never got lost but a swing arm Mac is not a rocket and the sun was well on its way to bed when, about 5 miles to the hotel, it gave a single cough and stopped. No compression and as we were deciding what to do, Blaise stopped on his BSA A-65 and offered a tow into town. The temperature had moderated to a sultry 98f from the 105f of the afternoon so once into the parking lot and time taken to hydrate, the tools came out and inspection begun.

Once the rocker cover was removed the culprit was immediately apparent in the inlet valve rocker hold down bolts were no longer holding. The front bolt had pulled the threads out of the rocker base and the rear bolt into the head had lost its head. Not wanting to do a non-standard fix into the head itself Scott was reluctant to helicoil both holes but a compromise was reached when we found we could put the American thread into the rocker base and use the lower fork yoke clamp bolt into the head.

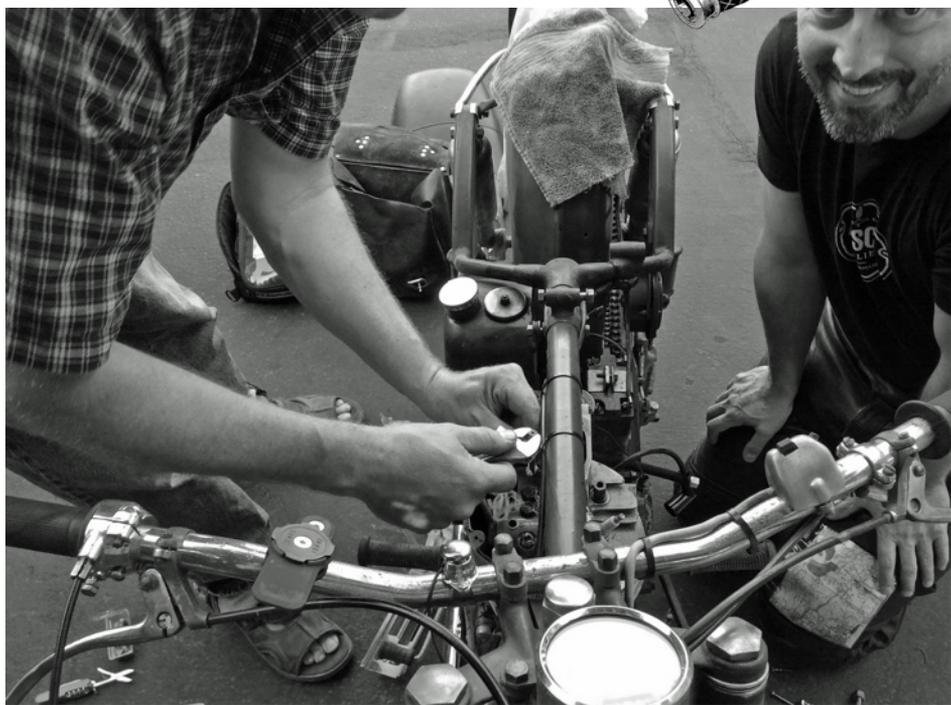
By the next morning at 830 the local auto parts store had its first customer and the fix began. By 915 the motor was back together and a substitute nut and bolt was pinching the fork tube. Wham bam thank you Saddam we were on the road by 930 and off to Mad River for a milkshake. The days goal to Fort Bragg on the coast, we came into the fog well before sunset we think, after a nice lunch and leisurely jaw jack session in Garberville.

Monday more fog and a run down the 1 to the celebratory dinner for the survivors. Scott peeled off to ride solo back to the homestead and the Endurance had to take line honours for the Marque. Hwy 1 is along the coast for most of this section of the state and the road builders of the '30s must be given their due. Closely hugging the contours of the topography with beautifully cambered curves and well constructed transitions conjured into the moderate elevation changes the Velocette handling comes into its own place and the joys of Velocetting are truly experienced. Weekday traffic on this weekend tourist traveled road was very light and the sun came peeking through the fog in some areas as we wound in and out of the gullies and over the bluffs overlooking the Pacific Ocean. The refracted light giving the blue waves and wind blown whitecaps a sparkle to match the note of the exhaust burbble in the breeze as we rolled the throttle on and off through the twisties.

