



FISH-TAIL WEST
Velocette Owners Club of North America
News-letter February March 2022 No.248

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Club dues \$30 a year. Membership runs from January thru December. Notices go out by email in December to be paid by January. U.S. funds only.

Coming Soon: The Velocette Little Bastard Rally (In Memorial to James Dean), Morro Bay, California. July 17, 2022 to July 24, 2022.

**Submissions for
Fishtail West due
last day of ODD Numbered Months.**
Next Deadline: March 31 2022

Renew Now! Go to velocette.org to renew your membership. Be sure to check out the options for opting into the Roster. The VOCNA Roster will eventually be made available on the members only section of the website.

The Project Issue

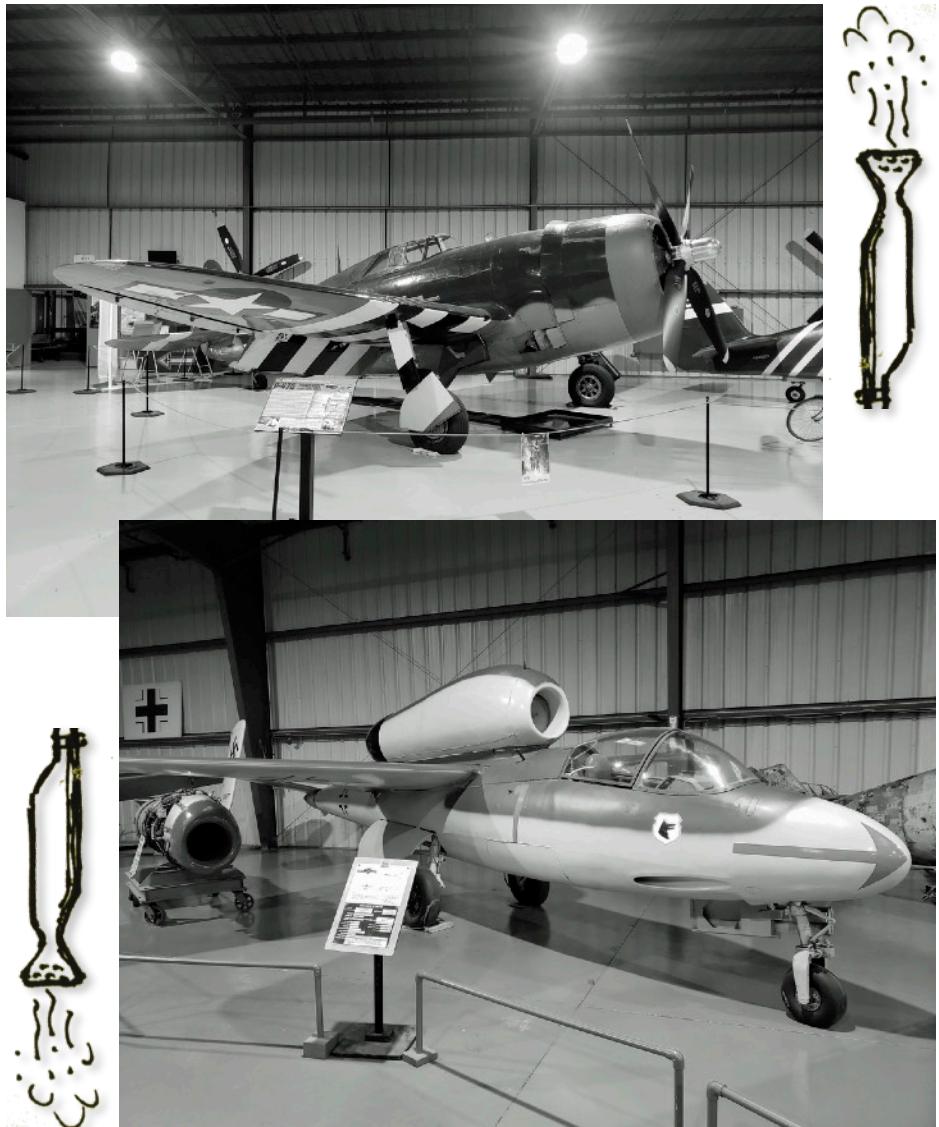
Front Cover: Mork Clubman Project.
Back Cover: Future home for the Smith Project KSS

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.

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.

**John Sims
The Prez Sez...**

I hope you all had a good Christmas and Santa was good to everyone. I took a few days off before Christmas and went to the Planes of Fame Museum and the Yanks Air Museum at Chino Airport in Los Angeles. Very spectacular with lots of airworthy planes dating from WW1 through WW2 and later. I love the Mustangs and the Thunderbolts. The P-47 Thunderbolt was one of the heaviest fighters with a big 18-cylinder, 2,600-horsepower Pratt & Whitney R-2800 Double Wasp engine, that could fly at 440 miles an hour and drink 500 gallons an hour. I think that amount of gas for my little KSS would last me a life time! Also, of interest were some of the German WW2 jet propelled planes.





I spent Christmas in Santa Barbara, and got to see my 6-month-old grandson. I think he has been practicing his motorcycle grip and enjoyed sitting on my shoulders and admiring the view.

Now that the holidays are over and the plum pudding is behind us, we can start thinking about more important things like, when can we book up for our favorite 1000-mile Velocette Rally.

I have good news, I was down in Morro Bay at the end of January and I have some fabulous rates at the Inn on Morrow Bay for the week of July 17, 2022 through July 24, 2022. The rates are based upon staying 7 nights. I have 6 camp sites in Morro Bay State Park Camp Ground, and I also have 6 campsites at El Choro County Campground for overload parking and anyone who wishes to Camp there. El Choro camp-ground is about 5 miles from Mor-

ro Bay.

The hotel really came through with a great deal and we will be having the welcoming dinner and the final night banquet and AGM.

