



DEDICATED TO THE PRESERVATION
AND ENJOYMENT
OF VELOCETTE MOTORCYCLES

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FISHTAIL WEST
Velocette Owners Club of
North America Newsletter
February & March 2021 no.242

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Submissions for Fishtail West due last day of ODD Numbered Months.

Jan 31, Mar 31, May 31, July 31
Sept 30, Nov 30

Check out our NEW WEBSITE:
velocette.org

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.

Club dues \$30 a year. Membership runs from January thru December. U.S. funds only.

Renew Now at velocette.org
Front Cover: Splash page of the new VOCNA website.

Back page: VOCNA group in 2011, created by Dick Casey.

(Potential)
2021 Velocette Summer Rally
July 19-24
Ferndale CA

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

From the Chairman:

Wow - we have a New VOCNA Website

Please all do go to <velocette.org> and check out our New and totally up-to-date website. Although we are enthusiasts of a classic motorcycle last made well before the computer age, the website finally brings VOCNA to the present and, into the future. It's the way things are done these days. It's a big deal: it's interactive, allows easy membership renewal, a meaningful resource for information, parts, technical stuff and a way for all to stay in contact. Members will get a Password to allow entry to the exclusive pages.

I will be contacting our brother and sister Clubs in Britain, Australia, New Zealand, the Netherlands, France, Germany and South Africa, inviting them to view the new website and participate in our Club and activities. We regularly attract Velo enthusiasts from all over the world to our famous summer Rallies and, I do believe the Website will only improve this. BTW - remember to sign up/make reservations for the Ferndale CA Rally in July (I am being positive that covid will be tamed by then).

We need to profoundly Thank JP Defaut, our amazing webmaster for his selfless and hard work in creating the Website for us.

Continue to persevere.

Olav, Chairman



Chairman Olav Hassel in 2020

2021 Velocette Summer Rally, July 19-24: Ferndale, CA.

Rally Hub: Victorian Inn / Redwood Suites

Prices range from \$150-\$400/night

Victorian Inn

400 Ocean Avenue

Ferndale, CA 95536

707-786-4949

innkeeper@victorianvillageinn.com

www.victorianvillageinn.com

Camping Alternative:

Humboldt County Fairgrounds

Approx. \$35/night

Tent camping on grass, RV spots too, with showers etc on site,

0.8 miles from the Victorian Inn.

potential rally!



Paul d'Orléans, 2018.

Hot Off the Pres
Feb edition
Paul d'Orléans 2021

As I write this I'm halfway down Baja, and there's a Triumph TR5T in my van that will now live down in San Jose del Cabo, Mexico. I was hoping my tagalong this year would be a Velocette, but alas it wasn't ready. The intended Velo is a 'magic roundabout' 1966 Endurance, my very first Velo, which I've owned 3 times now, and dammit this time it will stick. It was discovered languishing in the back lot of Munroe Motors in San Francisco back in 1985, covered in mud, with a green '1971 Louisiana' license plate, and evidence of a minor calamity. It took me years to sort that a loose rear wheel nut can wrap the speedo cable around the rear axle, yanking the handlebars rightward, causing a totally inexplicable crash. Dents in the headlamp, speedometer, and gas tank, plus the missing speedo cable and empty speedo drive added up to someone putting this Endurance away after 3000 miles, until it made its way from Shreveport to San Francisco somehow. I offered \$600 for the Velo as a non-runner in scruffy condition to Pat Munroe, and didn't even have the cash on hand to pay in full, but put a deposit down and paid it off a week later. Bless those gents, now gone, who'd been in the motor trade forever and knew how to make a sale.

The Munroe boys weren't so happy that I rode the Endurance back into their showroom the day after taking possession: all it had taken to bring her to life was a strip of crocus cloth pressed against the magneto slip ring with my index finger. After three engine rotations a mighty shock coursed through my body, and I knew she was alive. But man, was I green, thinking the Velo very very fast because I could out-drag a Norton Commando at the lights, but was vexed as she ran out of breath on the freeway! A 16 tooth final drive sprocket was fine for the stoplight grand prix, but I soon put an 18T sprocket on for actual use, and fell in love with Velocettes for real. Unfortunately for VM6333E, I soon fell in love with VMT260, the green Thruxton of my youthful dreams, and once secured, the Endurance was put aside in pursuit of 'the Ton', anywhere I could find it.

The Endurance was sold to a friend who Really Wanted a Velo. And, it sat in pieces in his garage for almost 20 years, before he offered it back to me for the same price. I was living in Paris, and the Endurance languished, until another friend who Really Wanted a Velo bought it, and it sat in pieces in his garage for only ten years. Funny thing, after all those decades, my riding habits changed, and I discovered the joys of touring, and of riding on dirt. Wouldn't an Endurance be a good thing? And so my very first Velo returned to my garage, and patiently awaits reassembly, because I was an ass for taking it apart in 1989. Call it karma, call it a moral obligation, but VM6333E will ultimately be reassembled by the hands that took her apart over 30 years ago.

A few of you old timers will remember my write-ups of going to jail – twice – on this Velo back in the '80s, when I had neither papers for the machine, nor a motorcycle endorsement for my driver's license. As I have grown older and a lot more boring, I tend to look after the paperwork these days, because spending a day in San Francisco getting a driver's license, or in South Lake Tahoe getting a 1933 KTT registered, is best left to miraculous tales of surviving one's youth.

Next month we'll have our official Summer Rally entry form, but you can call the Victorian Inn in Ferndale (707-786-4949) now to reserve a room. Or wait for the form if camping.

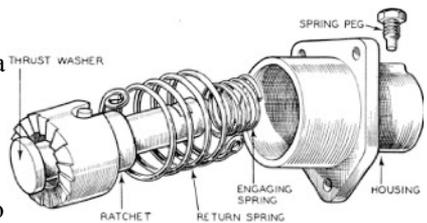


FIG. 22.—THE FOOT-STARTER RATCHET, SPRING AND HOUSING.



Velocette Endurance

500 cc OverHead Valve model built and sold for the North American Market.

The tagline was "Equally at home on highway or range."

Began with MSS specifications, evolved into Venom specs.

Like a Scrambler in road trim, the Endurance may be the original dual sport (on-road & off-road) bike.

Left: Paul d'Orléans on a Velocette Endurance on the VOCNA rally at The Dalles, Oregon, 2011.

Below: Mirek Sharp on a Velocette Endurance at the 2015 VOCNA Spring Opener, Napa, California.



