Fishtail

The Journal of the

Velocette Owners’ Club

193.061 MPH
DISCLAIMER

The views expressed in articles and letters contained in Fishtail magazine are not necessarily those of the Editor or the officers or members of the Velocette Owners Club. Any information, including advice and suggested modifications, contained in Fishtail has not been tested, checked or approved by the Velocette Owners Club. Before acting on any such information you should obtain appropriate technical advice and if necessary have the work carried out by a professional motorcycle engineer.

The individuals who are listed as providing “Advice” on particular issues do so in good faith on a voluntary basis and the Club cannot accept liability for the consequences of any information provided by them.

Save as required by Law, the Club cannot accept liability for any loss or damage resulting from the use of any information contained within the Magazine (or any other publication by the Club).

© Velocette Owners’ Club 2010

PLEASE NOTE: The Velocette Owners’ Club does not under any circumstances guarantee the authenticity of any Velocette motorcycle. Anyone intending to buy a Velocette should make their own enquiries before purchasing the motorcycle in question.

Velocette Owners’ Club Regalia Store
www.tinyurl.com/voc-regalia-sales

Visit the VOC regalia store online (above) or through the main VOC web site and browse the whole collection of current regalia that the club offers. Place your order, choose where you want it delivered to and pay online - all from your armchair!

All clothing items are made to order, in a variety of sizes and colours. If you don’t see what you’re after, you can always email the Regalia Secretary with your enquiry. Don’t forget the badges and books, made to the usual high Velocette standards, such as Norm’s Technicalities or the 1928 Veloce Brochure, along with the posters and Fishtail binders to keep everything neat and tidy!

You can pay via PayPal. Cheques will be accepted by prior arrangement with the Regalia Secretary,

Mark Newsome - tank1722@gmail.com

Printed and distributed by Henry Ling Limited, Dorchester.
REMARKS
Editorial 2  Chairman’s Scrapbook 3  Welcome! 4
Events Diary 5  Spares News 10  Fishtail Mail 17
Centre News 45  Going Spare 56  Centrefax 60
Club Officers - inside rear cover

REPORTS 23
Lake Gairdner, VOC Rally
preparations

NOTICES 12
FBHVC Survey, Desne Dodkin Run, Peak
Tour, Brooklands Day, BHR 50th at Cadwell,
Chichester Show, Welsh Camp, Back2Basics,
Big Bike Sunday, VOC & VCF Rallies

FEATURES
Obituaries: John Connolly, George Drinkwater 22
Girder Forks - Part 4 - Dai Gibbison concludes his series. 25
The Concentric Clutch - Peter Woodward straightens out his clutch. 29
GTP Oil Control - Chris Belton shows us a successful ‘50s modification 30
DIY Pannier Frames - John Duguid tells us how to save a bob or two. 31
Scratch Building a MAC - David Broadley makes an appeal for us
empty our sheds to allow other members to finish their projects.
Value Engineering? - Brian Ling looks at some Hall Green economies 34
‘Special’ Venom - and Colin Wilkins shows they still keep costs down 35
‘Smoke Signals’ - Dave Masters offers some advice to ‘smokers’ ... 36
Flying the Velo Flag - At a loose end? Go sprinting says John Carter 38
Dad’s KTTs - Ian Alexander tells of his Dad’s pre-war adventures 40
Good Taste? - Chris Coote on ‘50s style icons, the Eames’s, choice of bike 43
Riding for Health - Jeff Waller visits a leper colony - in Spain 44

Cover Photo: Stuart Hooper at Lake Gairdner - see Reports, page 23

Editor: Peter Turnill
Tel: 07774 649 644
31 Constantine Avenue, Chandlers Ford, EASTLEIGH SO53 2BR
ed.fishtail@gmail.com

Trade Ads. Secretary: Eric Bushell
Tel: 07860 812 272
‘Milestones’, 6 Cedar Court, Langley Park
DURHAM DH7 9FG
ericbushell@totalise.co.uk

Club Web Site: www.velocetteowners.com
Have you noticed those signs - usually at the more upmarket venues - telling you that the local ‘
Rotary Club’ meets there on the first Tuesday, or whatever? A good idea? Well John and Phil (Chair and Secretary) of the Welsh Centre certainly think so. They put together this sign to encourage passing motorcyclists to drop in on Club night - no matter what they ride. After all, once exposed to ‘proper’ machinery their fate will be sealed - we hope! I wish them well and it will be interesting to see what success they get from it. Just one point - based on recent experience elsewhere (hands up, Woburn) - they may need to secure it with wing nuts...

