



FISHTAIL WEST

**The Magazine of the
Velocette Owners Club of North America
May June 2018 no.226**



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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.

*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
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Stop the Press...

Urgent Rally News

“Was talking to the Best Western people
 and they said that there may have been a
 mixup on some of the reservations made
 by club members. Just to be sure they
 asked if all the members that have made
 reservations, could they call and
 reconfirm their reservations. That would
 be much appreciated.”

Front Cover: *Rock formations &
 Painted Hills, sites to see on this year's
 rally. photos by Cory Padulla*
Back Cover: *Showtime! Jeff Scott, 1946
 GTP and 1950 MAC at the Californian.*

*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.*



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

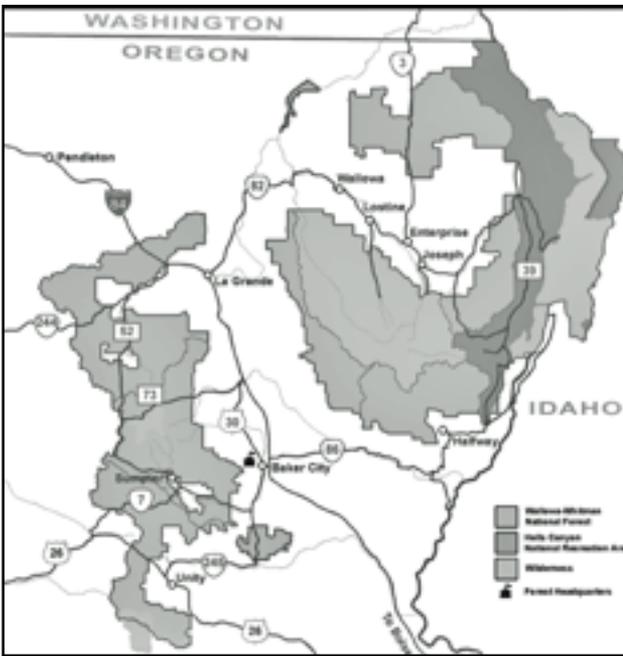
PREZ SEZ

by Cory Padulla

Hey everyone it is show time. Yes it is time that you register for the biggest motorcycle event of the century. It will be Huge, really, really HUGE. All you need to do is fill in the registration form and show up. Yes it is Show up Time! Some events would try to lure you with free stuff, like t-shirts, and trinkets, maybe even

free beer, but I have something even bigger and better to offer. How about some of the nicest curvy paved roads winding through absolutely the most gorgeous scenery; rivers, mountains, valleys, fantastic rock formations, funky towns, cool things too see...What more could you want? AND the best part is all this beauty is free to enjoy, yes FREE once you pay your registration fees. And if that isn't enough to entice you, then I am going to double the offer. For a limited time only I am offering double the fun, double the beauty, double the curves and double the enjoyment. All for the same low, low registration price. How can you not go wrong, sign up NOW!!





Before giving you details of this year's rally, I want to take this opportunity to give first-timers and people that have never attended a sense of what this rally is about. In a nutshell it is about riding, yes riding old motorcycles as they were meant to be, at moderate paces on beautiful back country roads. This is no trailer queen rally. This rally is about the sheer enjoyment of sitting on an old bike motoring down the road, with none of distractions of modern motorcycling to impede that connection between you and your surroundings. The object is to ride an average of 200 miles a day on the supplied

route. It is not a group ride. You can start the day's journey any time you like, but be aware that the chase truck leaves at 10 am. Stay ahead of that truck because if you decide to wave it past you are on your own. It is not a race, there are no prizes for first to the destination, the prizes are for those that stop to take in the sights and scenery. For newcomers, do not worry about riding by yourself, most people form small groups of 3 to 5 people that have similar riding styles. Some groups are lifelong groups with the same members riding together over many years, others are newly formed and fluid. You will be welcome to ride along with any of the groups and move freely between until you find one that suits your style best.

The object of the ride is to cover the entire route in the 5 days of riding. Old bikes break, but don't be alarmed, you will find most members will stop to help. In the event the bike isn't repairable, there is a chase truck to pick up you and your steed. That evening back at your base you will find many members eager to help, offer advice, spare parts, or just stand around and give moral support. I forgot to mention that the 'true' object of the rally is to get 'everyone' through to the end. No one said it would be easy, otherwise they would have told you to bring a Honda. The rally is about true experience, no simulations, sometimes things don't always go smoothly, such as roads that end up being in far worse condition than intended, bad weather (too hot or too wet), or just having a plain old cranky motorcycle. Riding to the end takes effort but in the end it is well worth it. It is the real thing, true adventure.

Still not convinced on coming? Okay how about this. On the Sunday you arrive in Baker City, all the group will be staying at the same place, the Best Western, SunRidge Inn. The BW has allowed campers to pitch on a grassy area on the property and enjoy the same amenities as the motel guests, the pool, bar and restaurant. That evening I have arranged for a Welcome BBQ put on at the BW. No need to get gussied up, just mosey over to the BBQ and meet old faces and make new acquaintances.

Monday after a brief Rider's Meeting we are off on a nice loop through Sumpter, Granite, Ukiah, Anthony Lakes and Back to Baker City. That evening you are on your own to find a restaurant or pub of your choice, polish and tinker the bike, and

get ready for the big ride the next day. Tuesday is our big ride day at just over 250 miles. It will take us through the famed Hells Canyon. This ride is spectacular. As a point of interest in 1999 the club did the Hells Canyon route but with an Idaho starting and finishing location. This time we will be traveling mainly on Oregon roads so it will have a different perspective. Once back in Baker you will again be free to join up with friends and new acquaintances to tell tall stories over a beer or two.