Velocette Owners Club of North America

Financial Statement

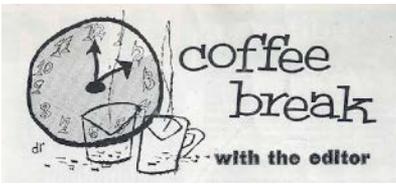
As of December 31, 2020

BALANCE SHEET

	Dec 31 2020
ASSETS	
Current Assets	
Bank of America Checking	12,181
Editor's Impress Fund	1,000
TOTAL ASSETS	13,181
LIABILITIES & EQUITY	
Liabilities	
Prepaid Dues 2020	468
Total Current Liabilities	468
Equity	
Retained Earnings	10,511
Net Income	(2,111)
Total Equity	12,622
TOTAL LIABILITIES & EQUITY	13,181

PROFIT & LOSS STATEMENT

	Jan - Dec 2020
Ordinary Income/Expense	
Income	
Membership Dues	6,421
Total Income	6,421
Expense	
Fishtail West	3,879
Internet	35
Office Supplies	92
Postage - Non FTW	35
Software	270
Total Expense	4,311
Net Ordinary Income	2,110
Net Income	2,110



Hello and Happy Valentines Day to all,

The Big News is the New Website! Whoohoo! Check it out. Make sure you renew your membership so you can enjoy all aspects of this website too. www.velocette.org

In this issue I've included a few flyers for upcoming events. Hopefully they indicate a return

to some activity, but there is no guarantee that they will be held. If you do attend, send me a photo or two.

With no events or adventures, it has been difficult for many to keep their enthusiasm up. I had trouble getting even Jeffry Shadetree and Kami to participate in this issue. So, I started doing some random searches on my computer and putting together a look at the various Velocette models and how many have been present on the club events. I started with some of the smaller models but others kept asserting themselves.

I hope to feature more models in the next issue. If you have a favorite, let me know!

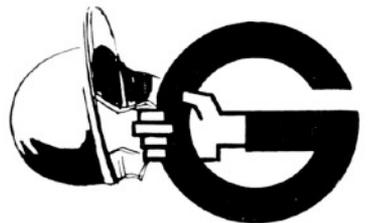
Lanora Cox, editor



above: Ron Thomas and Ed Arnold 1970s. photo by Paul Adams

Ran out of Road: James Donald "Don" Harrell 1934-2021 Perhaps known more for his participation with BSAs and Triumphs, Don was an expert on many of the British marques. He was a familiar face at many British Motorcycle events including Mid-America and Mecum Motorcycle auctions in Las Vegas, Hanford Swap meet and the BSAOCNC All-Brit event. He will be missed. Our sympathy to his family.

Sad news: a disastrous inferno wiped out the collection of 200+ motorcycles at the Top Mountain CrossPoint Motorcycle Museum, Austria.



Eastern News
by Andrew Harris

Greetings from the East, not too many smiles here as Ontario declares another state of emergency and stay at home order. Wait a minute, didn't I write something similar last March? Is it 2020 or 2021?

Is it groundhog year all over again?

Is it groundhog year all over again.....?

Let's hope not, although the TT is cancelled again, and the Northwest 200 in Northern Ireland has gone the same way. The good news is the nights are shorter but I can't even have a socially distanced ride here as the snow, ice and below freezing temperatures are putting a bit of a damper on such things. No doubt there is a light at the end of the tunnel, it's just a bit dim and distant right now.

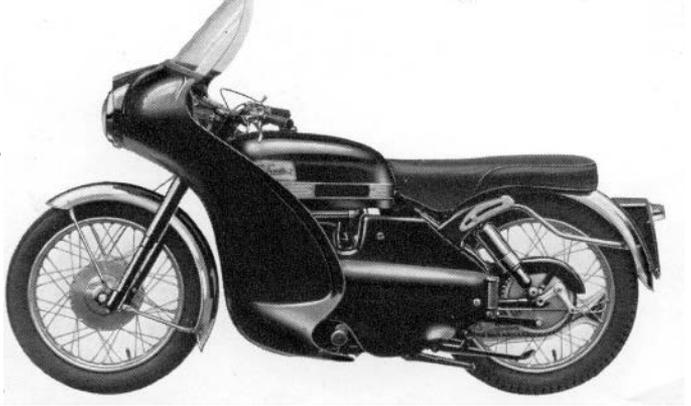
With the bikes being tucked up safely I have been reading "Road Tests revisited", a selection of road tests from the "Green'un" and the "Blue'un" between 1961 and 1965. The tests are interesting, not just for the bikes but also for an insight into what was considered normal and acceptable.

For example, a test of a twin cylinder Matchless tells us that it used a pint of oil every 500 miles. I was shocked, my Velo is 60 years old and if it used that much oil I would think a piston ring had broken. However this seems to have been normal, the tester tells us he has a similar machine and when out for a ride his haversack "always contains a plastic bottle of petrol, a bottle of oil and a Stilson." As the Stilson is a pipewrench I suppose it could be adjusted to fit most nuts and double as a hammer if required...The mind boggles. Another tested bike had "acceptable vibration," despite loosing the carburettor bellmouth and part of the silencer during the test.

A Venom Vee-line Clubman was also tested. The writer was enthusiastic and lyrical about the performance, handling and braking, as you would expect. Surprisingly, given the general "kid gloves" approach and general lack of criticism from the magazines the reviewer pulls no punches over the electrical system.

The horn "might startle a dog on a quiet road" and the lights are "inadequate for the performance of the machine." This was in 1961 when 6V systems were the norm so it must have been pretty bad to attract these comments. Unfortunately Veloce did not react to the hint, so the stage was set for the continuing search for the Holy Grail of motorcycling – improving the Velo electrics. For many years a lot of people have been on this quest with a variety of solutions being offered, some more successful than others. I know when I first got my Velo riding at night was OK as long as there was moonlight or streetlight. Out in the country in the rain was a different matter. Converting to 12V was a revelation, even with the standard pefocus bulb it was literally the difference between night and day.

A final thought – The difference between a good and a bad mechanic is a good mechanic knows what they can get away with.
ride safely and stay healthy, Andrew





The “Homepage,” designed by [Graham Taylor](#)

The Resurrection

Rebooting [velocette.org](#) by JP Default, Website Editor

“All those in favor of JP managing the website say aye?” asked the chairman at the 2019 AGM in Oregon. A resounding affirmation came from the group. I was very touched to be entrusted with such a task that set me off on a very different Velocette journey. That’s all it took. Er, not so fast...

Dedicated to the preservation and enjoyment of Velocette motorcycles

And so off I went, naively down the labyrinth of possibilities, to update our online presence. Like most vintage and classic vehicle websites, ideas are plenty, funding is limited, and time is scarce. Particularly when you’re not being paid. But then, that’s not why any of the VOCNA officers are here. I’ve learned from involvement in similar passion domains that one’s heart makes choices the brain can only roll its eyes backward before running to the hills from insanity. Until now, in addition to her role as membership secretary, Debbie McDonald had been holding this thing together on a shoestring and a prayer. I can only hope to follow humbly in her shadow.

“Truth was I’d spent little time on it. There was some useful information, photos of past rides, but I mostly went there to renew my dues and check on rally updates. As I embarked on the task, I thought a quick look through would identify the immediate needs: I could source missing information, add a few photos from past rides, call out for some new ones and fill in the gaps. At a glance, the VOCNA website looked ok, had great patina, and a full-service history, somewhere... A quick oil change, lube the chain, check tires, brakes, new plug, play with the clutch tool thingy... Bish, Bash Bosh as we say in Blighty! I really need to see someone about my “idealist” condition.