For anyone who plays golf, the State Park golf course is 200 yards away and is one of the finest courses around.

AGENDA

Sunday July 17, 2022

Monday July 18, 2022

Tuesday July 19, 2022

Wed July 20, 2022

Thursday July 21, 2022

Friday July 22, 2022

Saturday July 23, 2022

Welcoming Dinner – at the Morrow Bay Inn.

Ride South over Avila Mountain and South by Twitchell Reservoir. Around Santa Maria and to Pismo Beach and Morro Bay.

Ride North to Carmel Village via the back roads to Cambria and North on the Hwy #1 the Pacific Highway.

Back to Morrow Bay via Lockwood and Chimney Rock. The Tank Museum at Camp Roberts, Parkfield Grade, Park-field Café, James Dean Memorial Site group picture, and Mario Andretti's private racetrack (Hwy 41) Back to Morrow Bay. + Evening ride to San Louis Obispo for market day and entertainment.

Pozo and the local mountain roads around to the Paso Robles WWII Fighter plane and Aircraft Museum. Fun roads back to Cambria and Morro Bay. Drinks at the local Brewery (to be determined).

Shine and Show – At the Inn on Morro Bay, 10.00 till 1.00 Food and drinks available.

AGM at the Inn on Morro Bay.

The Inn on Morro Bay – 7 nights July 17, 2022 and leaving on July 24, 2022.

Reservations call 1 (805) 772 5651

Velocette Vintage Motorcycle Rally

Room Type	Room rate per night
Standard 1 Queen	\$103.20
Standard King	\$111.20
Standard Double	\$119.20
Bay View King Bed	\$127.20
Bay View Double Bed	\$135.20

The above rates are for single or double occupancy and there is a \$10.00 charge for additional people, plus tax. Book as early as possible for the full 7 days.



INN AT MORRO BAY

60 State Park Rd, Morro Bay, California 93442 View Inn at Morro Bay on years, Map

Phone: +1-805-772-5651

Fax: 805-772-4779

Email: frontdesk.morrobay@innatmorrobay.com

Hotels for Carmel Village Tuesday July 19, 2022 – Leaving on July 20, 2022

CONTENTA INN 20 Via Contenta, Carmel Valley, CA, United States Tel: 831-659-2298, Email: reservations@contentainn.com	Hidden Valley Inn 3-star hotel 102 W Carmel Valley Rd, Carmel Valley, CA 93924 • (831) 659-5361
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Camping at Morro Bay State Campground

By hook and by Crook, we have been able to secure 6 campsites at the Morro Bay State campground. It was a wild time and it took 4 people to make the reservations. The tent sites were gone within 45 minutes of the reservations opening up.

I was unable to get all the campsites together, and they are spread around the camp ground. With 6 sites we only have 12 spaces for vehicles. Trailers count as one vehicle. The chase truck and trailer will go in one site. There is no overnight parking for additional vehicles in the State campground.

The registration and entrance to the camp ground will be a bit tricky, and I will need to assign the sites, so let me know “as soon as possible” if you’re camping.

If your interested in camping at El Choro please let me know as soon as possible, as I will be returning all unwanted sites at the end of May 2022.

John – 650 704 8090 or email at Lordjohn@ix.netcom.com

Financial Statement and Operating Statement for 2022

BALANCE SHEET		Dec 31 2021
ASSETS		
	Bank of America Checking	\$ 4,280.09
	Website	\$ 2,250.00
	TOTAL ASSETS	\$ 6,530.09
LIABILITIES AND NET ASSETS		
Liabilities		
	Accounts payable	\$ 111.00
	prepaid 2022 dues	\$ 235.41
		\$ 346.41
Net Assets		
	Restricted Impress Fund	\$ 1,000.00
	Unrestricted	\$ 5,530.09
	TOTAL LIABILITIES AND NET ASSETS	\$ 6,530.09
INCOME AND EXPENSES		
Jan - Dec 2021		
Ordinary Income/Expense		
Income		
	Membership Dues	\$ 6,613.00
	Net Rally Income	\$ -
	Miscellaneous Income	\$ -
	Total Income	\$ 6,613.00
Expense		
	Fishtail West	\$ 5,573.65
	Office Supplies non-FTW	\$ 180.49
	Postage non-FTW	\$ 362.06
	Corporation filing fees	\$ 75.00
	Internet and Computer	\$ 3,770.00
	Net Fishtail Rally expense	\$ 364.03
	Club Pins	\$ 572.00
	Total Expense	\$ 10,897.23
	Total ordinary loss	\$ (4,284.23)

NOTES to the statements:

1. The actual expense for the new website was \$5,750.00, of which \$3500.00 was for design concept which is part of the expenses for computer, and 2,250.00 was capitalized per IRS guidelines, and shown as a capital asset. This will remain a fixed asset as long as it is being used. All maintenance will be expensed as it occurs. This in effect means that the actual loss for the year on a cash basis was \$6,534.23, which is greater than the total gross income for the year.
2. The restricted Impress Fund is a reserve meant to cover the cost of an Issue of FTW and allow for more timely payment by the editor.
3. I have made no real effort to determine the actual breakdown of 2022 pre-paid dues, as those records are not really in my possession, but I do not believe it is not a material amount.
4. The dues are being reported as net deposits in the bank after charges being taken by the payment service providers.
5. 7 issues of FTW were paid for the year, and accounted for on a cash basis and therefore there should be only 6 issues to pay for in 2022.

John Stanley

Below: 1977 CAMA Rally (from L to R) Cary McSquid, John Munoz and Don West from the collection of Paul Adams



Flashback...to the 2012

VOCNA Rally in

Flagstaff Arizona

photos by Gil Loe.

After a successful week of riding around Arizona,, the lineup of bikes means to some that it's time to make your bike shine! In other words, the work is never finished.