Wednesday we pack up and leave Baker. Corner lovers will be in heaven on one secluded back road meandering along a small river. I counted well over 200 corners in a 20 mile stretch and eventually ran out of fingers, toes and notches on my tank. Fantastic landscapes with interesting rock formations adorn the route and if you get too hot, just jump in the river. The day ends in John Day. Camping is at the Grant County Fairgrounds located right in the middle of town, just 2 short blocks from most of the motels. Campers pitch right on the lawn. That evening we will have another BBQ and a beer tent featuring local craft beer at the fairgrounds, just crawling distance to the camping. There will be a fire pit that also can be put to use.

Thursday is a fairly easy day, especially for those campers that decided to crawl back to their tents. It is a nice loop that will take us to the famed Painted Hills and the John Day fossil beds. This is a definite 'Don't forget your camera day'. The ride ends back in John Day and is a free day for the group to explore dinner options but we have the fire pit available so if a group wants to get together at the pit, the more the merrier.

Friday is also a very easy day so you fire pit imbibers can get an extra couple of winks in before heading off on the final days ride back to Baker City. The evening is a free night to explore the area. I imagine the parking lot will be full of beer totting survivors kicking tires and telling war stories. To add to the motorcycle camaraderie we will be sharing the Best Western for the next couple of days with the Northwest Victory Owners group so I imagine the stories of bravado will even be grander. And why not, anyone that rides a 50, 60, 70 year old motorcycle 1000 miles for a week deserves to have a little bravado.

Saturday won't be the as usual event with the standard show and shine. I am not letting the cat out of the bag but don't be surprised if we have prizes for Best Wheelie, Best Smoke Show (Jeff Scott probably has this one in the bag with his EPA defiant GTP), and of course we would have to include the Best Front Brake Stand (No not that fold down stand that doubles as a front fender stay). After the tires have been kicked sufficiently we will gussy ourselves up for the biggest show this side of the Emmies. First we start with our Annual General Meeting where we ceremoniously depose the old leader, me, and install the next bright eyed pick me, pick me who is well liquored up and has taken leave of their senses. The other officers are usually coerced into retaining their jobs with a combination of alcohol, mild strong-arming and tears. Once the democracy proceedings have concluded it is dinner time. It is a combination fun time and sad time because realization sets in that the big event is almost over and it will be another year before old and new faces meet again. But the night isn't over yet and before you know it it is the awards presentations. There are lots of awards that will be passed out, but they will all pale as the suspense of who will get the infamous and not so coveted Crock o' Shit award. This trophy was awarded on the very first rally put on by me and continued to this day. The plaque displays a veritable cornucopia of past and present members. The numbers will dwindle as the night wears on and many farewells will be given. On the way back to your bed you will reflect on a week of great discovery, camaraderie, and motorcycling in its purest form. You have joined the league of true adventurers.

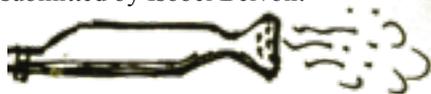
Please set those dates aside and come join us.

Hope to see you there. CP



Above: How we looked in 1988. Rally photo submitted by Isobel Belvoir.

The Velocette
MOTOR CYCLE



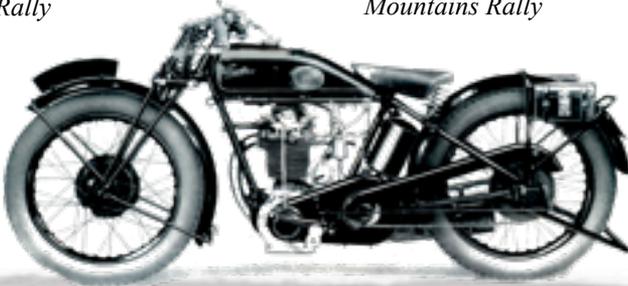
Below: Typical show and shine show. This one in Flagstaff, Arizona 2012



VOCNA RALLIES

How Many Did You Attend?

- 1983: Mission, BC, *Great Velocette Cruise*
- 1984: Cambria, CA
- 1985: Port Townsend, WA
- 1986: Inverness, CA
- 1987: Pendleton, OR, *Glacier Park Rally*
- 1988: Nevada City, CA, *Gold Rush Rally*
- 1989: Ashland, OR
- 1990: Hopland, CA
- 1991: Fort Worden, WA
- 1992: Bend, OR
- 1993: Georgetown, MT, *Rawhide Rally*
- 1994: Redway, CA, *Redwood Rally*
- 1995: Polson, MT *Border Raid*
- 1996: Ashland, OR, *Five River Rallye*
- 1997: Sisters, OR, *Great Volcano Tour*
- 1998: Dardanelle, CA, *Sierra Gold Rush Rally*
- 1999: Clayton, ID, *Potatohead Rally*
- 2000: Redway, CA
- 2001: Crawford, CO, *Mad Dog/Rocky Mountain Rally*
- 2002: Stevenson, WA
- 2003: Kamloops, BC *20th Anniversary Ride*
- 2004: Three Rivers, CA, *Sierra to the Sea*
- 2005: Yosemite, CA, *Velocette Centenary Rallye*
- 2006: Crater Lake, OR, *Up the Umpqua*
- 2007: Hot Springs, MT, *Big Sky Rally*
- 2008: Benbow, CA, *Eel River Rallye*
- 2009: Kamloops, BC
- 2010: Torrey, UT
- 2011: Dalles, OR, *Columbia River Rally*
- 2012: Flagstaff, AZ, *Arizona Centenary*
- 2013: Volcano, CA, *Volcano Rally*
- 2014: Salmon, ID
- 2015: Diamond Lake, OR, *Rim to the Rogue Rally*
- 2016: Cambria, CA, *Central California Costal Caper*
- 2017: Kirkwood, CA, *Sierra Nevada Mountains Rally*



**Got
Photo?**

**Any rally, ride or just good shots of you
on your velo for our redesigned website**
velocette.org

Please send to
webmaster@velocette.org

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



above: Bruce Farren rode his 1950 BSA, but wore a Velocette shirt.