Ran when parked

Like any vintage motorcycle restoration, the more I took it apart, the more issues I found. Some were beyond my abilities. I discovered it had been sitting on an

outdated platform that needed more upgrades and plugins than my brain could handle. It needed a lot more than a compression test. A much-needed nuts 'n bolts rebuild from the ground-up was long overdue. My commitment and tenacity took over, I realized I had pushed myself down a rabbit hole. As I burrowed further, the story of VOCNA unfolded like a windy road on the 1000 mile rally. You have some delightful moments while everything flows, and then you're stuck on the side of the road for hours. It took longer than I had planned. Add to that Huxley's arrival last January (yes, I'm a first-time father at 50!), followed immediately by a pandemic. You get the picture.

Eventually, I decided to stop wasting time trying to kickstart this old girl and re-think my approach. I had to troubleshoot this one differently. I spent time talking to members about their needs from a website. I then spoke to my tech partners, both in the US and UK, even a couple in France. They all had great ideas but something was missing: *Who is the audience?* Yes, the club needs a website for its current members. But it has become apparent that new members are not forthcoming. If we don't connect with a new generation, many of the current members worry the club could die and Velos will end up in hidden collections, courtesy of Bonhams and other auction houses.

Nuts 'n bolts restoration

I called Graham Taylor, a creative director and Englishman in New York. I've known GT for 25 years and we've partnered on many projects, photographic books, and exhibitions.

"You know this vintage motorcycle website project I took on?" I started.

"Faaark Owff!" came flying across the continent before I could go on.

"I just need something quick and dirty" I continued.

"I'm not quick, and I know how dirty you are!" He concluded.

Due to the pandemic, GT was in the middle of relocating his studio to his house in upstate New York. Balancing that and reinventing a work process for his client base and me showing up with a project I hadn't fully conceptualized made the abuse more justifiable. Needless to say, it, was a hard sell.

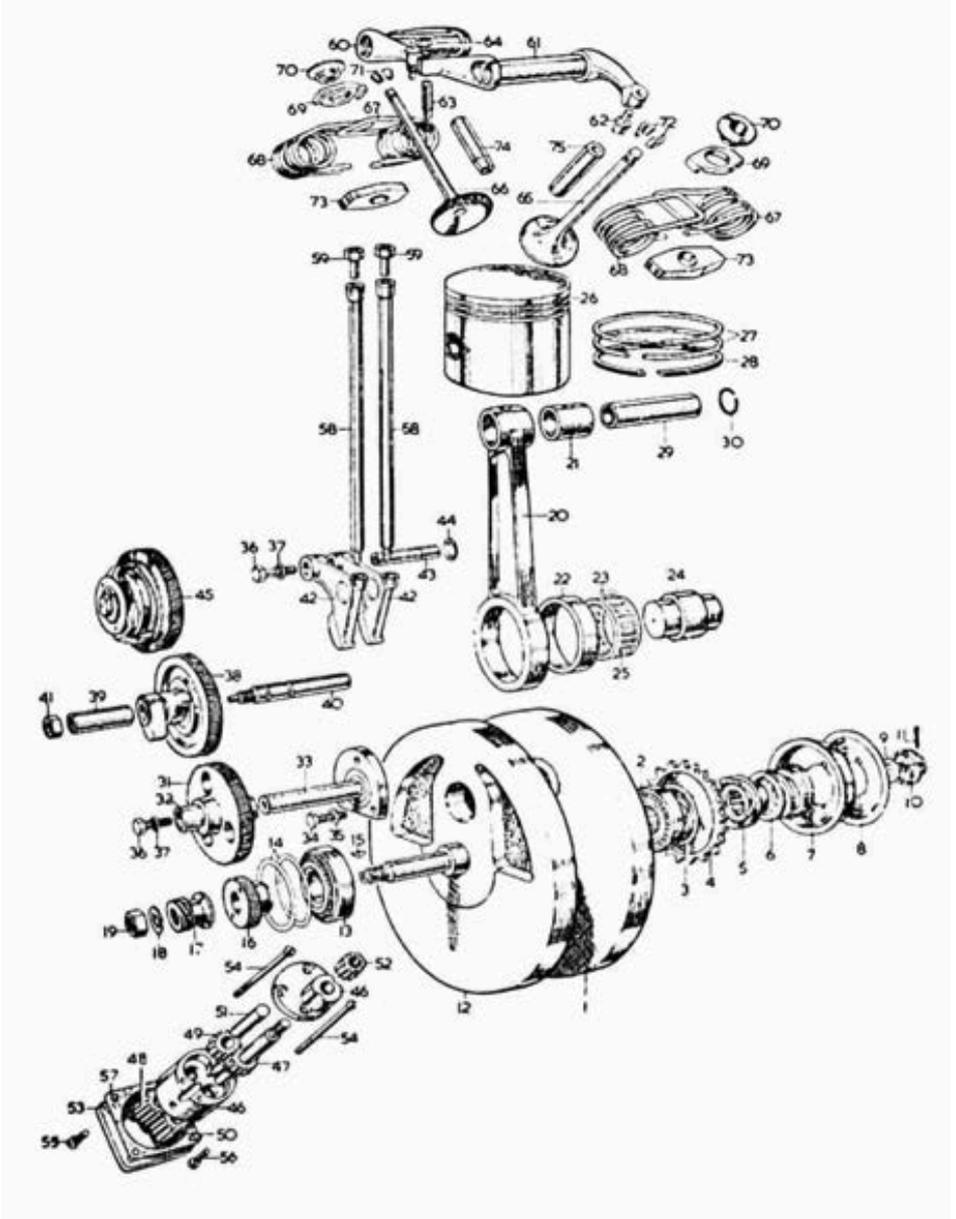
After countless phone/Zoom conversations, research into the night between baby bottles and nappies, we eventually carved out a plan and put together a concept. Through speaking to many long-standing members, something became clear to me: *the story of VOCNA is its biggest asset*, and we needed to put it out there. I presented a mock-up to the VOCNA officers who gave it their blessing, and then we set out to build it. Just like an old bike that one unexpectedly comes across and feels compelled to take on, ignoring the "ran when parked" signpost, the more wrenching I did, the more I wanted to turn the fuel tap on and tickle its carbs. It's important to note that everyone I spoke to in the club was generous with their time, knowledge and was very encouraging. It made a huge difference: it was truly a team effort and I'm grateful for all the advice, information, and learning I went through. Everyone's two cents worth remains a relevant factor in what we came up with. *She started first kick, now you get to throw your leg over...*

Here's what is new:

In addition to a redesign and new hosting platform, we've updated the membership application system, new member login area, and digital swap meet section (stay tuned), amongst other things. The focus was on the core mission statement of the club: "Dedicated to the preservation and enjoyment of Velocette motorcycles." We've looked back over the years and started archiving the club's heritage, and making it available to members. This includes digitizing and uploading all past issues of our newsletter **Fishtail West** for members to download. A tall order, if not ambitious, but we're working through it. Since its inception in 1976, the club has had many members, motorcycles, rides, and events. We are slowly piecing together club archives from many sources

involved with the club over the years and they will be available for you to download from the members' section of the website. We appreciate your patience and support as we complete this process of curating, editing, and uploading this information. It's a labor of love and any help is very welcome.