And so onto the the final meeting for the telling of grand tales of motor daring do, much hydrating, and a resolution to have the bike prepped to make the start next year.



Same bike, different location. Scott Hegan and Blaise Descollonges investigate the MAC's issues. Fortunately this time a fix was found and the bike completed the ride.

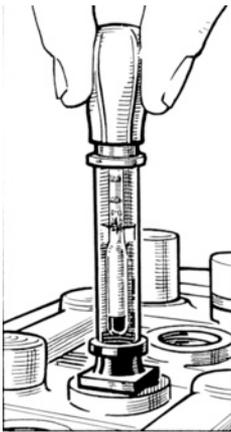
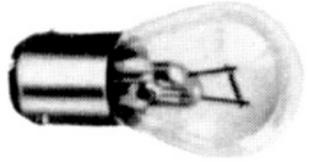


713

Vin McMaster from Dallas renewed his membership and sent in a couple of photos of his "spare velo." Just in case anyone is interested.

Whoop Hoo! Lovely bike that appears to be familiar with the race track.

Thanks for sending these photos. I believe VOCNA members are interested in seeing Velocettes in all conditions, from museum quality to race ready or barn fresh. the editor



Take Frequent
Hydrometer Readings.





Imagine the sound of two Velos... three... or maybe hundreds!

Above: Three velos on the eastern side of Lake Berryessa during the Spring Opener 2018. photo by Jeff Scott.



Below: Beautiful Velo Metisse is part of the line up in front of the Red Barn.



A Tale of Two Velocettes by Tim Kenney

I got up early this morning and gave my Endurance a tune up.. that is.. I oiled the chain, greased the speedo drive, topped off the transmission oil, and checked the engine oil. Then I wiped off the worst of the grime with a greasy rag, threw on my gear, primed the carburetor, and pushed up to the top of the staring hill.

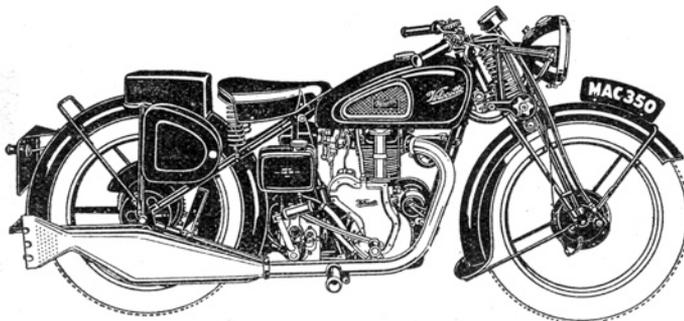
I must have looked like I was in trouble, as a passing car driver stopped and ask if I needed help. It WAS heavier than usual, but I was almost to the top, so I thanked him and sent him on his way.

Coasting down past the row of tacky American flags the neighbor planted along the road, I clicked into second, popped the clutch, and the mighty Endurance sputtered into life. A quick run through the Von's parking lot brought me to the meeting place and an other Velocette!! Olav had brought out his Thruxton. Gregg was riding his Daytona, Chris was on his vtwin custom Honda, Paul was riding his Corvair Trike, and Barry in his Miata rounded out the motley crowd.

Gregg had wanted to breakfast at Cold Springs Tavern, but that was too long a day for me, so we settled for Art's Corner Cafe, via a ride to Santa Paula, then down Foothill road to Ventura and Tea.

Nothing new to report about that well worn route, except that there were TWO Velocettes. Did I mention TWO?? Olav chased me up Dennison, with Gregg in pursuit. He later reported that is was a great show, chasing and listening to the two Velocettes thump up the climb out of Ojai. As we summited, Olav eased by, giving me a thumbs up. Nothing quite like it, two Velocettes in sync. Even hardened velo riders succumb to the lure of the music.

I later was worried my chronometric speedometer was reading too fast, as all the two wheelers passed me, and were waiting for me in Santa Paula. I nodded as I crept by at what I thought was somewhere close to the speed limit, winding my way out of Santa Paula on to Foothill. Gregg overtook me again, and I gave chase. This seemed to hasten our arrival at Art's which was crowded and busy.