**Hansen Dam
2018 British Bike Rally**

Below: Larry Luce, Craig Rich, Gil Loe and Tim Kenney. Only Craig rode a Velocette although Velo hats and shirts were popular. photos by Gil Loe.



Eastern News

By Andrew Harris

Greetings from the East, where I am getting the Velo ready for the road. An annoying drip from the right hand petrol (sorry gas) tap received attention. My first strategy was to cannibalize two lever type taps to make one good one. Unfortunately this was not too successful – still dripping, so I obtained two new plungers for the Ewarts type tap and that did the job.

Yes that's right. More expenditure on new parts!

The interesting part was trying to fit a new tap I was given and finding it would only go about two threads into the tank. I surmise the tank threads are BSP, but it is difficult to be sure of the tpi on the new tap to be sure it is not American pipe thread (only one tpi different). In the end the repaired old tap was refitted. I also wonder if the machining tolerances on the new part are quite what they should be.

The number of different thread forms on the Velo is interesting, no doubt each was selected for a reason but some rationalization might have made sense. Thus we have BSW, BSF (fine threads in alloy.....) BS cycle, BSP, BA, plus UNF and UNC. (10-32 primary chaincase screws, 10-24 timing case cover.) Almost a full set! As I said it probably made sense at the time but as with so many other things a moments thought could have made a difference in the future.

You may recall I wrote last year about using 10W-40 oil in the primary chaincase to reduce clutch drag and make things better. I am not sure if it made a huge difference in that area but I did notice a big difference when I drained the oil last November. Instead of coming out as a vile yellow sludge due to condensation it actually still looked like oil.

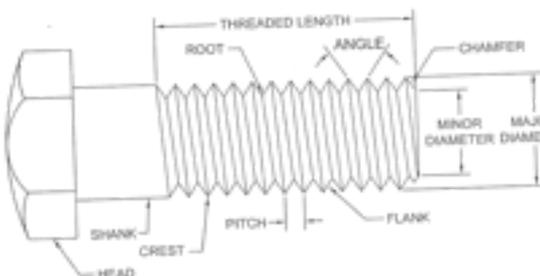
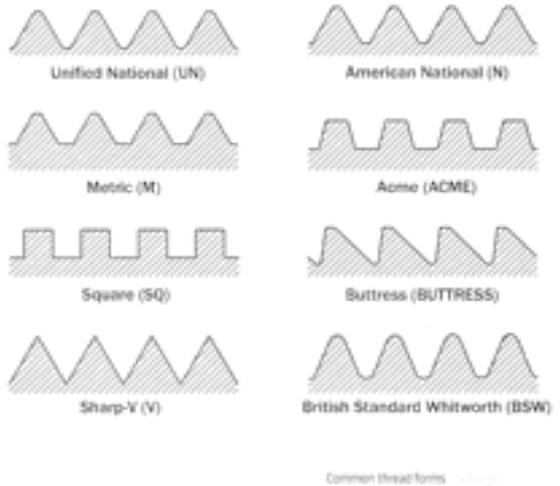
So – same plan for 2018.

Insurance remains an issue here in Ontario, some of the Sunday morning breakfast crowd are questioning the wisdom of insuring multiple machines when the individual usage is small. There are no "rider" policies here so each bike (and car) must have its own insurance. The biggest premium portion is for medical benefits. This is unreasonable (unless you are the insurance company) as it is impossible to ride more than one machine at the same time. To add insult to injury, anyone who has medical

benefits from work finds that will be the first call so the insurance company pays nothing.

Anyway enough doom and gloom, the sun has actually shone for a couple of days so it is time to get those wheels turning and the fishtail crackling.

Ride safely
Andrew





The West Australian (Perth, WA : 1879 - 1954) (about) ◀ Thursday 8 January 1942 ▶

and Constables Marriott and W. Smith.

ARMY WANTS MOTOR CYCLES

Western Command Headquarters stated yesterday that motor cycles were to be made to serve many Army purposes for which cars were now being used. Owners or possessors of A.J.S., Ariel, B.S.A., Norton, Royal Enfield and Triumph motor cycles (1938 to 1940 models of 3½ horse-power) were requested, therefore, to supply to the Assistant-Director of Supply and Transport at Swan Barracks full details of the make, model, year made, horse-power and purpose for which the machines were used or kept.

PRINCESS

FREMANTLE

11 a.m. to 11 p.m. Continuously.
Phone L2525.

FRED ASTAIRE, PAULETTE
GODDARD in

"SECOND CHORUS"

Plus Wm. Boyd and Russell Harden to

"PIRATES ON
HORSEBACK"

Plus News.

ITEMS of INTEREST



The “Missing Pre WW2 Velocettes” Motorcycles Impressed into Military Service by the Armed Forces in 1941

by Dennis Quinlan
reprinted from FTDU #382

Occasionally one hears a comment or sees a note in a classic motorcycle periodical asking of the whereabouts of their Dad’s or grandfather’s prewar motorcycle.

Recently I’ve been in email contact with a Belgium enthusiast, Jan Vandervelde who

writes.... I am the Royal Enfield Owners Club’s “War Department Models Specialist”. As such, I have been researching these military motorcycles for more than 10 years now. Since then I have found a lot more information; I definitely need some time to make an update of my Report... One of the “new facts” that I discovered is the complete list of all the (Royal Enfield) motorcycles that have served in the Australian Army during WW2. (These can be found in the Australian War Memorial ledgers that have recently been scanned and put online.