If you have any stories, photos, publications, past **Fishtail West** issues, and anything relevant that you'd like to share with the members please contact me JP De-faut, info@velocette.org



BSAOCNC Sacramento Delta Ride

New and Improved, Now with Social Distnacing!



Saturday, March 6, 2021

Departs from Municipal Pier parking lot Rio Vista
(west end of the bridge on Highway 12)

10:00 AM

be gassed and ready to go

Shake the cobwebs and knock the rust off!

Travel scenic by-ways! Well suited for lightweight bike too!
This is a Socially Distanced ride, please bring and use your mask.

There will be no lunch planned.

EXERCISE YOUR BSA!

INFORMATION:

David James, 415-760-6392 (days or eves to 8)



BSAOCNC East Bay Ride



Saturday March 23, 2021

Departs from 3443 Castro Valley Blvd

Lucky's Parking Lot, Castro Valley Blvd & Redwood Rd.

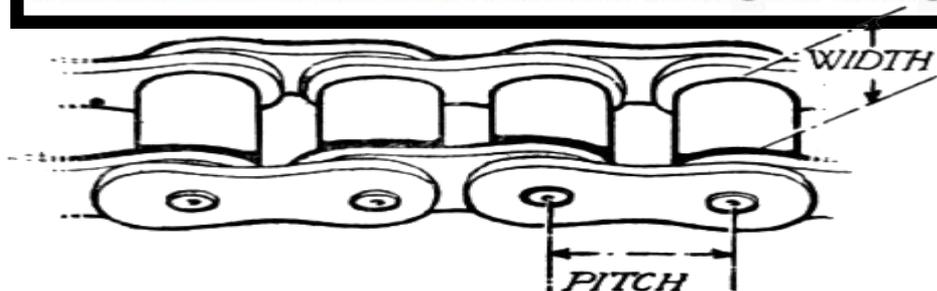
Castro Valley, CA

10:00 AM be gassed and ready to go

Gas Available at Ride Start Point

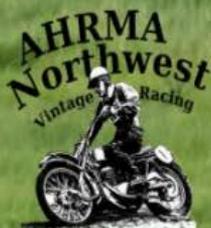
This is a Socially Distanced ride, please bring and use your mask.
There will be no lunch planned.

Ride Info: David James, 415 760 6392 or info@bsaocnc.org





American Historic Motorcycle Association



Burrows Ranch

CHROME, CA

MARCH 20-21, 2021

National Vintage
Motocross Series

National Vintage
Trials Series

Sponsored by



National Cross
Country Series

Sponsored by

HAGERTY

Motorcycle



Burrows Ranch Address: 4160 County Road 306, Chrome, CA

National Vintage Trials, Saturday: Sign-up 8:00-10:00am; checker's meeting, 9:15am; rider's meeting 10:00am; trial starts 10:30am; Trials awards 5:00-5:30pm.	National Vintage Cross Country, Saturday: Sign-up 8:00-9:30am ONLY (no afternoon sign-up); rider's meeting 3:00pm, racing begins 3:30pm, CC awards 5:00-5:30pm.	National Vintage Motocross, Sunday: Sign-up 7:00-8:30am, rider's meeting 8:30am, practice 9:00am, racing begins 10:00am.
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Gate Fees: \$10/day - kids under 12 free **Camping:** Free with gate fee

Concessions may be available. Check our Facebook Burrows Ranch Event for updates.

Come race with us! For more information about the American Historic Racing Motorcycle Association, visit www.ahrma.org.

For more information on AHRMA Northwest Vintage Racing, visit www.facebook.com/ahrmanorthwest and www.ahrmanw.org.



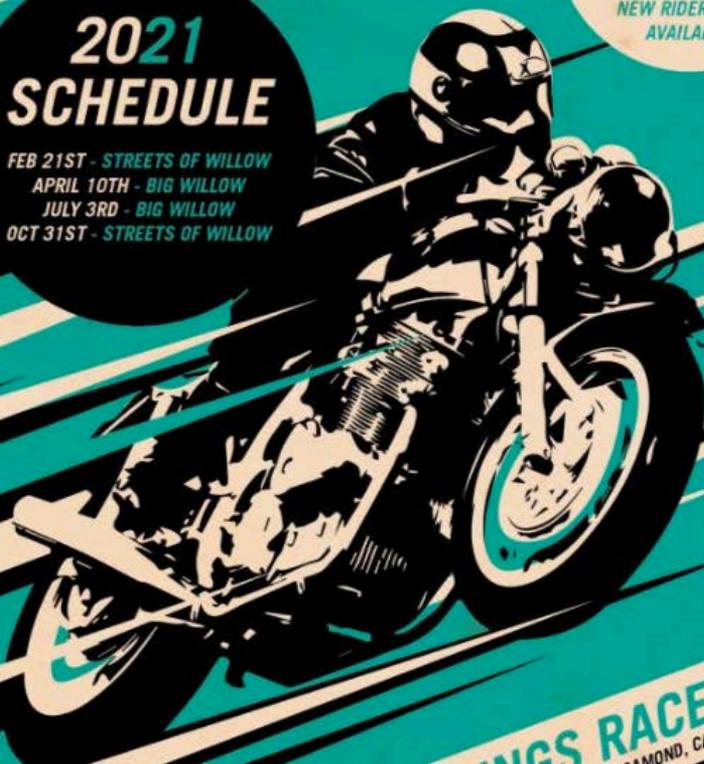
CLASSIC TRACK DAY

**\$175
PER RIDER**

INCLUDES RACE REELS
PHOTO PACKAGE
NEW RIDER CLASS
AVAILABLE!

2021 SCHEDULE

FEB 21ST - STREETS OF WILLOW
APRIL 10TH - BIG WILLOW
JULY 3RD - BIG WILLOW
OCT 31ST - STREETS OF WILLOW



WILLOW SPRINGS RACEWAY
ROSAMOND, CA

- AHRMA Racers
- Vintage Street Bikes
- Air Cooled Modern Classics
- New To The Track

FOR DETAILS & REGISTRATION VISIT WWW.BRADYWALKER.COM • CONTACT INFO@BRADYWALKER.COM • 310-980-7129

BILL HUTH'S WILLOW SPRINGS INTERNATIONAL RACEWAY PRESENTS



REHV

**HISTORIC CUP
ROADRACE SERIES**

SCAMPER AT THE STREETS: APRIL 16TH-18TH
BATTLE OF BIG WILLOW: APRIL 23RD-25TH

**VINTAGE & MODERN
MOTORCYCLE ROAD RACING**

FREE PARKING & CAMPING
FLAT TRACK RACING SATURDAY APRIL 17TH
VINTAGE BIKE SHOW SATURDAY APRIL 26TH
SWAP MEET APRIL 25TH & 26TH