After a great breakfast, Olav and I parted ways, he with Gregg and Barry back to Santa Paula, I with Paul and Chris to Ojai. Another historic gathering of Velocettes comes to a close.





**Hello there,
Dear VOCNA
members:**

Thought you might enjoy this. At one time I owned two 500 Thruxtons, Venom Clubman and a 350 Viper. Unfortunately sold the last in 1975. I do miss them.

I bought the Clubman in 1964 from Jim Healy who had built MC's piston grinding machine and helped build "The Brute" MC's Harley Bonneville streamliner. Ernie Pico made

leathers then and ran Velos at Ascot and helped me out with parts some times. Ernie bought Big City Sales when they went out of business. The glass seat came from their trash can. The 7R tank came from Al Guenter who raced G50 Matchless AMA. Lou Branch tried to sell me his business as well. Then disappeared. Some how this all ties together. Jim used to hang out at the bar next door to Mattix Cycle Center on 104th and Vermont where I worked then. Dick Kelm owned the bar. Dick ran a team of Gold Stars at Ascot. I also worked for Ted Evans, the Triumph/Yamaha dealer and Cooper Motors, the Royal Enfield (junk) distributor.

As I recall VOC used to meet at a restaurant then, maybe in North Hollywood.

Ray Jennings



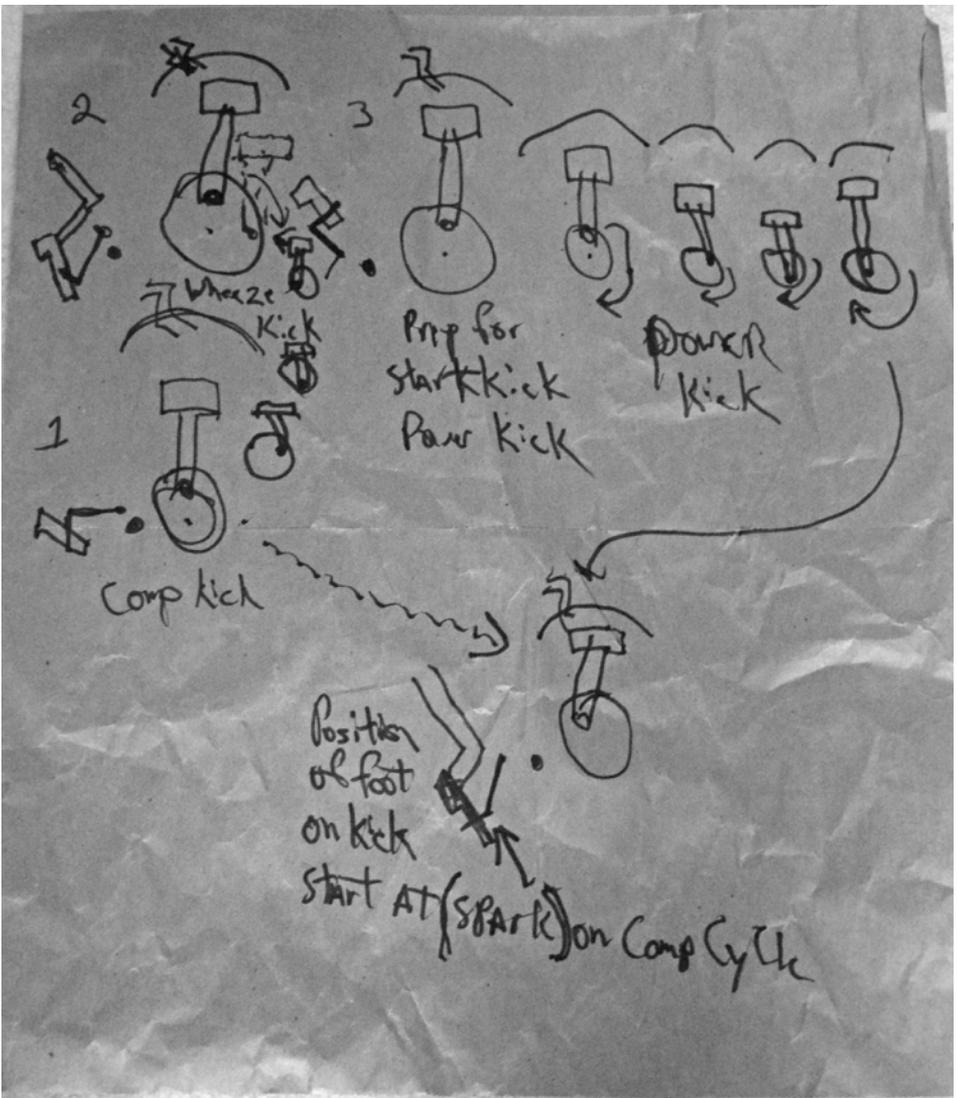


This photo has been floating on the internet recently. Thought you could use it. Gary Keating posted this on Facebook.

The bike appears to be a circa 1924 Model H, two stroke single. Doug Strange

Hi,
here's a photo of what I think is the Velocette LE, 150 cc Police bike. Cheers, Martin Westley.





How to Start a Velocette

Prepare: Make sure the gas is on, the advance retard is set at the correct place. Run through the kicking procedure while holding the compression release in. Everything moving? Knees ok? Go...

1. Compression kick. Kick down until you feel compression. Bring kickstart lever to top dead center. Pull in compression release.
2. Wheeze kick. Listen for it! Kick down until just the beginning of the second wheeze. Some people use a clock face for a visual image. The location depends on how your bike is set up. Try 7:00 or 5:00. Bring kickstart back to top dead center.
3. Power kick. Short sharp kick with confidence. You should feel in sync with your bike with this one.
4. Repeat.

Options include using the choke, applying more throttle, bumpstarting....



Dear Kami

I'm going on my first week long rally. We're going to ride every day! I'm super excited, but how do I prepare for this? What do I need to pack?

Lucky 2B Alive

Dear Lucky