Having started life in the LE Club I formed the view, early on, that Velomen were as quirky as their bikes. Now I see (having become one myself) that ‘quirky’ should read ‘interesting’. A case in point was Kim Siddorn, from Bristol. He was a frequent advertiser in ‘Going Spare’, usually looking for unobtainium for various cammy projects from the dim and distant past. We used to exchange banter in our various emails, and I even spotted him on ‘Time Team’ one day, pretending to be a Viking... Well, actually, he was one, being of Danish origin, I believe. Having noticed that things had gone quiet, I dropped him a line the other day, and was shocked to receive a reply from his widow, Hazel, to say that he had died on Christmas day. He once told me: ‘the old adage about taking your hand out of a bucket of water and judging how much you’ll be missed in a year’s time by the size of the hole, is often - though not always - a good yardstick’. In his case that hole is going to be pretty hard to fill.

So, some good examples showing that if you want something to change you had better get on with it. Now, where did I put the wiring for that LE...

Peter Turnill

ed.fishtail@gmail.com  07774 649 644

Deadline for contributions for the next Fishtail: 10th May
For future editions. see: http://www.velocetteowners.com/fishtail/fishtail.html
Since writing the last missive for the mag there seems to have been less Velo events but I still feel things have been as busy as ever and am wondering, as always, where the time goes. At the start of the period I gave one of my Registration talks at the West Midlands Centre which, as ever, provoked plenty of interesting questions. There was some useful additional information from Colin Goodwyn who was also visiting that night. Thanks to everyone for the hospitality.

A couple of days later saw Jane and myself at the National Motorcycle museum. It had been agreed at Committee that we would place the two sectioned engines in the museum to make them more accessible and to promote the club, and we had been negotiating this for a while. The museum will display the two engines in a prominent position, will keep them clean - and also insured - but the engines will be still available for Club use at shows etc.. This, I believe, is a good deal for the club, and much better than storing them at Huncote where they remain out of sight for long periods. The museum will only release the engines on specific authority of certain Club officials, so if a Centre wants the engines or any other club display equipment then contact the Secretary in the first instance.

The beginning of March saw Jane and myself making a trip down to the West Country. I had been informed of the passing away of George Drinkwater, a well known and highly respected Velo enthusiast from Highbridge in Somerset. The funeral was well attended with members from the local area and also South Wales and Devon. It was a really bad day weather wise and well done to those members who braved the high winds on their Velos.

I had an interesting inspection visit at the home of a new member. A younger member with a young family, just like we all were many years ago. The bike was an MAC that he inherited from his grandfather. It is very original but needed some attention to make it roadworthy. He is restoring the bike with help from a friend and hopes to start riding it soon and attending the local Alcester Centre. It was good to recruit a younger member in this way, they are the future of the Club and need all the support we can give them.

I fear that things will start to get very busy from now onwards as summer approaches. Jane and I were looking at the Diary today and every weekend is now occupied until the middle of June. I am really looking forward to the Brooklands event and hope that it will be as well supported as the last one.

Safe Riding

Roger
Welcome!

The Velocette Owners Club would like to welcome the following 27 new members who have joined since the last issue:

**UK**
- **Scotland (4)** Alf Burgess, Ronald Martin, Paul Williams, Stewart Winton.
- **Lancashire (3)** David Cohen, Alexander Mawdsley, Norman Parry.
- **Devon & Cornwall (2)** Rory McLeod, K. Lawrence.
- **Dorking (2)** Tim Hendy, Bernard Gray.
- **North Yorkshire (2)** Brian Eade, Peter Johnson.
- **Bristol** Phillip Wickenden. **Cambridge** Ernest Hardman. **Chester** Peter Moray. **Chelmsford** Stephen Holden. **Dorset** Mike Chipperfield.
- **East Midlands** John Prince. **London** Ron Keene. **North Lincs** Alistair King. **Norfolk** Peter Holden, **South Hants** Tony Bennett. **Staffs** Alan Fowles. **Wye Valley** Roger Bassil.