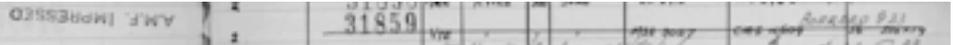
<https://www.awm.gov.au/collection/SWM126/>) And by the way, there are quite a few Velocettes in there as well...)

I assisted Jan with some RE stuff from 1039/40 Aust. m/cycle magazines and he kindly extracted the Velocettes that were impressed from the folio books into a spreadsheet....

So what does “impressed” mean...

With WW2 in full swing, convoys from the UK across the Indian & Pacific Oceans were subject to U-boat attack...so an easy way to acquire motor vehicles was to put public notices in the newspapers across Australia...this occurred as well in New Zealand and the UK... “calling up” these items ...actually binoculars were requested by the Navy as well as other goods. In 1946 my father purchased a pair of “impressed” binoculars from Fielders Instrument in Sydney for horse racing... they were Leitz and I’ve still got them today.

The ledger books are interesting and as we found a photo on the internet... a search in the books reveals that the “31859” which is the license plate on the MSS... C31859 is the reference in the ledgers...there is a red line drawn through the entry with “boarded 933” a reference to the bike having been sent overseas...



There were 587 Velocettes impressed and they were only MAC and MSS models... there were no KSS, GTP, MOV models used.

So if you know the engine number of your relative Velocette MSS or MSC from 1936-39 period, I could check these records...

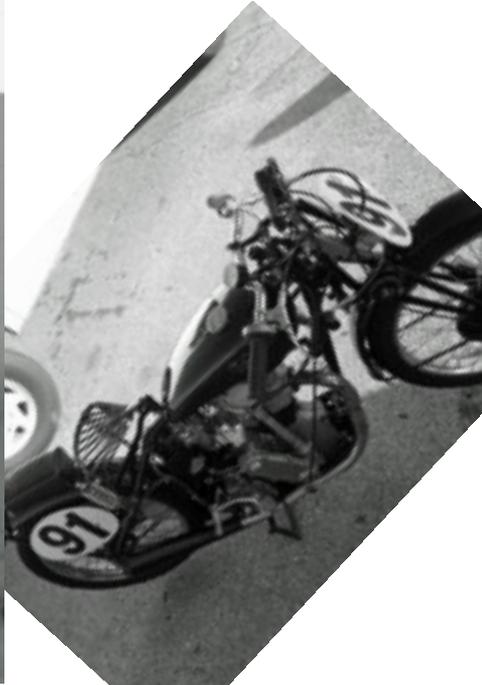
Those shipped overseas were likely not to have been returned to Australia and the Army auctioned off damaged bikes held at Fisherman’s Bend in 1944.

vegavoxbanjo@connexus.net.au

For more history and other Velocette related topics, check out Dennis Quinlan’s blog, the Velobanjogent <http://velobanjogent.blogspot.com>



**Corsa MotoClassica
Willow Springs International
Raceway**
Rosamond, CA April 27 - 29, 2018
AHRMA event



This year the track was not kind to known Velocette enthusiasts.

Gary Roper went down on his Indian and either broke his collar bone or shoulder, depending on who is telling the story (above)

Fred Mork rode the seat off his KSS. (above right)

Dave Roper crashed on Gary Roper's MAC (right).

We hope all repairs go smoothly and everyone gets back on the bike to ride another day.



Happier Moments at
Corso MotoClassica

photos by Gil Loe

Left: Fred Mork
displays another way
to start a KSS.

*Winner
of the
JUNIOR TT*



1926-8-9

Below: Fred Mork
on KSS, Dave Roper
on MAC about to
begin race 3. Fred
did not finish. Dave
crashed.





Left: Fred Mork and Dana Shatts with Fred's Jawton at Willow Springs

photo by Gil Loe



Dana Shatts visited Fred Mork at the Willow Springs Raceway and was so inspired he got his Velo out and rode to Palos Verdes, CA.
below photo by Dana Shatts





BSAOCNC North Bay Ride, April 14, 2018

Howard Johnston's Endurance and my Venom keeping company in God's country, April 14, 2018. It had been a beautiful ride (Howard had come up from San Jose just for the hell of it, which is always a good reason). Don Danmeier

TELEGRAMS:
VELOCE, BIRMINGHAM,
CODES BENTLEY'S



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Above: Club member Brady Walker interviewed Jeff Scott. Out of 80 some show bikes, his 1946 GTP won for being the oldest.

Must be present to win. or Where have all the Velo's gone? Yes, the Californian Celebration of Sound, Taste & Speed, car and motorcycle show at the Santa Anita Racetrack was held the same weekend as the Quail Motorcycle Gathering in Carmel, California, but there were zero reported Velos at the northern event and only 2 at the Californian.

Below: The 1950 MAC, a glam shot on the green at Santa Anita racetrack.





So-Cal Ride Report

by Tim
Kenney

I have
been
hearing
about a
monthly get
together at
an Irish pub
in Ventura,
Dargan's,
the first
Wednesday
of every
month of
British
motorcycle
enthusiasts.
I have been
meaning to

left: Tim Kenney with his MAC at the Place 2015. photo by Gil Loe

go, and I
finally made it

yesterday. I wanted to get there before 7, so I had to jump on the freeway and cruise the MAC down to Main Street.

Coming up on Dargan's I expected to see a row of, at least, modern Triumphs lined up. But, instead, there were two bagger Harleys, with cigar smoking riders who waved me into the motorcycle parking area in front of the pub. Not what I expected.