Right: Frank Recoder polishes under the supervision of Elizabeth Recoder.

Below: Gil Loe wipes away all traces of oil with Dana Shatts.



Eastern News

by Andrew Harris

Greetings from the East, regrettably I was over-optimistic in FTW 247 as the January and February Toronto motorcycle shows were cancelled. Better luck with the April show?

Had my last ride on 1st January (on the other bike) but since then temperatures below -20C overnight and a big snow dump in the middle of the month have limited two-wheel activities.

As well as the new tires I bought last year I also splashed out on a tire changer. This consists of two rings made from steel tube, one 19" diameter and one 17". They are held about 9" apart by a frame, a reversible lever in the middle carries a bead breaker. The bead breaker is handy even with tubed tires as it saves all that

unightly jumping up and down on the beads and it is a useful third hand to hold the bead in the well when refitting the tire. All in all a surprisingly useful device.

More choices in the single cylinder area – the new BSA Goldstar was unveiled at the National Motorcycle Museum at the end of 2021. Made in India (but soon to be in Birmingham....?) it bears some resemblance to the original and shows the same styling trends as the new Bonnieville; narrow radiator, pretend airfilter casing and dummy gearbox cover. On the other hand they deserve credit for fitting the whole thing into about the same size package as the original. Too many modern machines seem to assume a rider height of 6' 2" with an inseam of 35". The cylinder has grown to 650 cc with a claimed 45 bhp. That's a pretty modest state of tune by modern standards so perhaps it will be a useable beast.

After reading the estate planning article in FTW247 I started thinking about my own stuff, not that I have many bikes, just two well used machines. When I'm no longer here the bikes will be obvious, but who will find all of the spares? Like the rest of you I know (more or less) where everything is, big stuff like spare cylinder barrels are obvious but who will look through the drawers and shelves and cupboards and other places where parts are stashed? It's going to be a very long list....

Special tools are another thing. People may find the X2721* in a drawer but will they know what it is? Then there is the X2959# hanging over the bench – who except a Velo owner will know what it's for?

Oh well, it will be a challenge for someone.
e safely and stay healthy,

Andrew

* Crankshaft timing pinion extractor. # Sleeve gear nut adaptor.





Neil Kelly

Chairman Olav Hassel received news from the Isle of Man that Neil Kelly, a local man and the last person to ride a TT on a Velo died peacefully in 2020. We send condolences to the family and friends of Kelly.

The Vintagent, Paul d'Orleans posted a blog that featured Neil Kelly's experience on a Velocette in 2010. If you want to see more photos or the pictures in color go to: thevintagent2011.blogspot.com/2010/02/thruxtons.html

THE 'SQUISH' THRUXTONS

by Paul d'Orleans aka the Vintagent

What is the starting point when telling the tale of a very special motorcycle; is it the delivery date from the factory? Or does one dig that little bit deeper to give the 'back story', the reason Why a particular machine was made?

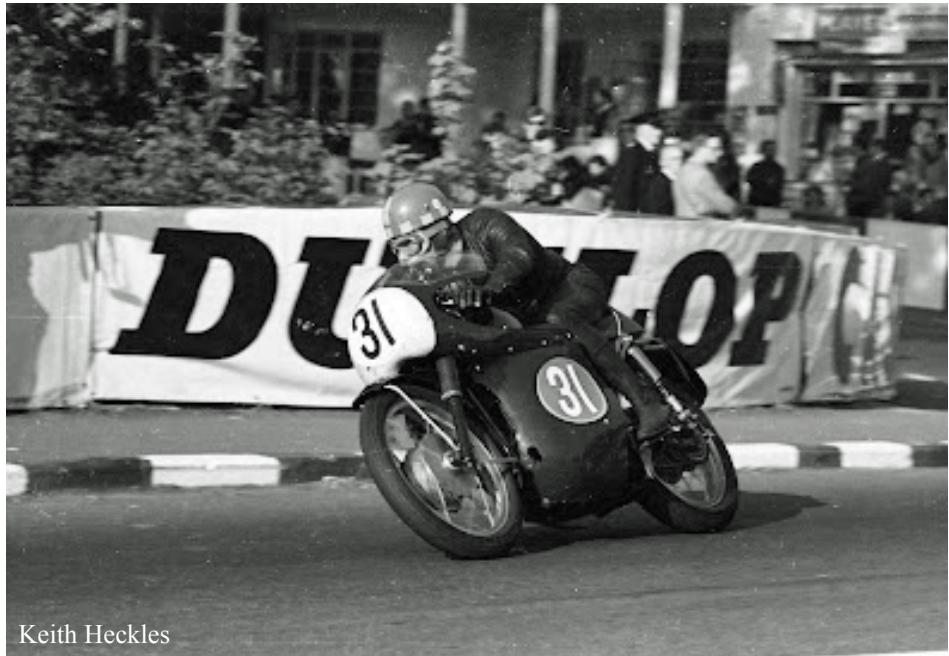
In the case of a small batch of factory-modified 1967 Velocette Thruxtons, pulling all the threads of the story left me with a pile of yarn on the floor, no scarf, and no knitting pattern! But it is the job of the writer to assemble a chaotic jumble of facts into a coherent narrative, and thus begins the tale of the 1967 Isle of Man 'Production' TT, a dozen very special Velocettes, and 50 years of engine development.

For the 60th anniversary ('Diamond Jubilee') of the Isle of Man TT, it was decided that something of the original intent of the Tourist Trophy races should be resur-

rected: showroom-floor motorcycles being put through a harsh full-throttle test over hundreds of racing miles on the world's most notoriously difficult race track. Thus for 1967 were introduced three capacity classes (250/500/750cc), with the stipulation that machines had to be standard production motorcycles with no Factory Special tuning parts.