First and foremost is your bike ready?

I have one friend who does nothing but check the oil before a long trip. Sometimes he kicks a tire or two. But the thing is, he has the knowledge and ability to fix most things on the side of the road. Plus he takes notes, yes notes! about his bikes when he finishes riding for the day. If he's worried about anything, he fixes it right away. I have another friend who talks and talks and talks about his bike. It never fails that he's up all night putting his bike together the night before a ride. It works for him; he never has problems on the ride. Others fall somewhere in between, checking oils, changing oils, getting new tires etc. For more on this, see what my friend, Jeffrey Shadetree says below.

Once you're sure your bike is ready to go, you need to look at the lifestyle stuff. If you are camping, how are you going to carry a tent and sleeping bag? This is your chance to shine! Don't rely on someone or something else to transport your bed! Of course there is a chance to get to know people intimately.

As for fashion, you may have to sacrifice a little style. Take this as a challenge!. Shirts from other rides states ensures your riding cred. You get bonus points for being prepared for all weather so layer up, or down as the case may be. Long sleeve shirts offer some protection from the sun. Hopefully your riding boots are comfortable. Then all you need to throw in is a pair of sandals, preferably the kind that strap on in case you get the chance to walk in any rivers.

Kami

Shadetree Nuz

“Looking for a beer?” A voice called from behind a pair of arcuette adjustment slots.

“Nope. Just need some shade.” It had heated up on my ride out to see what what going on in the famous racers garage. When I had been there the day before, an eyetalian clutch had been dissected on the bike bench and now there was a small pool of oil under a Velocette Venom.

“I’m getting the bike ready for the ride,” said the voice now moving over to wipe up the puddle. I checked the primary oil level and topped up the gearbox.

“You gonna check the tyre pressure?”

“I’ll wait till we get to Baker.”

The annual Velocette 1000 mile ride was coming up and proper riders like to make sure their real motorcycles are well prepared. The day before we had been doing the check on another Venom. Check the timing.

“You got the 6mm rod to fix the position of the armature for the e-BTH?”

“Well we have some 6mm cold roll stock, you fly for the burgers and I’ll have it made by the time you get back. 34 degrees right on the money.”