Nice group however, except one of their crew had crashed on Lockwood Canyon or thereabouts last week on a Triumph Tiger (new) and broken his back, leaving him paralyzed from the waist down. Fun dinner conversation. His buddy who organized the meeting was getting married for the third time this Sunday, and was beside himself, as the now cripple was in the wedding party and a close friend. Fun times. Among them, they knew everyone in the business, from Pat Peddicord to Trevor Dunn and his fast riding son. Old bikers that had seen it all and done it all.

The guy who sat next to me owns a Harley shop and used to sell Royal Enfields. He also, like everyone there, used to own old British bikes, and misses his 75 Norton, which was built.

Actually, a real nice group. Bob Rymer joined us, and Bruce Smith, who rides a Wee Strom with our group and owns a cherry Matchless twin he never rides. But hey.. where where the brit bikes??

It was dark when I kicked the MAC to life, and it started on the third kick. I turned on my laser bright Miller 6 volt headlight and popped away, leaving the baggers idling at the curb.

I forgot how much I like riding at night. Once out of the city and away from Traffic, the MAC lights actually are not too bad, as long as you don't over ride them. I went up the Avenue, then on the other side of the river to Lake Casitas, then back on 150 into Ojai and 33 to home.

No muss, no fuss. Best part of the evening.
tim

disengagement of all clutch plates, doing away with the unpleasant grating of gears often present in other makes; instant adjustment and automatically even spring pressure on the clutch plates; short, easy-pull travel of the clutch lever regardless of spring pressure; more compact clutch construction and far less wear under extreme use.

QUESTION: How can I distinguish between throwout bearing wear and just plain clutch plate insert wear:

ANSWER: When it's a case of insert wear (or settling on a new machine), any slippage felt at the kickstart pedal can usually be eliminated by a 1/4-turn forward on the clutch spring holder. In the case of throwout bearing wear, adjustment at the clutch spring holder will eliminate slippage alright but will also have a tendency to create clutch drag upon disengagement; this condition being caused by a grooving of the throwout bearing races and consequent decrease in the width of the bearing which means lessened throw.

QUESTION: If the latter is the case, what is the cure?

ANSWER: Dismantle the clutch, remove the bearing, inspect the bearing race for grooved or pitted condition. When new, the races are perfectly flat on their running surfaces and the balls in the bronze retainer are .1875 diameter. The outer race, or flat washer, may be turned over and re-used providing the reverse surface is not pitted or grooved. The concave race must be renewed.

QUESTION: How can I determine when to replace clutch inserts?

ANSWER: If, on dismantling clutch, it is found that any inserts are loose in the plates, it is advisable to replace all inserts. Since the Velo engine breather outlet is directed into the primary case, there will always be a certain amount of oil in the case. The breather mist, however, is merely supplementary and will not maintain the proper level over extended periods of time. Topping up is required occasionally to keep the 5-ounce supply in effect. This is an oil type clutch and excessive oil on the inserts will not cause slippage. However, inserts that have once run in oil and then been allowed to run dry over a prolonged period will become glazed and cause slippage once oil is again added. The same is true with new inserts if they are let run dry from the beginning and then a later attempt is made to run them in oil. This particular oil resistant insert just wasn't meant to run dry; and when it does, it forms a glazed surface that will never again be effective once oil hits it.

QUESTION: When should I adjust the spring pressure and when should I adjust the midway adjuster?

ANSWER: the midway adjuster is provided merely as a means of restoring the original length of the outside cable housing which compresses with age and use. The midway adjuster is not used as a means of clutch adjustment. The spring pressure adjustment is made when slippage is felt at the kickstarter. This adjustment is easily made by placing the engine on compression, the gearbox in neutral, and inserting the adjustment pin through the hole in the counter shaft sprocket and into the notch in the spring holder and turning the rear wheel forward, moving the adjustment pin a quarter of a turn at a time. Remove pin each time and try kickstarter until slippage is eliminated. Conversely if too much spring pressure exists, it can be reduced by reversing the direction of turn of the rear wheel. If with the proper spring tension achieved, there is noted to be over, say 1/8 to 3/16 inch free play at the clutch handlebar lever, then the midway adjuster may be used to make it right.

QUESTION: How can I check for proper adjustment of the clutch?

ANSWER: (And this one is a good one to remember). Open the throttle and the choke all the way so that the engine can inhale a full charge of air. Kick the engine over (in neutral) and check for slippage. If there is no slippage: pull the clutch lever in and make several rapid, short jabs with kickstarter and listen for clutch plate rattle which signifies a free releasing clutch. If no rattle is heard and a slight drag is felt, insert the clutch adjusting pin through countershaft sprocket into notch in spring holder and

revolve rear wheel clockwise until compression is felt, then continue revolving it until the adjusting pin has moved $\frac{1}{4}$ of a turn. Check again for clutch plate rattle as previously described. If none is heard, repeat adjusting operation until clutch rattle is noticeable, then re-check for slippage with open throttle. If no slippage occurs, clutch is properly adjusted. If slippage is present at this stage, dismantle clutch and check throwout bearing for wear.

QUESTION: Are there any irregularities or unorthodox conditions that may affect the operation of my clutch even through all worn parts are replaced?

ANSWER: Yes, there are three things to look for, especially on a machine that has had former owners...

First—check that the sleeve gear ball bearing retaining ring is screwed home flush with the face of the gearbox housing and is securely “staked” in place. If it isn’t, it will hold the clutch gate too far out and give the effect of the operating pin being too short. Normally, the gate should rest flush against the face of the gearbox.