**GENERAL
ADMISSION FEES**

ONE DAY	\$20.00
TWO DAY	\$30.00
THREE DAY	\$35.00

SPONSOR LOGOS

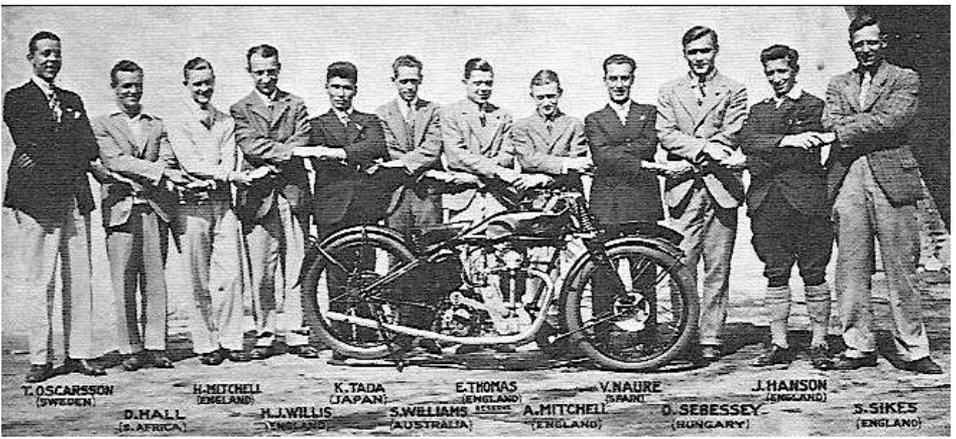
EVENT INFO: VENDORS / SWAP / BIKE SHOW / FLAT TRACK • BRADY WALKER • 310 980 7129 • INFO@BRADYWALKER.COM
TRACK INFO: 3500 75TH ST WEST ROSAMOND, CA 93260 • 661-256-6666 • WWW.WILLOWSPRINGSRACEWAY.COM
RACE INFO: WWW.AHRMA.ORG • WWW.AHRMA.MOTORSPORTREG.COM



Above our own Pete Young and Dave Masters with their 21/2 H.P. 276 cc 4-stroke Velos on the Banbury run in 2013. Small Velocette Motorcycles

Below: Craig Howell with a 1961 249 cc, 2-stroke Velocette Viceroy scooter. A beautiful bike.





Above 1930 Velocette Isle of Man Team with Kenzo Tada

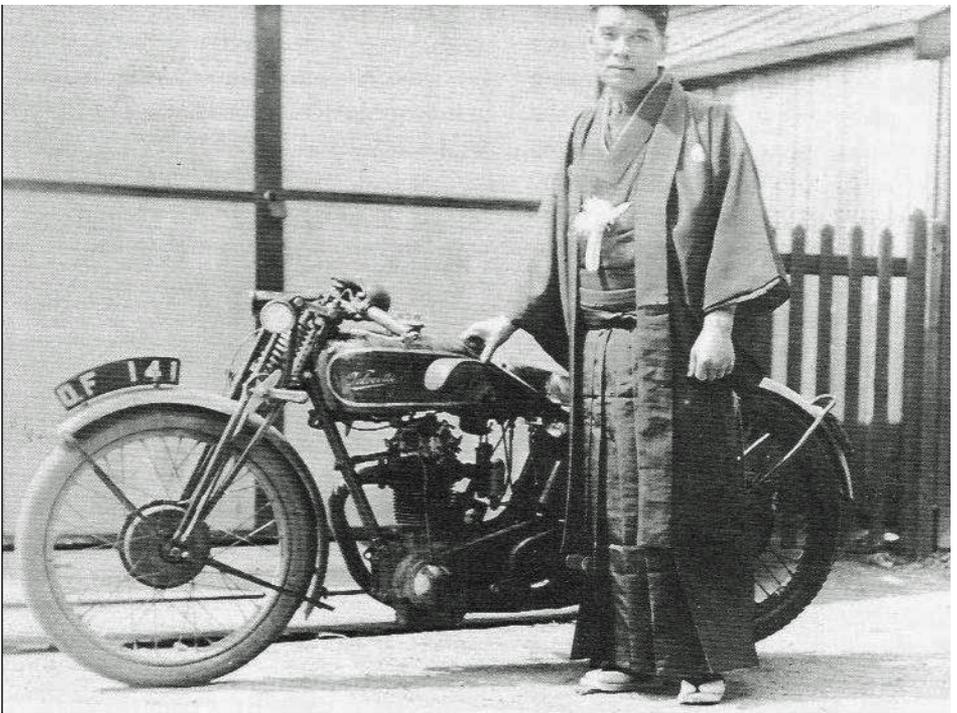
Kenzo Tada, the First Japanese Rider in the IoM TT Paul d'Orleans

Today it's taken for granted that the Isle of Man TT, being the world's oldest motorcycle race, has entries from all the world. Not many know that the IoM TT has been a draw for riders from beyond Europe for nearly 100 years, and that Veloce Ltd played a part in sponsoring far-flung racers in 1930. While Veloce had sponsored factory racers on the Island since their two-stroke era of the early 1920s, the introduction of the new overhead-camshaft racing models in 1925, and their dominance of the Junior TT within two years, saw an international clamor for replicas of these racers. Veloce satisfied that demand in 1929 by with the KTT model, their first successful production racer. From its introduction in 1929, the KTT was sold all over the world, in Japan (3), New Zealand (5), Australia (5), South Africa (9), India (1), the US (1) and Canada (1), and all over Europe - 180 sold in total from January to December of 1929.

Kenzo Tada was a motorcycle racer in Japan who began his career, as so many early-century racers did, competing on bicycles at the dawn of the 20th Century. Tada was a very skilled racer on bicycles and later on motorcycles, on which he was the Japanese national racing champion for most of the 1920s and 30s. He was also the Velocette agent for Japan via his Tomeye Trading Co. in Tokyo, and had ordered all three of the KTTs imported to Japan in 1929.

As a celebration of the superiority of the KTT, and its international success, Veloce management invited Velocette dealers from around the world to race in the 1930 IoM TT under the factory banner. Velocettes had won the 350cc class handily in both 1928 and '29 TTs, and sales of the new racing model were brisk, by Veloce standards. It isn't recorded who was inspired to invite dealers from Sweden, South Africa, Hungary, Spain, Australia, and Japan, but no less than a dozen rode under the factory's wing. Bringing riders from far afield seems to have been unlucky though, as the best placing for a KTT in the 1930 Junior TT was 4th, ridden by David Hall of South Africa, and Englishman George Mitchell made 7th place, in a race dominated by Rudgets. It was the last year a pushrod-engined motorcycle would win the TT, and ever after one needed a camshaft in the cylinder head (or a rotary or two-stroke) to win on the Island, which Veloce proved time and again after 1930.