“What about that rear tyre? Aw I’ll throw a new one in the trailer and do the change in camp. I want to get another 500 miles out of this one before I change it out.”

“Better take the air pump.”

The prep goes on. Rumor has it one prep team started about the same time to rectify a scuffed piston and barrel. Of course the parts supply for Velos has improved dramatically since we got a direct importer back in So Cal, still the machine work can take time. And then chase down the cause for the scuffing...

Well a deadline is a wonderful thing for motivation.

And memory can play tricks on you. Like when you think, it ran when I parked it, and the next time you fire it up you remember why you parked it.

Only now it’s a week before the rally. Some guys go overboard in the other direction. Ride a three day nine hundred mile endurance test ride three weeks before the rally. That really gives you an idea of what you need to fix only now it’s one weekend till the off and that valve job, swing arm bushings and broken fender stay have reached critical mass.

Anyone with a credit card can ride a bike. Making sure the Velo is ready is as individual as the people the ride them.



Velocette Spares Ltd

I am the Company Secretary for the above company, who as you know are the official parts supplier to the Velocette Owners Club.

Last year VSL were considering if we should stop supplying parts to Canadian and North American members because of the high cost of critical parts product liability insurance for the two countries. The relatively small amount of sales did not justify such expensive insurance.

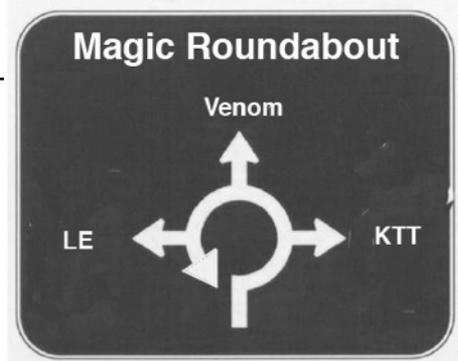
Since then we have researched the insurance market and managed to negotiate product liability insurance, including critical parts, that covers VSL to continue to supply to Canada and North America.

We are pleased to say that VSL will continue to supply all your members of the VOC with whatever parts they need.

Kind regards
David Wright

WANTED good running girder front mov/mac. Fully restored or excelent original.

Mick krause
mix9142@comcast.net
7088056208



Got Photo?

**Any rally, ride or just good shots of you
on your velo for our redesigned website**
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Please send to
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**When sending photos in jpg format
indicate rally, year and info about bike**

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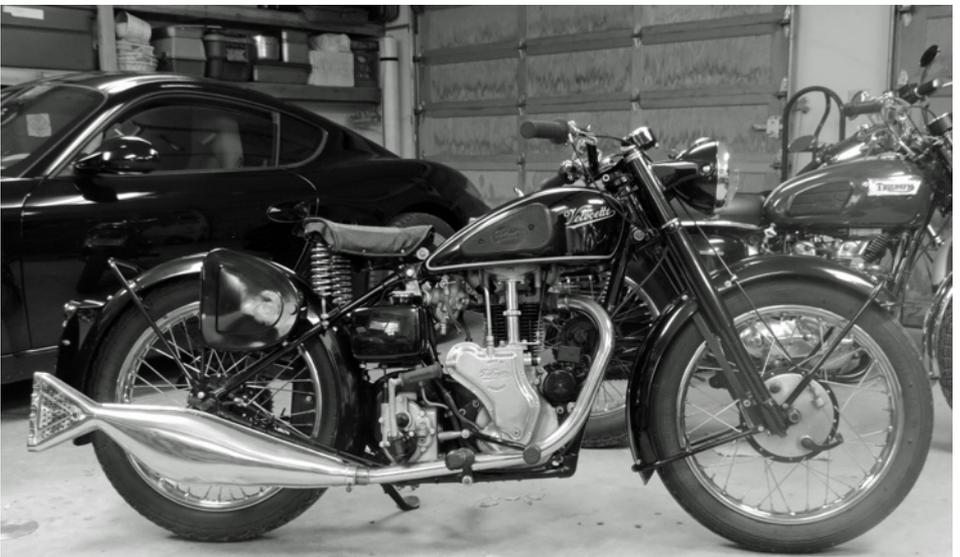
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velocette@nocharge.zzn.com

Voice mail: 781-644-7338

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



For Sale:

1951 Iron MAC, Very nice, One of the 50 that Lou Branch assembled, Older Ed Gilkison restoration, has won awards at BSA Clubman Show, new tires, current registration

\$7500. Bill (209) 293-2247 or bvls@volcano.net



For Sale: 1966 Velocette Venom, alloy tank, factory rear sets, clubman pipe, clubman bars, alloy wheels, s/s spokes, new tires, new BTH mag. (original Lucas competition mag included), books. Ready to ride.