Second – the clutch operating pin, when pushed fully home into the gearbox, should be flush with the face of the gearbox. If too long or too short it should be replaced with a new one of proper length. Over past years it has been found that in a few cases the sleeve gear ball bearing retaining ring had worked out, holding the actuating gate open unbeknown to the owner who has erroneously tried to rectify the condition by increasing the length of the pin. Therefore it is necessary to check the previously mentioned seating of the gate and the proper length of the actuating pin to make sure that such misfitting has not been made. This butchery, of course, could only be found on a used machine. Proper length of the pin is exactly 1.328 inches.

Third – In a few isolated cases it has also been noted that the four shoulder screws that hold the inside half of the primary cover to the gearbox have wrongly been safety-wired vertically instead of horizontally. When properly done, the top front and top rear screws are wired together, and the lower front and lower rear screws are wired together; thus the wires run horizontally. If the wiring is done in any other manner, it is more likely that one of the strands will fall across the face of the throwout bearing operating gate, thus restricting its travel and causing the clutch to drag.

QUESTION: Can I abuse the clutch in competitive sporting events and get away with it?

ANSWER: There is probably no other clutch on the market that will stand as much deliberate slipping during competition and still remain constant and quick acting. Momentary slipping of the clutch is not harmful to the throwout bearing since the full pressure of the springs is not exerted, i.e. such action as might be experienced in keeping a full-race cam Velo in its best rpm working range when coming out of corners, etc. No swelling of the plates will be experienced, and clean disengagement will always be possible.

QUESTION: What parts other than those already mentioned should be checked for wear and possible replacement?

ANSWER: The solid “driving” plates might possible “dish out” if mis-assembled or misadjusted (excessive spring pressure applied by the mechanic during adjustment) to erroneously compensate for loose inserts. To check for a “dished-out” condition lay a straight edge across the flat surface of the plate.

QUESTION: Are there any other facts that should be known by the rider and the mechanic?

ANSWER: It is always advisable that anyone expecting to get the best performance with any make motorcycle should at least take the time to thoroughly study the riders handbook. Beyond that, a wise investment is the price of a dealers service manual available to all riders at nominal cost.



Above: Breaking the taper in preparation to remove timing sprockets

Below: Loosening the center nut to remove drive pulley and sprocket, nut backs against flywheel to break taper



Renewing the Electrons on the Pit Bike: A Fresh Mag and Charging System on the GTP

by Loub Ranch

After setting up a total loss battery system and having lights convinced me nighttime prowling was feasible it was time to get the dynamo on line. Since that required taking the timing chest off, the mag could get serviced as well.

Why, you may ask, does the timing need to be disturbed to service the dynamo? Veloce produced two stroke motorcycles for many years refining the design to such an extent as to be a reliable long distance machine capable of hauling rider and pillion in all weathers day or night culminating in the final iteration of the 1946 GTP. Destined for export the '46 model came with Magneto ignition, dynamo lighting, self regulating, and oil injection. A gentleman does not use Petroil. To achieve this marvel of modern engineering in a compact unit design factors for space usage took precedence over ease of serviceability.

So to service the dynamo: remove shift lever at pivot. Remove outer timing cover. Remove timing sprockets with endless chain. Remove inner timing cover. At this point access to dynamo end cover allows removal and electrical lead disassembly.

Move to drive side and begin with: Remove flywheel. Remove dynamo belt cover. Remove dynamo belt pulley.

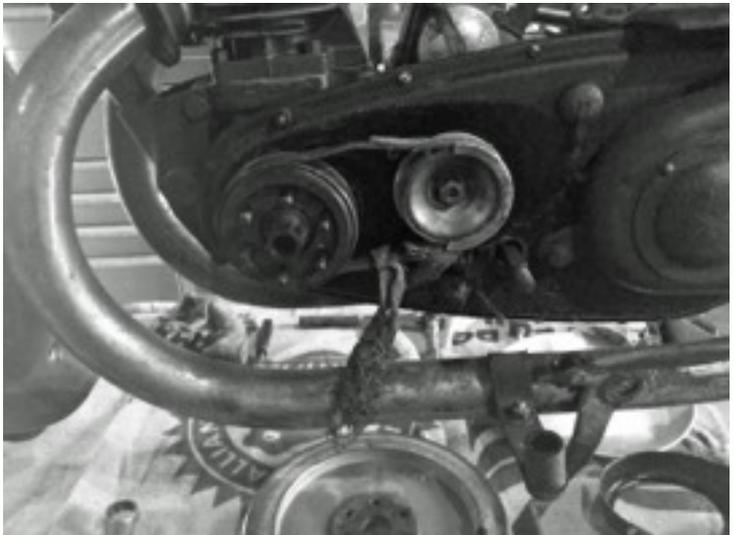
Move to under side of motor plates: Loosen dynamo securing strap nut sufficiently to provide slack approximately 1/8". Extract dynamo through timing side motor plate.