British manufacturers likely gave a nudge to the TT organizers for this new class, as Japanese manufacturers had bitten hard at the TT and Grand Prix races, winning championships in every class. They had not yet conquered the large bike sales market (ie, over 500cc), but Honda introduced their DOHC CB450 twin in 1965, which was far more technically advanced than any British racing motorcycle currently on offer! Thus, a guaranteed British win in the 500cc and 750cc Production races would generate much-needed good press.

June 10, 1967: all three race classes were flagged off on the same day, albeit with five minutes interval between classes (250s went last), using a mass 'Le Mans'-style start. There was suddenly a lot of machinery on the Manx roads! In the 500cc class, as the smoke from blast-off cleared, two riders could be seen kicking at their mounts - both on Velocettes! Neil Kelly (top pic) and Keith Heckles (above, #31) were having trouble starting their Thruxtons, which due to their high state of tune are notoriously finicky and tend to sulk at the very worst moments. Neither Kelly nor Heckles had experience kick-starting a Velo: There is a Knack, and they didn't have it! Arthur Lavington, riding a third Thruxton, had no such trouble, having raced Velos since the 1949 Clubman's TT.



Keith Heckles

Neil Kelly's path to the saddle of a special racing Velocette was quirky indeed. Reg Orpin, the sponsor of Kelly's racing Thruxton, had contracted Dennis Craine (winner of the '65 Manx GP) to race the machine, but two weeks prior to the race, at a local Scrambles race, Craine had crashed, been hit by another rider, and broken his arm.... it was Kelly who ran him over! Orpin, suddenly without a rider, offered Kelly the ride for the TT.

500 class winner Neil Kelley (Velocette) on the exit from Ballacraine.



In truth, Kelly should not have been allowed to participate in the Production race, for while the '67 was his third TT, he had not completed a single practice lap for this event! The 'Production' Thruxton prepared by Veloce Ltd for his sponsor, Velo dealer Reg Orpin, was late to arrive. Thus Kelley practiced on a borrowed MSS model, which had every sort of mechanical problem, including a badly slipping clutch, which generated a fabulous story told by every Velocette enthusiast; Kelley's clutch was slipping so badly near Quarry Bends he pulled up and considered his practice chances nil. An ancient local farmer, by legend, pulled a nail from an adjacent fence, and adjusted Kelley's clutch! But while kick-starting the MSS, the 'roads open' car, signaling the end of practice, drove by, and his hopes for a complete practice lap were dashed. Kelley in fact went to work the following Saturday, thinking himself disqualified, only to receive a frantic phone call from his pits at lunch - if he could make it to the starting line in time, he could race! His leathers were ready, the bike had passed scrutineering and was ready to go. Kelly's friends had successfully swayed Mary Driver, the Secretary of the TT, on the importance of having a local hero in the race; he DID have 6 Manx races under his belt after all, so was unlikely to be an embarrassment or safety hazard. Still, a few rules were bent.

Rules had been more dramatically bent by Veloce Ltd in providing several 'Production' machines to dealers Reg Orpin (Kelly's sponsor), Geoff Dodkin (Heckles), and Arthur Lavington, for these machines used engines which had been specially developed by Veloce in a bid to win the TT that year - hoping to come home with an Overall win in the process. All three used 'Squish' combustion chambers with specially-shaped forged pistons, and the Orpin/Dodkin machines had a host of internal improvements including needle roller bearings on the cam followers - all of which served to produce an extra 4.5hp over the standard Thruxton, according to Bertie Goodman, Managing Director of Veloce.

In the event, even with his dismal start, Kelly won the 500cc race easily at an 89.89 mph average, passing through the speed trap at Ballacraine at 116.9mph. Keith Heckles on the Dodkin machine was 2nd, with a fourth Thruxton (probably a Squish machine as well), ridden by Bob Biscardine, flew through the radar at 121.6mph, the fastest 500cc machine in the race.

What had inspired Veloce to build a batch of 'Squish Head' racers in 1967?

Credit is due to Dennis Quinlan of Australia for communications with the Factory regarding Down Under Velocettes. While the rest of the world had moved away from Velos in serious racing competition, it seems the candle still burned bright for the marque on the other side of the world, and a host of very clever engineers were madly tinkering, modifying, and successfully racing their Velocettes well into the 1960s and 70s. Their ingenuity extended as far as special DOHC cylinder heads for 'pushrod' engines, lightweight frames, bronze cylinder heads for older racers, and experiments to improve combustion and generate more power from the standard article.

Three teams independently produced 'Squish Head' Velocettes in 1964, using post-1951 Norton Manx cylinder heads and pistons as their model. The Aussie tuners found through trial and error that their engines produced significantly more horsepower, with a marked reduction in 'pinking' under load, cooler running, less spark advance, and clearly a far more efficient combustion process. Quinlan wrote to Veloce that his Squish Velo, when road-tested by his co-builder Keith Smith, got 75 miles per gallon!

Bertie Goodman was a racing enthusiast to the core, and the beating heart of all competition success at Veloce Ltd post-war. Had he but a majority stake on the Board, racing Velocettes would have graced the race tracks of the world for many years after 1953, when the factory dropped all race support, to concentrate on their humble 'LE' model. It was Bertie who supported the amazing 24-Hours at 100mph World Record with a 500cc Venom at Montlhery in 1961 (which still stands for a 500cc single, by the way), as well as the attempt with a 350cc Viper model at the same record. Bertie also ushered in the Thruxton model, having taken a good look at some American-brewed special cylinder heads and realizing the potential for an excellent Clubman's racer, or Café Racer!