Kenzo Tada was in the midst of a successful motorcycle racing career in 1930, and at Veloce's invitation, he became the first Japanese rider to compete in the Isle of Man TT. In the days before air travel, he took a daunting 40-day trip by sea and rail to reach a different island half a world away, in the Irish Sea. Tada's journey was remark-



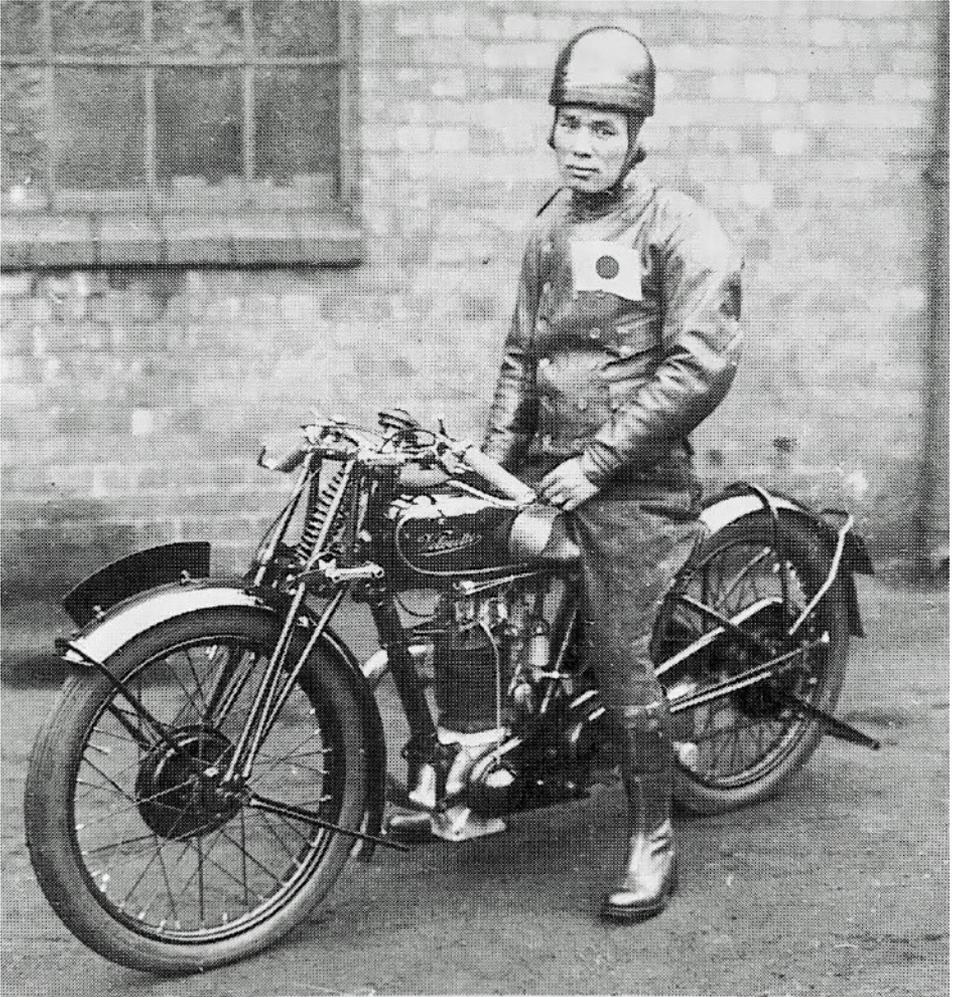
able by comparison to the next Japanese rider to compete at the Isle of Man...in 1959! Veloce honored the Japanese champion with the loan of Alec Bennett's 1929 TT racer, which had taken 3rd place in the previous year's race. This was quite a leap of faith for Veloce, for although Tada was an expert racer in Japan (which used mainly dirt tracks until the 1960's), he knew nothing of the complex and demanding 37.5-mile Mountain Circuit on the Isle of Man, the most demanding racecourse in the world. Nevertheless, Tada acquitted himself well, gaining 15th place for a Replica, and earning the nickname 'the India Rubber Man' for his numerous minor spills during the race, from which he always remounted, to complete the Junior TT in fine time.

The information we have on Kenzo Tada is slim, but we know he ordered three of the earliest KTTs: #20, 22 and 28, all delivered in February of 1929. We also have an interview conducted in 1972, recounted in the excellent book 'Japan's Motorcycle Wars':

"I began as a bicycle racer, and started that at the end of the Russo-Japanese War, in 1905. That first race was once around Shinobazu pond in Ueno Park, Tokyo, which was a 3-mile course, as the pond was bigger at that time. I was 18 years old and the prize was half a dozen beer glasses... Afterwards I trained for the Komiya-ma race as an apprentice, like a young sumo wrestler. I rode bicycles imported from America by the Ishikawa company in Yokohama. I joined their racing team in 1907. The pace car at that race was a Triumph motorcycle. Most bicycles were imported then and the Ishikawa company brought in American Pierce and British Triumph bicycles... I rode in a 250-mile bicycle race on 30 June 1907 and I won... In those days various stages of the race were reported by telegram to the finish line. I won several races after that and was reported on widely in the press. I was paid 3 yen per month by the Ishikawa company and I raced 3, 5 and 10-mile races. 10-miles races were the main event and if I won I was paid 10 yen, and 5 yen for shorter races.

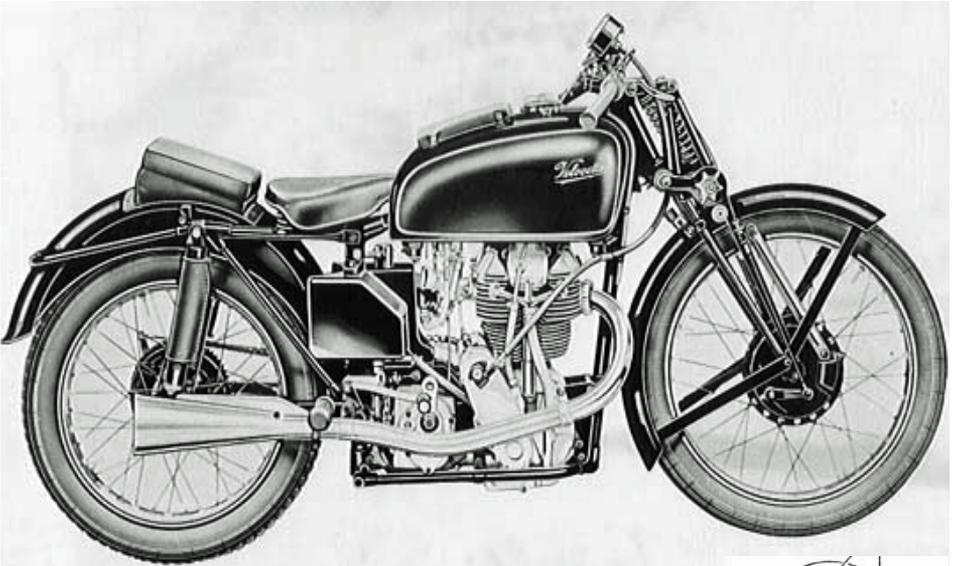
I moved up to racing motorcycles in about 1921. In the Taisho era I went to see the races at the Nakayama racecourse [now used for horse racing]. I bought a Triumph motorcycle which cost about a 1000 to 1200 yen whereas a bicycle was only 120 to 170 yen. I managed a bicycle shop then which made its own brand, Mates (as in "friends"), and sold it there on the premises. Later this brand became Shinbashi Bicycles. I raced again in 1924 but I got no prize money in that amateur race, only a trophy. At that time there were only about 20 motorcycle racers in the whole country.