**OVERSEAS**
- **Norway** Thorstein Karstensen. **USA** Alistair Sutcliffe,

**CONGRATULATIONS:** to the following members who, according to our records, have reached 25, 40, 45 or 50 years of continuous membership of the Velocette Owners Club.

**25 Years:** Robert Booth (STA), Lenny Hartley (SCO), Bob Morris (EM), Will Noble (SCO), Keith Powell (WOB), Steve Rogers (LAN), Charles Smith (DKG), Jeff Whitworth (EM)

**40 Years:** Alan Allan (CHD), Patrick Foulk (NY), Bob Prosser (BRI).

Since I get a certain number of calls whilst I am out, members often get to speak to my wife, Amanda. She tells me that a lot of callers wonder where their new membership card is this year? I’m afraid at 60p a stamp, per UK member, plus all the overseas members, the cost is prohibitive, so the cards now don’t have an expiry date, and the annual subscription doesn’t go up. *Veloce Spares do know who hasn’t paid up though!*

My holiday last year was in the UK, so I was able to deal with club business whilst I wasn’t on duty. This year, we’re going abroad, so I will be out of circulation from **12th to 28th May.** Unfortunately that is when the details are needed for Fishtail 436, so I shall have to do it a few days early. That means if your renewal date is **1st May,** I will absolutely HAVE to receive it by **7th May** or you won’t get Fishtail 436. I’ll sort late renewals out upon my return, and there may be some spare copies, but that’s work that my Club colleagues shouldn’t have to do, and it will be first come, first served. I think that this is fair warning,
so it’s up to you. **Your membership number and renewal date are above your name and address on the Fishtail address sheet, remember?**

My Venom is in bits again, for a new barrel & piston, and crankcase clean-out, following a ‘serious wear event’. I hope to find enough spare time to get it going soon. The Chester Centre members are used to seeing the flying custard pie, (A.K.A. Fyffe’s BMW), but I’d rather others didn’t have to.

Now that winter is over, enjoy your Velo, especially when the sun shines, and even when it doesn’t. Show it off, and let people see you enjoying it. Talk to the ‘heathens’ about it. Take photos, and write about it for Fishtail.

Alex

---

**Events Diary**

Items for the Club Diary should be forwarded to the Hon. Secretary, Bill Greenwood at bill@billgreenwood.com

<table>
<thead>
<tr>
<th>DATE</th>
<th>CENTRE</th>
<th>DETAILS OF EVENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>APRIL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Wed</td>
<td>Cambridge</td>
<td>Meet: Pig &amp; Abbott, Abington Piggotts SG8 0SD, noon.</td>
</tr>
<tr>
<td></td>
<td>East Midlands</td>
<td>Social Evening 8.00pm at The Red Lion, Kegworth.</td>
</tr>
<tr>
<td></td>
<td>Scottish</td>
<td>Aberdeen members meet, lounge, Newmachar Hotel.</td>
</tr>
<tr>
<td>21 Thu</td>
<td>Isle of Man</td>
<td>Meeting Creg ny Baa, 7.00pm.</td>
</tr>
<tr>
<td></td>
<td>Chester</td>
<td>7.30pm, White Horse, Hendrerwydd Denbigh, LL16 4LL</td>
</tr>
<tr>
<td>21-24</td>
<td>South Hants</td>
<td>Thurs-Sun, Girder Fork Run to France,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Doug Lyon: 02380 576 315.</td>
</tr>
<tr>
<td>22 Fri</td>
<td>Staffordshire</td>
<td>Club Night, 7:30pm.</td>
</tr>
<tr>
<td>23-24</td>
<td>National</td>
<td>Sat-Sun International Classic Motorcycle Show, Staffordshire Showground (Mark Newsome).</td>
</tr>
<tr>
<td>24 Sun</td>
<td>Bristol</td>
<td>Centre Run: Weston-super-Mare seafront (midday).</td>
</tr>
<tr>
<td></td>
<td>Norfolk</td>
<td>Bimble (Roly), Bawdeswell Garden Cntr, 1030 for 1100</td>
</tr>
<tr>
<td></td>
<td>Wye Valley</td>
<td>Centre Run, Dean Forest Railway; 10:30am Layby Old Severn Bridge.</td>
</tr>
<tr>
<td>25 Mon</td>
<td>Northumbrian</td>
<td>Club night and AGM.</td>
</tr>
<tr>
<td>26 Tue</td>
<td>Thames Valley</td>
<td>Club night, Cherry Tree, Stoke Row.</td>
</tr>
<tr>
<td>27 Wed</td>
<td>North Lincs</td>
<td>Run to The Waterfront Inn, West Stockwith. Meet at the Butcher Nook for 7:00pm or at the venue.</td>
</tr>
<tr>
<td>30 Sat</td>
<td>Welsh</td>
<td>Welsh Centre meets Bromyard to Bangor Run at Talybont. Info: John Richardson 01646 695 396.</td>
</tr>
</tbody>
</table>
MAY