\$13,500. Bill (209) 293-2247 or bvls@volcano.net

Dear Raber's Customers,

Effective immediately we will no longer be selling parts. We will continue to offer service and repairs of classic Triumph, Norton and BSA motorcycles, engines and engine parts through our restructured service department.

Our complete inventory of parts, new and used will be sold at auction on August 4, see details here: <http://www.jwoodandcompany.com/>.

Included in the inventory auction will be many of Bob Raber's personal motorcycles and his 1974 Triumph TR6 convertible automobile.

We appreciate your support over the past years and we look forward to serving your repair and service needs in the future. We are working through our previous appointment backlog and will begin taking new service appointments after June 18th. To schedule an appointment, please call (408) 998-4495 and leave a message.

We will also be making changes accordingly to our website www.rabers.com, and eBay store 'rabersperts' to reflect our change in direction, with no further parts sales taking place.

We realize this may present an inconvenience for many of our regular customers, and we appreciate your patience during our transition period. Our service department will remain open, and we look forward to serving you in that capacity.

Regards, The Raber's Crew

<http://www.jwoodandcompany.com>

History of Raber's Parts Mart

Reprinted from the Bulletin, the BSAOCNC Newsletter with permission

Here is the world's chance to come and get Bob Raber's famous British Motorcycle parts collection. As I went through the warehouse I kept finding little signs on parts and motorcycles stating "Do Not Sell - Bob".

Well, now Bob has decided to retire and spend time with his lovely wife, Betsy.

Bob and his family have contracted J. Wood and Company to sell those parts at NO RESERVE. NOTHING will be sold before the auction! We don't make the prices, You will.

Bob Raber started working in the motorcycle business in 1958. He bought the shop he was working in and has been saving parts for British Motorcycles ever since. He bought-out shop inventories, Hap Jones, GP Cycle Works, the Sandy Bandit and others. Bob even bought out the Norton / Triumph importer from Kuwait. The inventory is unbelievable. I have been working with British bikes for 53 years and I saw brand new parts that were quite uncommon, but very desirable. The quality and quantity is very impressive.

There is even a 4,500 square foot warehouse packed full of parts that Bob has not even had time to pick through. It is packed with priceless, rare parts. That inventory will be brought to the shop and put into the auction sale.

We will tag things in reasonable lots. All of the motorcycles will be sold one at a time as well as some engine and transmissions. If we are able to put a frame with an engine, we will do that and sort of make-up kits. We expect to sell the NOS Parts by the shelf unit load. Our goal is to give everybody an even shot at this treasure. Riders, dealers big and small as well as major distributors.

Don't miss this auction! This is a once in a life-time opportunity. British motorcycles are still selling very well.

If you have not participated at a J. Wood auction, you might be impressed. We do not take any false bids or do any false "Bumping". We run the straightest auction you can attend. We also know motorcycles. I have been working in the motorcycle business for 53 years. We love motorcycles and motorcycle people.

Raber's Parts Mart

NO RESERVE PUBLIC AUCTION



**Saturday
August 4th
at 9:00 AM**



PREVIEW AVAILABLE FRIDAY AUGUST 3rd FROM 8AM - 5PM
1984 Stone Avenue, San Jose, California
NO PARTS OR MOTORCYCLES WILL BE SOLD BEFORE THE AUCTION



Bob Raber's Giant Collection of British Bike Parts
2.5 Million Dollar Retail Value of unavailable new & used parts unseen for years!

NORTON • TRIUMPH • BSA • NOS



40 MOTORCYCLES
15,000 sq. ft. of
PARTS in rows of
6 foot high shelves,
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