I read three British motorcycle magazines all the time, The MotorCycle, Cycling and Motorcycling and therein learned about the Isle of Man TT (Tourist Trophy) race. That was the age of ships, not of airplanes, so I went to Korea, Harbin and then travelled to Europe by rail in the spring of 1930. From Paris I went to Dover and it took about 40 days in all to reach the Isle Man by May. I practiced for a month for the race which was scheduled for June. I rode a British 350 Velocette motorcycle on the 420 km asphalt course. A racer on a Norton came in first place that year [actually a Rudge won both Junior and Senior TTs] while I finished 15th and received a trophy... I had some Western clothes but at the prize reception photo shoot I wore a Japanese haori (half coat), hakama (traditional loose-fitting trousers), white tabi (socks) and felt zori



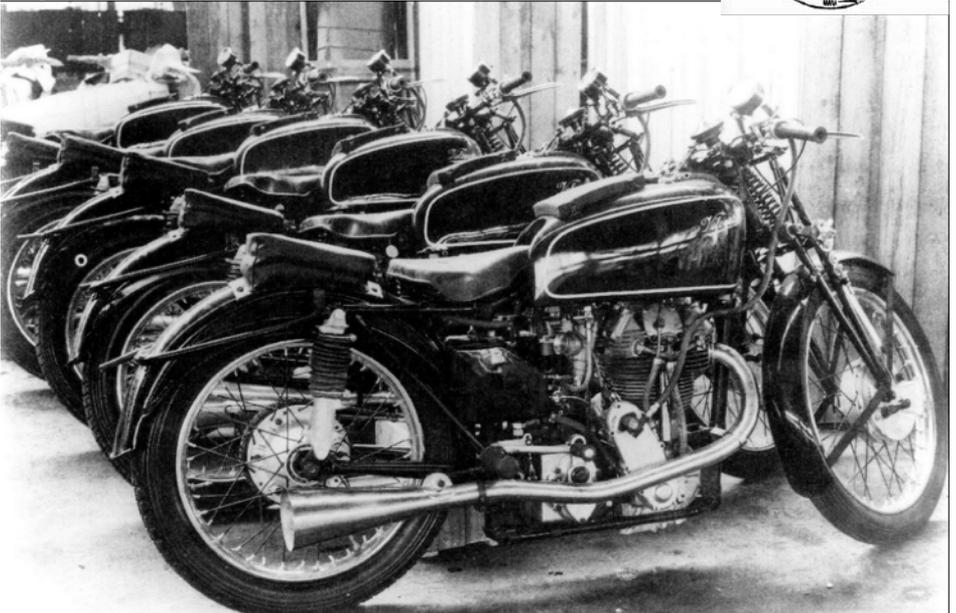
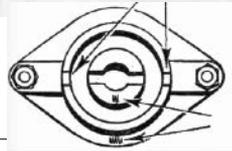
(sandals). I went home via the Mediterranean sea, through the Suez canal to Singapore and then to Hong Kong before arriving home in Japan after a 41-day trip. Mine was the first overseas racing expedition to be completed and it linked the racing community of Japan with the rest of the racing world."

So, should anyone ask, now you can tell them that the first Japanese rider at the Isle of Man TT raced a factory Velocette in 1930!



Above: KTT VIII

Below: a brace of Mk. 8 KTT 1939 awaiting to be dispersed to their new owners. For more like this check out Dennis Quinlan's blog: velobanjogent.blogspot.com/



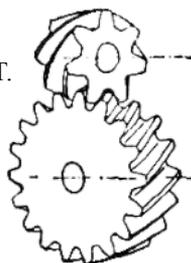


The KTT

348 cc, OverHead camshaft motorcycle produced between 1929-1953. The model evolved from the KSS. the TT indicated this was a racing model, specifically designed for use on the Isle of Man Tourist Trophy course. The Velocette KTT is significant for having the first positive-stop foot gear change on any motorcycle.

Above: Ed Arnold at a Cama Rally in Visalia 1970 on a Mk VIII KTT. photo by Paul Adams

Left: Sam Jowett on same bike at the VOC-NA rally in Volcano, California 2013.



The KSS

K for camshaft,
SS for Super
Sport
348 cc OverHead
Camshaft
In production
from 1925 to
1948

Winner of 1926
Junior TT, and
1928 TT and
1929 TT. In 1927
TT rider Aled
Bennett came in
second.

Right: Kim
Lohstroh Young
prepares to ride
her KSS through
the San Francisco
49 mile ride.

Below: Mike
Jongblood in his
garage with Jim
Day and Jack's
KSS in 2015.
photo by Dennis
Quinlan





Above: Vivian Padulla races through the course on her KSS. photo by Dana Shatts
Below: Larry Luce with his trusty KSS at Hansen Dam. He completed the Cross Country Chase on this bike. photo by Gil Loe



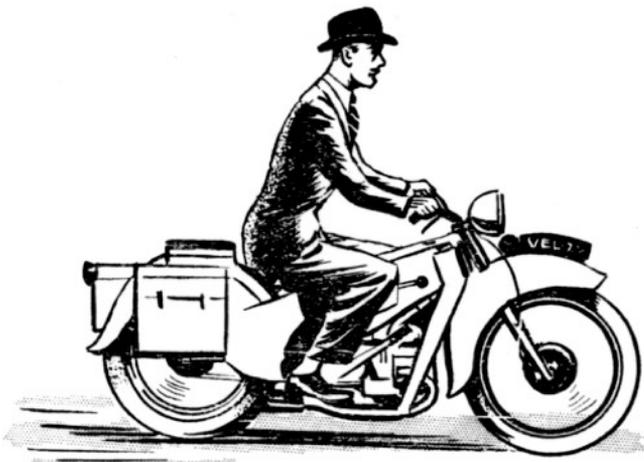


above: John Stanley and his LE in the Flagstaff, Arizona lineup
LE or Little Engine

149 cc -192 cc

Four-stroke, water-cooled horizontally opposed twin engines

“Noddy Bikes” British Police used these bikes and the name came as they were allowed to nod to senior officers instead of saluting.