1 Sun Devon & Cornwall  Moor to Sea Run. All day circular route from Dartmoor to the scenic north Cornwall coast. Meet at Lifton Farm Shop, PL16 0DE just off the A30 for a 10.30am start. Come and make a weekend of it.
Cambridge  Meeting at the Bees-in-the Wall PH Whittlesford, noon.
Isle of Man  Rod’s Run, 2.00pm, Laxey Prom.
Woburn  Run, visit by Chelmsford Centre, 10:00am.
Chelmsford  Woburn Run, meet Buntingford 11:00am.

2 Mon Thames Valley  Fleet Lions run.

3 Tues South Hants  Club Night & Evening Run, 7:30, Hampshire Bowman, Malcolm Hole: 01329 280 688.

4 Wed North Yorkshire  Club night, Fox and Hounds, Langthorpe, 7:30pm.
East Midlands  May Fly Run starts 7:30pm, The Red Lion, also Soup and a Roll, The Red Lion, Kegworth.
Bristol  Castle Combe Track Day, 11:00am.

5 Thur Chester  Club night, 7:30pm, Plough Inn, Christleton CH3 7PT.
6 Fri Staffordshire  Club Night, 7:30pm.

8 Sun National VSL  Brooklands Day Organised by South Hants Centre. SPARES OPEN DAY, HUNCOTE. 9:30AM-3PM.
Norfolk  Centre meeting: Whitwell Station nr Reepham, 11:00am.
Chelmsford  Monthly meet at The Ship, 12:00 noon. “Show off your Velo Day”.

10 Tue Alcester  The Lock, Wolverley DY10 3RN, 12:00 noon.
Thames Valley  Club night, Cherry Tree, Stoke Row.
Bristol  Club Night.

10-11 Scottish  Tue-Wed, Scottish Centre Two-Day Rally, based in Moffat. Raymond Albeson 0131 669 9219.

11 Wed Woburn  Mid-week Run, 10:00am.

12 Thur Wye Valley  Monthly meeting at The Anchor, Tintern from 7:30pm.
13 Fri Lancs  Club Night.
Devon & Cornwall  Honiton Inn, Awliscombe, nr Honiton EX14 3PJ from 7:30pm.

14 Sat Wye Valley  Lunchtime meet at The Anchor, from 11:00am.

15 Sun Lancs  AGM: Crofters Hotel, A6 at Garstang, PR3 1PH, meet at 10:00 for 10:30 and ride out afterwards: Ron Bently. Skeaton Goat Rally, meet there (pre-booking advised).
Norfolk

16 Mon Woburn  VMCC visit, Raffle: Jim W, 8:00pm.

17 Tue Wye Valley  Run, Somerset 10:30am Layby Old Severn Bridge. 7:30pm, Leigh Arms, Acton Bridge, CW8 4QT.
Chester  John Chisnall Day Run, meet The Ship 10:00am.
Chelmsford