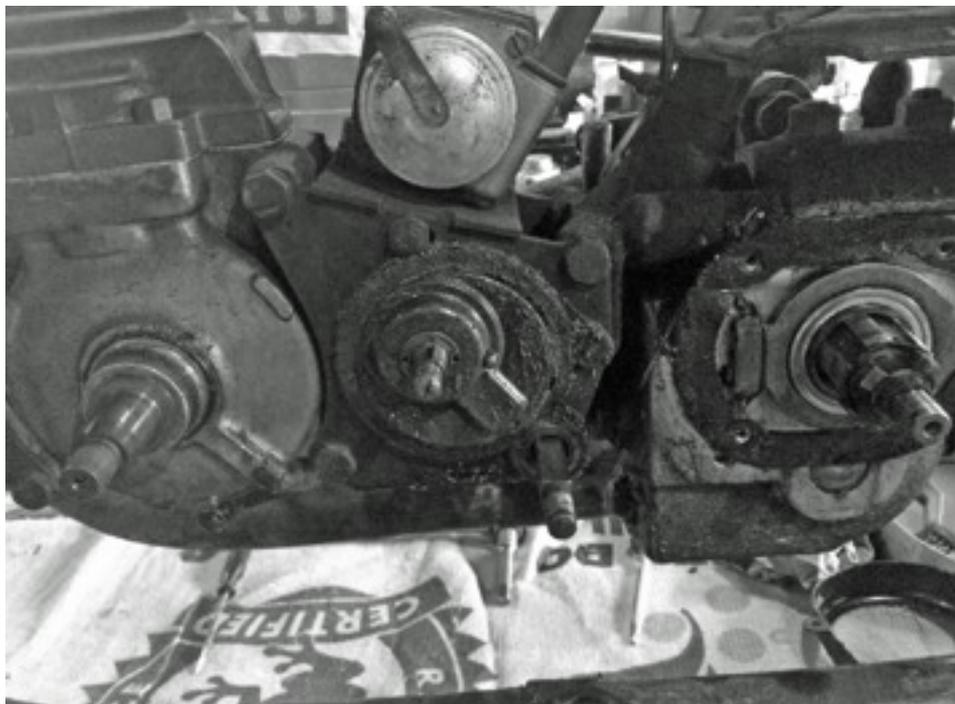
For assembly reverse above procedure. Adjustment of belt tension takes place after drive pulley installation and before tightening securing strap.

Since the mag was going out too, might as well give that as well. Remove carburetor assembly. Remove timing chest. Remove high tension lead. Loosen crankshaft primary drive unit nut and break taper fit. Nut backs onto flywheel. Remove flywheel, dynamo belt cover, dynamo driven pulley. Remove final drive chain and sprocket. Remove outer primary cover periphery screws and cover support assembly. Remove foot peg assembly. Remove clutch hold down nut. Remove crankshaft drive pulley and primary sprocket with clutch and outer primary case as a unit. Remove inner chaincase to gearbox securing screws and remove inner chaincase. Remove Magneto platform securing nut and extract bolt from drive side. Remove four Magneto retaining bolts from platform and lift Magneto away. Remove advance cable at handlebar lever. Remove bottom cap at points end of Magneto and slide cable end out to remove retaining clip. Withdraw cable from top fitting.

Reverse procedure for assembly.

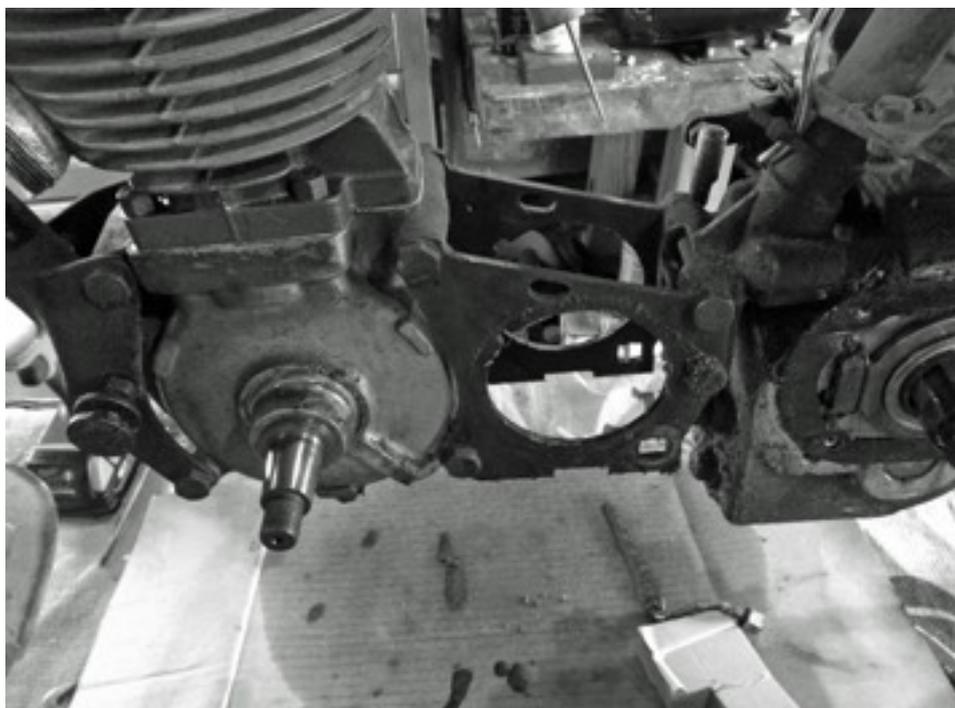
right: Dynamo belt failure





Above: Inner primary removed to access magneto platform hold-down bolt

Below: Look at all that space





Above: Electronic regulator mounting kit



Below: New dynamo belt





Dave Carter – Memories of times we shared

by John Jennings

Diana and I first met an

English gentleman named Dave Carter during the VOCNA Redwood Rendezvous Rally in July 2000. Dave had made some useful contacts during an earlier USA holiday, when he purchased a used BMW on the east coast, rode across to the west coast, sold the BMW and flew home. So on this subsequent visit, Dave was the fortunate benefactor of a loan Velo – Paul d’Orleans’ green Thruxton, affectionately known as Courgette. We were to ride Paul’s Viper Clubman and Paul was riding his Mk4 KTT. The week’s ride through the wilds of the Northern California Lost Coast was fabulous, and on return we spent a day or two cleaning up the bikes back at Paul’s place in San Francisco, with Dave sleeping in his tent in the backyard as the indoors guest accommodation was stretched. On the eve of our flights home Paul and family took us to EOS, one of their favourite restaurants, and Paul ordered an “off menu” red wine, that

Dave Carter and Derek Belvoir enjoy ice cream on the 2000 Redwood Rendezvous Rally.

we agreed was a delightful drop, so over the course of the meal we had another, then a third bottle to finish off. When Dave and I slipped away to split the bill before Paul could pay the lot, we found that each bottle of wine was \$80 and with 3 course meals consumed by all 6 of us, the total bill was indeed eye-watering. But a quick glance at Dave and a broad smile in return signalled our shared thought – what price memories like these? All in all, a small token for the generosity of our hosts and the wear and tear on valuable bikes.