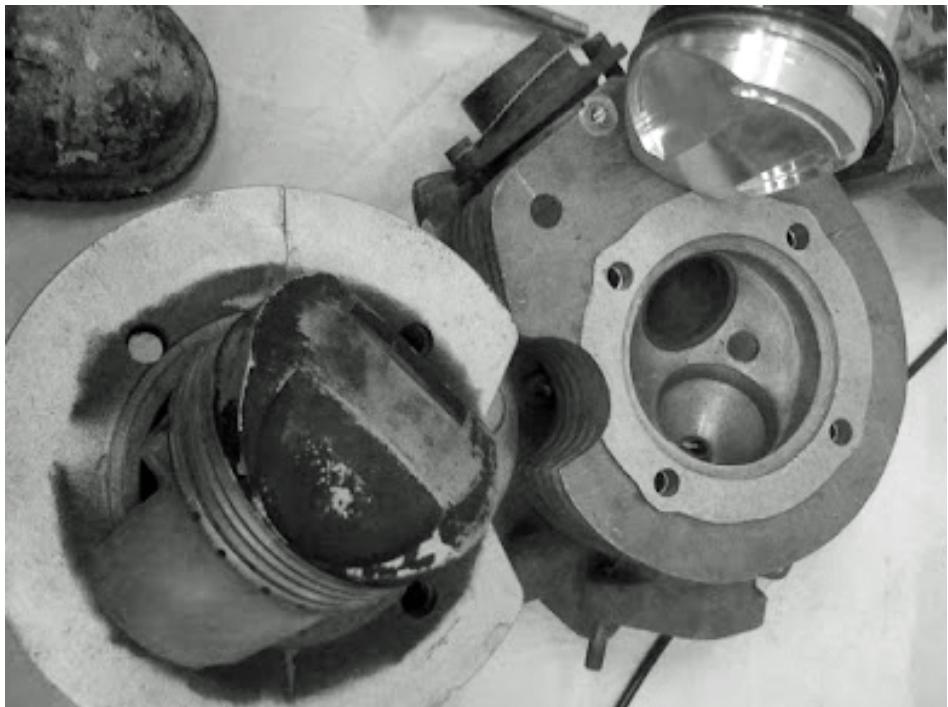


Thus, it was Dennis Quinlan's (above, left, with Keith Smith in '64) loyal correspondence with the factory about his tuning efforts which set Bertie's ambition on a Production TT win. The Thruxton was already fast, producing 8hp more than the Venom Clubman model; an extra 4.5hp would give that much more of an edge at the Island. Velocettes had already proven their reliability with their 100mph/24hr success, as well

as wins in 12- and 24-hour Endurance racing at Barcelona, and of course at the eponymous Thruxton airfield race circuit. While the Australian Squish cylinder heads were far away, Norton Manx cylinder heads were certainly available for inspection, and Goodman had special pistons forged to the Norton pattern, which mated to modified Thruxton cylinder heads.

It seems clear that two engines were heavily developed with many internal modifications as noted above; these went to Reg Orpin and Geoff Dodkin. Between 5 and 10 more Thruxton engines were modified with the 'Squish', albeit less heavily modified. These were sold to selected friends of the factory; long-time racers or dealers who sponsored Velo racers.

One of these engines was sold to Arthur Lavington, legendary stalwart Velo-cette racer, the last man to race a MkVIII KTT in a Grand Prix, who in fact died in practice for the 1969 Production TT, when he was struck by another rider and his Thruxton struck a stone wall. He almost certainly used a Squish engine in his '67 race machine - the engine of which was VMT 816RC. A photograph of this engine is shown below.



2022 Northern California New Year's Eve (NYEE) Ride

Bright and sunny might describe the day for the tour around the lake (Berryessa) and back for the intrepid Veloiste and with the December day came December typical temps for California the week between opening new toys for your Velo and testing them out in the New Year.

Yep, put a Tiger in your tank and round em up, we're gonna ride the stripes off these oily thumpers.

Due largely to inflation or non inflation depending on what was found in the tyres come the morning, our group gathering came together at Rancho Veloce, on the



gravel apron of the Ray's tractor shed some twenty odd years hence from the first meeting. And how that little tractor shed has grown in stature.



The brave and many layered included John Ray on the chase bike, the truck was stuck due to electrical faults, Capt. Don Danmeier on the Six Twin Fifty Arial, Frank Recoder Thruxton mounted, Frank Brennan, on his MSS, Jean Paul DeFault rode his Viper and this roving correspondent atop the Endurance to terrorize the terrain through Napa and the reservoir dogs in the quest for the burgers and beers given to be known to exist for the survivors.

BMW-mounted ride leader John leads the pack though the twists and turns to ensure no one gets lost on our way across the valley and up to the first stop to kick tyres and wow the locals where we had coffee and corn dogs at the Turtle Rock turn off and festive beverage enclave. One brave soul swapped stories with tales of early El Camino drive in reminiscences around the lake and other trips down memory lane.

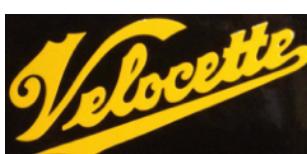
Time to mount up for leg two and into the down hill section for the exiting, no brakes trip back to the Silverado trail. Back for just a moment to that inflation comment earlier. Of flat tyre stories we are bereft, out of gas no no, slippery ice patches in the shade are in the past, every one staying upright for the duration. Whereupon we set a semi brisk pace through the lovely California state route 121 section of the rocky hillside leading into the celebrated wine center of Northern California. All arrived safely back at the barn to load up and collect Sue Ray, or at the creek side B&B joint for jolly repast and bike boasting.



Joining the group from work on her modern bike, the editor was able to join the throng for comestibles and camaraderie. Another year end capper thanks to John and Sue organizing another safe and sane ride in the times of turbulence. There was later learned a server at the lunch stop did test positive

on the day of but not

our server and all our group tested neg. And into the New Year with a roar.