VELOCETTE
 149 cc. SHAFT DRIVE

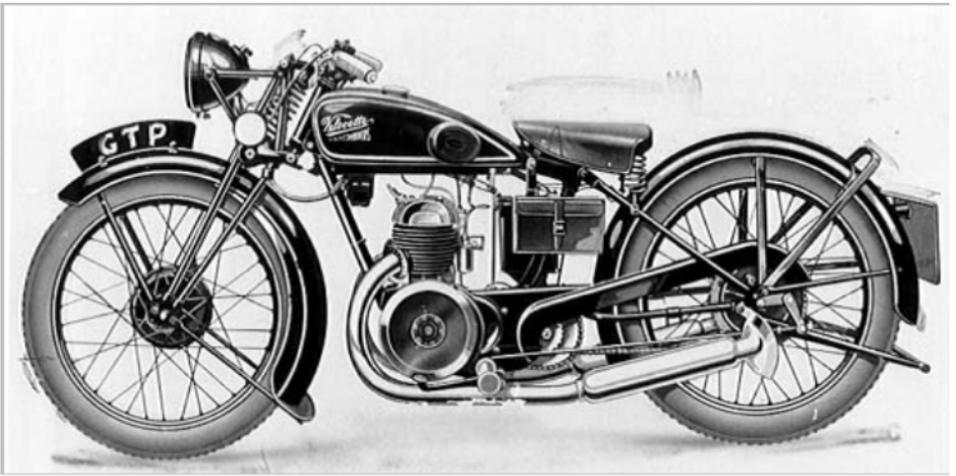
Supposedly quiet and as comfortable as an armchair.

Unfortunately not many show up at VOCNA events, but as the following photos show, the Velocette Club DownUnder know how to enjoy this bike.

Next Page Top: Anne Frampton, nee Goodman, aboard a 1965 Velo LE Vogue.

Next Page Bottom: David Morse, on an LE, wearing his wife's G-string, at Ulverstone Beach, Velo Rally 2013.





GTP

1930-1940 and 1946

249 cc single cylinder twin port, two-stroke

Ultimate expression of Velocette 2-strokes

Friendly, non-intimidating bike that's fun for Velo-virgins as well as the most experienced.

Below: Gil Loe on GTP. Top speed restrictions make it a great pit bike.

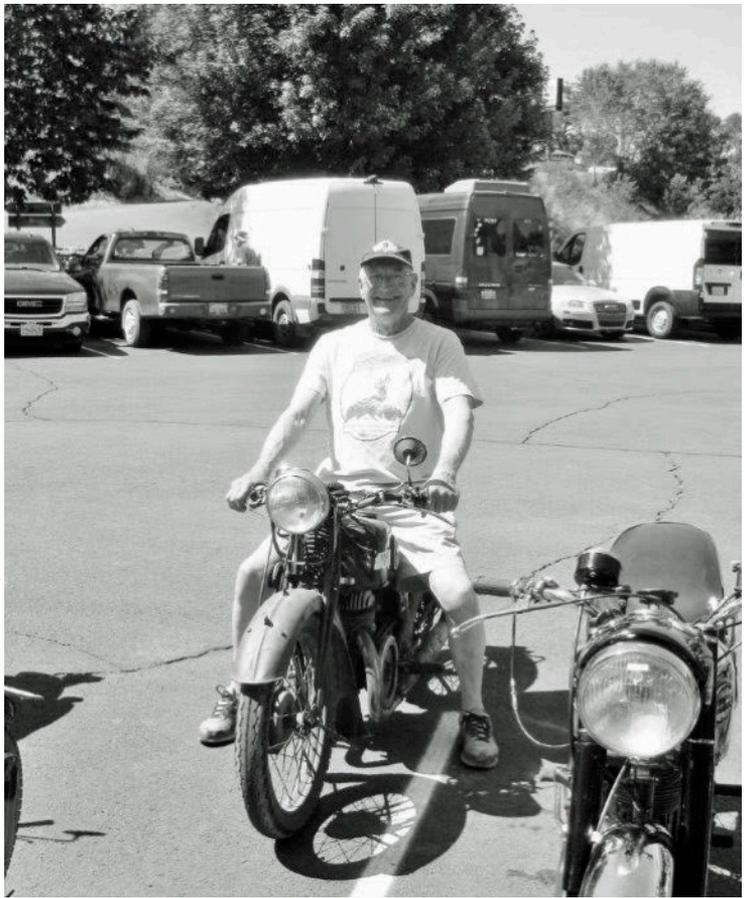
Next page Top: Dave Jorgensen enjoys riding GTP in parking lot, 2020.

Next Page Below: A kind of barn find. Early GTP found it's new owner and we hope to hear what happens next.



**With balls that big
how do these guys
even walk? by
Dave Jorgensen**

Yesterday Jerry H and I went to look at a 1929 Velo GTP. Surprise! Lurking in the background was a nice restorable Greeves RAS nearly complete and unmolested. Now I received this email, things have changed a bit since the days when a mere mortal could take his RAS Greeves to the IOM. I think the best speed for a Greeves Silverstone was a lap at about 82mph. Whatever, in a moment of insanity, Jerry ended up with the GTP and I ended up with the RAS. Pics follow in another email. Cheers, Dave



How sex during this pandemic is like purchasing a Vintage Motorcycle

First be more selective. No longer are we allowed to throw our bodies out in exploration of identity and expression. If you want a Thruxton, don't dance with the GTP, save your pennies for that bigger bike.

Be clear on what you want. Speed? Reliability? a long term cozy relationship in your bubble/garage? All is valid in love and motorcycle collecting.

Research what you are getting into. Google the make/model, check engine numbers if possible. Photos are usually available somewhere on the Internet.

When meeting for the first time, be sure to establish a safe location and determine how you are getting there. You don't want to be stuck accidentally needing to spend the night.

Wear masks/helmets as needed. Kami



Velocette
Service

*Spares, Repairs and
Accessories for
Proper Motor-Cycles*

Ed Gilkison

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Fax: 786-549-0795

velocette@nocharge.zzn.com

Voice mail: 781-644-7338

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



Ed Gilkison -is one of the people that embodies the spirit of keeping these bikes on the road, running well as well as looking beautiful.

In 1970, at the age 14 he bought his first Velocette, a girder fork rigid frame MSS 500.

The following year, he joined the Velocette Owners Club.

In 1987 he started the Ed Gilkison Velocette Service in Lakebay Washington and has been top Velo Guru ever since..

In 2020 Ed's stepmother Joanne Gilkison passed away. Our deepest sympathy to Ed



FOR SALE: above '59 Venom in red
Belongs to Allan Dow, 2nd owner since 1973
electric start. It is being sold by his good
friend John Mccoy 831 607 8599

VELOCETTE  **WANTED:**
Trade or Cash. **CLASSICS**

Online Velocette parts store -
www.velocetteclassics.com

- Restoration of Velocettes
 - 'Clubmanised' Venom bikes
 - Vapour Blasting
 - Magneto/dynamo repair
 - Alloy petrol tanks and seats
 - Wheel building and parts
- mark@velocetteclassics.com

Contact:
Tanks  **Classics Ltd.** Mark Newsome
Tanks  **Classics Ltd.**
Cumbria
07870 762442

Magic Roundabout

Venom

LE KTT

WANTED: Trade or Cash. Poster "Triumph Wins 36th Annual Big Bear Run". This old race win promotional advertisement from 1957 of Bud Ekins winning. Other similar posters wanted. Good copies OK. Anything on Big Bear, Catalina or Greenhorn races. Also "Motorecyclist" mags of 50's and 60s, and 11 X 11 Triumph brochure for 1965.
R.E. Rogers Rogersr.e.65@gmail.com