In 2001 I again bumped into Dave at the VOCNA Mad Dog Rally, based in the tiny town of Crawford, Colorado, where Joe Cocker and his wife owned a ranch and had settled down. Unfortunately, Dave’s borrowed KSS spat him down the road on the first day of the ride, when the gearbox seized. He nursed bruises and abrasions, completing the rally in the chase truck, but remained good humoured about this unfortunate incident.

Wind forward to 2002 and we are organising the first week-long rally in Australia. Dave emails me, expressing interest in attending with plans to bring wife Daphne and close friends Roy and Jessie Venard. Roy has a brother living in Perth and they will make a Velo rally-come-family holiday out of it. So we line up loan bikes for Dave and Roy and in April 2003 the Carter entourage arrives in Perth. A week or so before the rally Dave phones and suggests we meet for lunch. I suggest the nearby (to us) Carine Tavern and start giving directions. Dave interrupts -he already knows where it is. I ask where they are staying and Dave answers “Carine.” A coincidence, we live in Carine. What street? You guessed it, same street as our home.

There is an historic road race meeting on the weekend before the rally, so Dave and Roy attend, enjoying meeting the Perth Velo racers in our pit area. But my day is spoiled when Li'l Speedy (1939 MAC) loses compression and is sidelined for the remainder of the meeting. The following week I am too busy to investigate the problem, but Dave and Roy have time on their hands. They wander into my workshop on Monday morning, wheel the MAC up onto the motorcycle lift, find the Whitworth spanners and within an hour have diagnosed a holed piston, with all else appearing to be fine. Handy guys to have around.

Dave and Roy made many friends during that 2003 Cape to Cape Rally, with their enthusiasm for all things motorcycling and wry British humour. I still remember the joke that Dave told during the Joke 'n Toast night in Pemberton, at a time when the F-word was still an F-bomb, still many years before it became defused by overuse on social media, movies and TV. Well, Dave delivered the punch-line of his joke, which included the F-word, in such a gentlemanly manner and so perfectly in context that no-one was offended. In fact, they were laughing too much to take offence. It takes good judgement to make a call like that, and Dave's was certainly well refined.

The lesson I take from my glimpses of Dave's life, is to tackle those things you enjoy while you can, with good humour. Do this, and you will leave a legacy of happy memories for family and friends. RIP Dave Carter.



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WANTED good running girder front mov/mac. Fully restored or excelent original. Mick krause mix9142@comcast.net 7088056208

editor's note: Sheesh. Haven't I explained this yet? The ideal photo submission includes at least one Velocette, a person and an interesting background with at least one paragraph telling a story. Please note I left out all adjectives describing the bike or the person. We'd like to



Stop the Press...

Urgent Rally News

"Was talking to the Best Western people and they said that there may have been a mixup on some of the reservations made by club members. Just to be sure they asked if all the members that have made reservations, could they call and reconfirm their reservations. That would be much appreciated."

put a calendar together. Is anyone interested? The photos would require a Velocette, a person and a fantastic background. hmmm sounds familiar...

Ultimately, I'll accept anything-text, gossip, photos...

Send submissions to the editor. Contact information is located inside the front cover. Lanora

Dearest Kami,

I want to speak in defense of the so-called “Garage Queen.” I am an attractive model. Some might say, pristine. Like any beautiful woman, I get more attractive and sexier every year.

I am much more photogenic than your common rode hard and put away wet models, and I'm proud of that.

While I set a standard that all riders and their people who know nothing about motorcycles can appreciate, I am the opposite of an elitist. Riders like to check me out to remember what the original standards were and how all the parts fit together. If it wasn't for us garage queens, you wouldn't have a clue what a real one looked like. Outsiders appreciate me for my sheer art. I am a sculpture and enjoy being admired as such.

I speak to the history and the manufacturers, not the crazed innovators that came along in the decades after and fiddled with everything. I embody the allure of classic motoring. Fuel, roads, speeds...you can never really drive the past.

Others are just jealous. I work hard at keeping my looks.

I feel like I should put on a Marilyn Monroe pout and claim, “Don't hate me because I'm beautiful.”

You know Kami, if you look good, you feel good. They say that at Chevron the motto is “appearance is everything.”

So, why do I get a bad rap?

Garage Queenie

Dear G.Q.

First let me say, the motorcycle world needs all kinds! We need the racers and the tinkers. We need the most exotic, polished, historical pieces such as yourself, and we need the grungiest street bikes.

Beyond that though, you may have written to the wrong columnist. I'm all for a good fiddle! To me a model that is never used, is just like a woman who is never loved. A little rubbing just puts the shine on the outside.

If you don't get out for a ride once in awhile, there's no need for parts or new clothes. Oh my, just think of the expertise that would be lost!

Don't fool yourself into believing you get more attractive and sexier every year. We live in a youth culture. The world is a much weirder place than you can imagine from the safety of your garage. Who knows? If petrol vehicles are banned, then we'll all become garage queens. Those of us who've survived will have good stories to tell.

Still you are writing to me, which indicates a spark of life. If you are getting bored with your status, or are curious about what you're missing, here's my prescription: add a little adventure to your life! To have adventure, sometimes you have to give up comfort.

Kami