Above: John Ray gives an informal tour of the Big Red Barn to Scottie Sharpe and Blaise Descollonges. Below: Olav Hassel does some maintenance. photo by Gil Loe



Left: Paul d'Orleans models the Velocette Endurance on the Velo-cette Rally in the Dalles, OR 2011



Below: John Stanley rides his lovely LE through Arizona on the VOCNA rally 2014

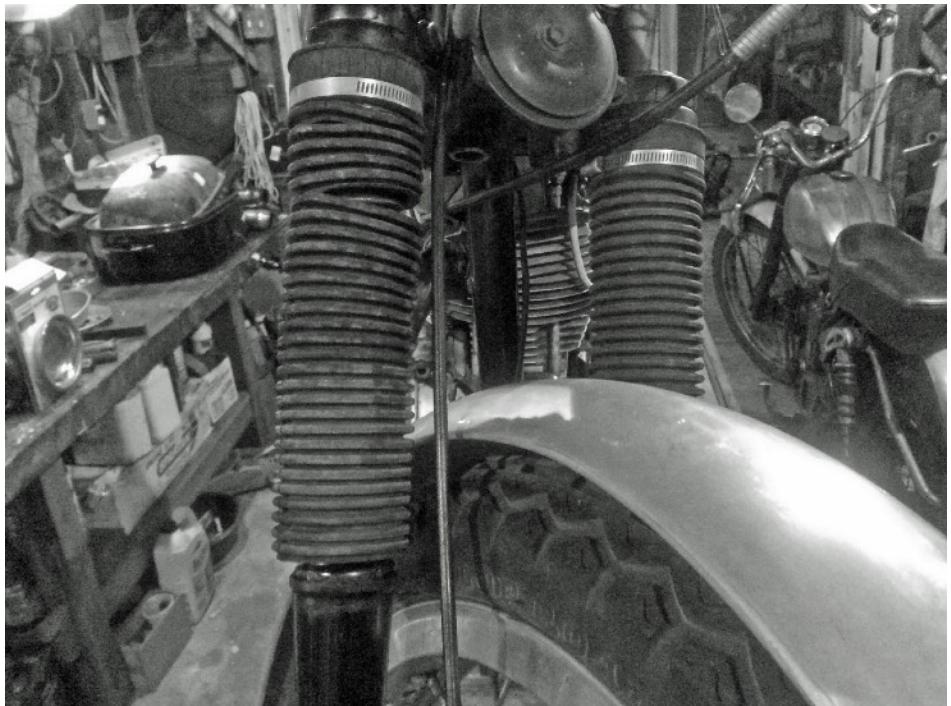




Back Door Projects by Jeffrey Shadetree

When looking for workshop projects that need doing the easiest one to find is just out the back door. In our shop we have the de-coke of the two stoke GTP, a semi annual maintenance task that requires a soak in a heated liquid for a few hours to overnight depending on the thickness of the build up and this year its looking like we will have to do the bottom end as well. Not too surprising, twenty years of a couple hundred miles a year, its about time.





Most recently the MAC gators on the forks decided to disintegrate requiring the legs to be removed allowing for a check of the wear in the bushings and a change of oil. Also a good time to change seals, proper engineering practice, which of course still needs to be done. We managed to come across a set of swap meet gators that seem to





be in good shape although they may be the originals and from that same purchase an upper fork clamp to fit Venom, 1/2' shorter center to center from the center tube to the fork stanchions than the MAC equivalent. With this mounted in place of the original we increased the rake and trail on the ridged MAC giving a more steady feel to the handling at speed. And the tubes just clear the tank. If you were using standard head-lamp ears some modification would be needed to keep the tank tidy.





Above: Mirek Sharp models the Endurance while Gil Loe warms up

Add to that a sleeve job on an iron barrel with a new piston for the Endurance should round out the fixit for this year out nicely. Heading out for to experience the Joys of Velocetting with this years improvements.



Criterion Engineers Ltd
Variable timing gear

We have had a couple of questioning readers interested in the variable timing gear for manual advance mags by Criterion in the UK as seen in FTW last issue so here are the contact deets

Criterion Ltd. Greenoak, Bishopstone, Swindon. SN6 8QA
+44 (0)1793 790219
Sanjmgc@waitrose.com



On the topic of keeping busy on the off days, rides being on days, various projects have been observed in workshops around the local area just to list a few.

Starting at Rancho del Mork, peeking in at an auspicious time we see the work in progress, a neglected clubman project that may have been destined for some production class track work. Found by word of mouth in the garage of the son of the original builder the dust was twenty years or more thick on the top of the magneto and there were a dozen decimated spiders under the fork gators. That as may be is no real obstacle to Fred, master builder and veteran of several Velo projects and race bikes used for competition in vintage events of all types.



As pictured here the project looks like there is still a great bit of work to be done and indeed there are a few hours (days) of workshop time ahead. Those parts have already undergone full inspection and reassembly for the engine and gearbox, fasteners have been cleaned and replated, frame and many painted parts refinished to a soft shine and a great bit of the

time consuming commissioning of used parts to usable parts has been done. New parts have been brought in to fill the gaps since no project this age has everything there no matter what the seller tells you. "Oh yeah, ran when I parked it."

There is at this stage mostly fitting together the parts as may have been done at the works,



refurbished with new tubes, bushings and a ground and hard chromed spindle and have been installed.