18 Wed Cambridge  Meet at the Queens Head PH, Newton. CB22 7PG noon.
<table>
<thead>
<tr>
<th>Date</th>
<th>Region</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>Thur Isle of Man</td>
<td>Meeting Creg ny Baa, 7:00pm.</td>
</tr>
<tr>
<td>20</td>
<td>Staffordshire</td>
<td>Club Night, 7:30pm.</td>
</tr>
<tr>
<td>21</td>
<td>Thames Valley</td>
<td>Southern Classic Motorcycle Show: Kempton Park.</td>
</tr>
<tr>
<td>22</td>
<td>Wye Valley</td>
<td>Centre Run, meet Welsh Centre. 10:30am start, Abergavenny Bus Station.</td>
</tr>
<tr>
<td>24</td>
<td>Thames Valley</td>
<td>Club night, Cherry Tree, Stoke Row.</td>
</tr>
<tr>
<td>25</td>
<td>North Lincs</td>
<td>Run to The White Horse Inn, Beverley (Nellie’s). Meet at the Butcher Nook at 6:30pm or at Nellie’s for 7:30pm. Cheddar Gorge, 11:00am at the Café/Shop. Cheddar run.</td>
</tr>
<tr>
<td>28</td>
<td>Devon &amp; Cornwall</td>
<td>Brian &amp; Shirley’s Open Garden/Coffee Morning, Exeter EX2 5RB, 10:00 to 12:00 in aid of Chestnut Appeal for prostate cancer.</td>
</tr>
<tr>
<td>30</td>
<td>Lancs</td>
<td>Open Day: Astley Colliery, M29 7JB, 10:30 onwards.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Norfolk Bradenham village fete classic vehicles.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Northumbrian Club night. Ride-in; contact Secretary.</td>
</tr>
</tbody>
</table>