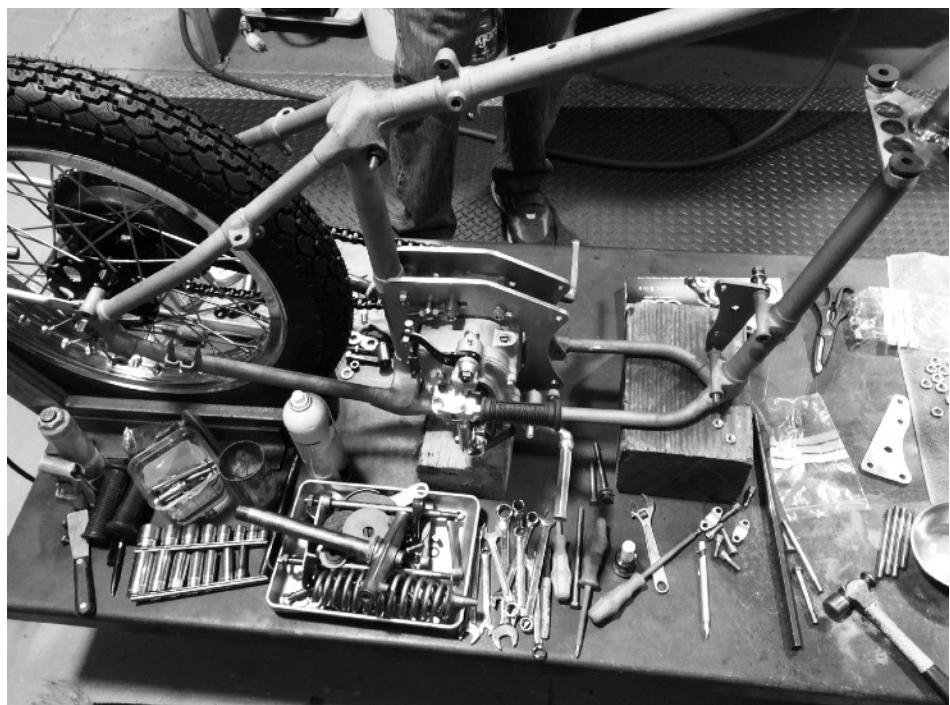
with a few items that will need to be altered to slot in with the adjoining components as well as those that still need to be brought up to scratch. A very short list at this point. This is a build that may very well be ready for the Summer ride with a few break in miles on it already.

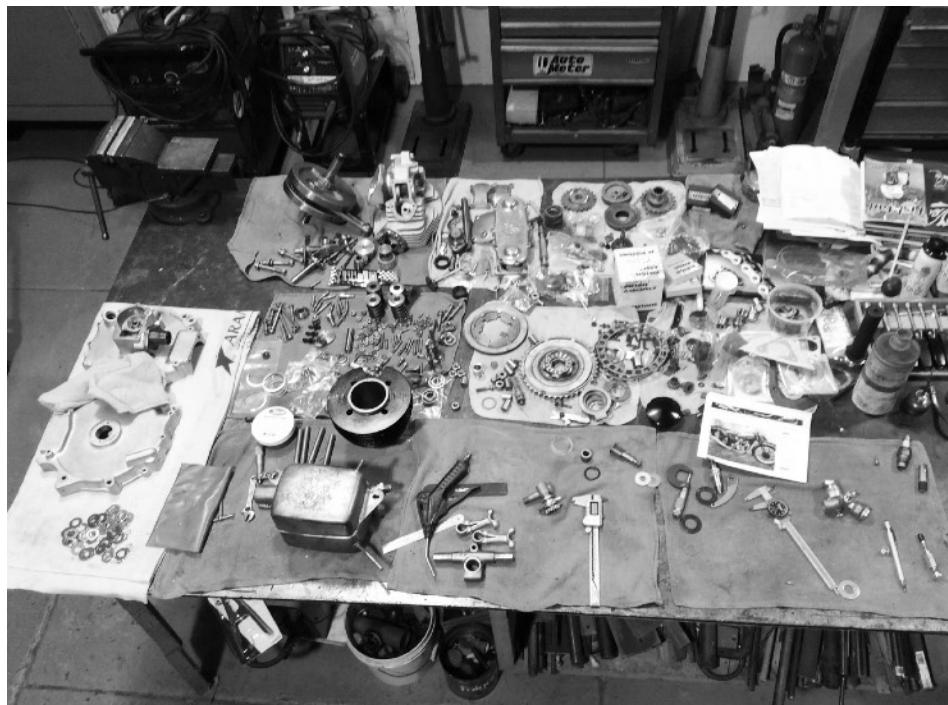
Stop press Just before going to the printer the forks and swing arm have been





Next in our whistle stop tour of horizontal work bench space filled with seemingly endless metal shards awaiting the jigsaw puzzle mind of the builder we find our-





selves in the headquarters of yet another aficionado of fine machinery of a certain vintage made new but new to the Velo vintage venue.

More used to getting four wheels rolling as ol' Henry Ford made famous, George has accepted custodianship of a KSS that came in several boxes that came from several sources, a truly dedicated endeavor, all that need close examination to make sure that they fit this model and year, that they have some usable life left, and that the last user made the decision to leave it alone.

With this type of project detailed information is essential and fortunately Ed Gilkison has resources available to check the more mundane but very much important bits like a blue print of the frame which came in handy to fab up the tank mounts and straighten the motor affixing lugs.

On top of discovering mismatched wheels and micro cracks in the alloy there are some pieces that simply are not available for love nor money and suitable substitutes have to be made. Or found. Like BMW sidecar clubman handlebars from Flanders. Seemingly the closest bend to works original now available.

One irritatingly unobtainium piece was the knurled match to the shift lever at the gear box pivot joint very elegantly solved by heating up the correct material of the right size and pressing the mate into the semi molten metal, et voila, trim cut and attach to the proper lever and a simple black smith technique saves the day.

Having to take time to create parts on top of the cleaning sorting and refinishing for certain does add to the hours required till carefree miles are passing under the wheels.

All worth it when a gentle prod brings your mount to life for a tootle down the lanes, the burble of the fishtail and the sound of the wind, following a one kick start lends to satisfied Velocetting.

The Sinking Experience - and - The Safety of the GENUINE ROO Centre Stands By Neville Smith

Back in 2010 I was over in England visiting my Late friend Dennis Igoe in Bury Lancashire and we had organised a trip to the Isle of Man for the Manx GP. We were fettling the two bikes (Velos) we had entered in MGP Rally, one was a Venom and Dennis was to ride his 57ish MAC. Due to his age he was having difficulty getting his MAC onto the Centre Stand SO I had brought Dennis one of my FAMOUS ROO Centre Stands over from Australia for him and I had fitted it to his trusty MAC.

We organized a test ride for the Velos from Bury near Manchester up to The Derby Arms near Inskip for lunch. As we were leaving after lunch, Dennis suggested that we visit a very old Private School on our way back home. This was originally a very large Mansion built in the reign of Elizabeth the First and it had been confiscated as the owners were not of the correct Religion (being Catholic.)

Over the years it has had several owners and finally has been developed into a Private Girls School. We arrived at the School and parked the Venom and the MAC in the car park on a loverly summers day and I guess the temperature was about 70 degrees F. We paid our entry fee and then toured the old historic School for around 40 minutes.

When we returned to the Velos and I saw that the Venom had sunk down and the rear tyre which was an INCH off the Asphalt when I parked it was now sat directly on the Asphalt. I carefully pulled the Venom off its Centrestand and checked the Asphalt which had TWO large craters the size of the foot on the Velocette Stand and they were almost 3/4" deep.

So Dennis carefully took his MAC off the ROO Centre Stand and there was NOT A MARK on the Asphalt. This PROVED that the three inch LONG FEET of the ROO Stand had spread the weight of the MAC safely over a much larger area. When I designed the ROO Centrestand in 2007, I had included the long feet for that reason (1.5 Sq Inches per foot) and also to assist its easy operation.

There has been a RUFF COPY Centrestand available for many years BUT it does not have the safety features that I built into The GENUINE ROO Centre Stands. It would appear that they were designed for ease of manufacture and they give virtually NO lifting advantage over the original Velocette Stand.



Left: No effective leverage and a very small foot.
Right: Minimal leverage and a very dangerous area of about 1/2 Sq Inch foot area of 1/4 Sq Inch per leg





Standing the Strain.

by Neville Smith

This article was first published in FTW October 2008

Developing the Roll on off Stand. -- ROO Centre Stand – celebrating its 15th Birthday

It is one of the pleasures that our beloved Velos are real mens bikes that you need to kick like a mule to get them to go, but one of their idiosyncrasies besides the kick start is that they need quite a bit of strain to get them standing (on the stand that is)

Last year in US of A, on the American Velocette Summer Rally with a mere 4 miles covered into a 4,500 mile ride from LA to The Montana Rally and back, I got a 4 inch nail in the rear tyre.

The Melo looked more like a Packhorse with a full load of Sleeping Bag, Tent, Bags, cloths and spares etc.

Now I had to get the 64 MSS with its flat rear tyre onto its Centrestand. After lots of pulling and straining I managed to do so, but by now my two friends, Larry Luce and David Morse who were unaware of my plight had disappeared over the horizon. So I decided to take the bike off the stand and wheel it to a Gas Station (Petrol for you Aussies) and after 5 minutes of pushing it I had covered about 1 meter forwards and about 5 metres sideways with the flat tyre.

By now I was knackered (out of breath) and after much cursing and mumbling I again attempted to put the unco-operative Velo on its centrestand again. There followed 2 minutes of pulling, lifting and straining which resulted in the Velo on its side-stand and me with a badly strained back. I also thanked god for Panadine (well its USA equivalent) but I still felt every major or minor imperfection in the road for the next 8 days.

Now removing the back wheel with the Velo on its sidestand is difficult to say the least, so I made a conscious decision to try to improve the lifting capabilities of a Centrestand for the Hall Green RS type frame.



This redesign proved quite difficult on each side of the bicycle for example on the drive side the side stand is in the way and I still wanted that appendage for parking on uneven ground. On the timing side someone's fitted a great big funny shaped chrome bit (the silencer). It not unknown for the silencer to be gently attacked even by the standard "F293" S/A Centrestand as there is very limited clearance.

So with these restraints in mind I developed and fabricated my "Roll on Centrestand" "ROO" which I had fitted to my Venom for the 2007 Velocette Rally at Mylor SA. I designed the Centerstand to stop "Old Farts" (Older Riders) like me developing lumps in their lower areas (hernias etc.) and I am now able to push the Centrestand down and holding my foot against it I can pull my Venom backwards on to its new Centrestand with one hand, the right hand steadies the Velo

Several people saw the ROO Stand in action on our 2007 Velocette Rally at Mylor and some actually tried operating it during the Rally. One gentleman (I use the term rather loosely) who was worried both about his strength of arm and also strength of muscle in the lower regions has asked a couple of times if I would be prepared to fabricate one for him.

I wonder if there are other senior members of our brotherhood or members who are not the size of Sumo Wrestlers who are also having difficulty in lifting their pride and joy onto its Centrestand. Would there be enough members interested for me to consider producing a small batch of them ???

Neville Smith, Warrnambool - home of the 2008 Annual Velocette Rally



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For Sale: a Belstaff Trailmaster Professional. Made in early '70s. Crew jacket for the movie Electraglide in Blue that my Uncle Gil Casper worked on. Built and drove the camera truck that was used for the shots on the road. I am putting the price at \$295 plus shipping. On the Belstaff website they are going for \$350 and up.
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JANUARY 2022

Special Note from the Membership Secretary:

If you paid with a CC it will auto renew on the date you paid last year.

Contact Debbie or JP (contact info inside the front cover of this newsletter) if any issues or problems, hopefully we can sort it out.

Thanks for your patience as we navigate the new system.

Debbie