**JUNE**

<table>
<thead>
<tr>
<th>Date</th>
<th>Region</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>East Midlands</td>
<td>Rempstone Crossroads Run starts 7:30pm, also Social Evening 8:00pm, The Red Lion, Kegworth.</td>
</tr>
<tr>
<td>2</td>
<td>Chester</td>
<td>Club night, 7:30pm, Plough Inn, Christleton CH3 7PT.</td>
</tr>
<tr>
<td>3</td>
<td>Staffordshire</td>
<td>Club Night, 7:30pm.</td>
</tr>
<tr>
<td>4</td>
<td>Wye Valley</td>
<td>Centre Run, Black &amp; Gold; 10:00am start Abergavenny Bus Station.</td>
</tr>
<tr>
<td>5</td>
<td>Alcester</td>
<td>Desne Dodkin Charity Run &amp; BBQ – see details in FT435. Contact: Richard Adams 01789 763 153, <a href="mailto:jrichardadams@hotmail.com">jrichardadams@hotmail.com</a> Meeting at the Bees-in-the Wall PH Whittlesford, noon. Centre Run, Black and Gold. 10:00am start, Abergavenny Bus Station. Slimbridge (Tudor Arms), 11:00am. Dave Carter Run, with Reg C, 10:00am. Cambridge Run, meet Sible Hedingham “Sugar Loaves” 11:00am.</td>
</tr>
<tr>
<td>7</td>
<td>South Hants</td>
<td>Club Night and Evening Run, 7:30, Hampshire Bowman, Chris Stevens: 01962 880 908.</td>
</tr>
<tr>
<td>8</td>
<td>North Yorkshire</td>
<td>Club night, Fox and Hounds, Langthorpe, 7:30pm.</td>
</tr>
<tr>
<td>9</td>
<td>Wye Valley</td>
<td>Monthly meeting at The Anchor, Tintern from 7:30pm.</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Event Description</td>
</tr>
<tr>
<td>-------</td>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>9-12</td>
<td>South Hants</td>
<td>Thur-Sun, Centre Trip to France, Dave Humphrey: 07776 200 590.</td>
</tr>
<tr>
<td>10 Fri</td>
<td>Devon &amp; Cornwall</td>
<td>Morley Arms, Plymstock, Plymouth by Laira Bridge PL9 7HP from 7:30pm.</td>
</tr>
<tr>
<td>10-12</td>
<td>Welsh</td>
<td>Fri-Sun, Camping Weekend Llwyngwair Manor, Pembrokeshire, Info: John Richardson 01646 695 396.</td>
</tr>
<tr>
<td>11 Sat</td>
<td>VSL</td>
<td>SPARES OPEN DAY, HUNCOTE. 9:30AM-3PM.</td>
</tr>
<tr>
<td>12 Sun</td>
<td>Norfolk</td>
<td>Centre meeting at The Gull Inn, Framingham Pigot, 11:00am, also Euston Rural Pastimes.</td>
</tr>
<tr>
<td></td>
<td>Chelmsford</td>
<td>Monthly meet at The Ship, 12:00 noon.</td>
</tr>
<tr>
<td>14 Tue</td>
<td>Wye Valley</td>
<td>Centre Run, Dave Francis; 11:00am Car Park behind Fire Station, Crickhowell.</td>
</tr>
<tr>
<td></td>
<td>Thames Valley</td>
<td>Club night, Cherry Tree, Stoke Row.</td>
</tr>
<tr>
<td></td>
<td>Bristol</td>
<td>Club Night.</td>
</tr>
<tr>
<td></td>
<td>Chester</td>
<td>7:30pm, Sun Inn, Eryrys, near Mold, CH7 4BX</td>
</tr>
<tr>
<td>15 Wed</td>
<td>Cambridge</td>
<td>Meet: the White Swan PH, Conington CB23 4LN noon.</td>
</tr>
<tr>
<td></td>
<td>East Midlands</td>
<td>Social Evening 8.00pm at The Red Lion, Kegworth.</td>
</tr>
<tr>
<td></td>
<td>Scottish</td>
<td>Aberdeen members meeting, lounge Newmachar Hotel.</td>
</tr>
<tr>
<td></td>
<td>Alcester</td>
<td>The Chase Inn, Colwall WR13 6DJ, 12:00 noon.</td>
</tr>
<tr>
<td>16 Thu</td>
<td>Isle of Man</td>
<td>Meeting Creg ny Baa, 7:00pm.</td>
</tr>
<tr>
<td>17 Fri</td>
<td>Staffordshire</td>
<td>Club Night, 7:30pm.</td>
</tr>
<tr>
<td>18-19</td>
<td>North Yorkshire</td>
<td>Sat-Sun International European Bike Rally, Oliver's Mount, Scarborough.</td>
</tr>
<tr>
<td>19 Sun</td>
<td>Thames Valley</td>
<td>VMCC Banbury Run, Centre run.</td>
</tr>
<tr>
<td>20 Mon</td>
<td>Woburn</td>
<td>Concours Night with Roger W, Raffle: Reg C, 8:00pm.</td>
</tr>
<tr>
<td>21 Tue</td>
<td>Chelmsford</td>
<td>Pete Merrick’s Run, Marks Tey Bungalow Diner 10:00am</td>
</tr>
<tr>
<td>22 Wed</td>
<td>East Midlands</td>
<td>Peak Tour, Butterley Station 9:30am, Café open 8:30am.</td>
</tr>
<tr>
<td>24-26</td>
<td>North Lincs</td>
<td>Fri-Sun VMCC/BHR Anniversary Event: Cadwell Park.</td>
</tr>
<tr>
<td>26 Sun</td>
<td>Isle of Man</td>
<td>Jim’s Run, 2.00pm, Farmer’s Arms.</td>
</tr>
<tr>
<td></td>
<td>Thames Valley</td>
<td>Crofton Beam Engine Run.</td>
</tr>
<tr>
<td></td>
<td>Bristol</td>
<td>Crofton Beam Engine (Steaming) 11:30.</td>
</tr>
<tr>
<td></td>
<td>Devon &amp; Cornwall</td>
<td>Talaton Inn, Talaton, nr Ottery St Mary, Devon EX5 2RQ, 12:00noon.</td>
</tr>
<tr>
<td>27 Mon</td>
<td>Northumbrian</td>
<td>Club night. Ride-in; contact Secretary.</td>
</tr>
<tr>
<td>28 Tue</td>
<td>Thames Valley</td>
<td>Club night, Cherry Tree, Stoke Row.</td>
</tr>
<tr>
<td>29 Wed</td>
<td>North Lincs</td>
<td>Annual nosh-up at the Stockyard Truckstop near Maltby. Meet Tickhill Market Cross for 7:00pm prompt.</td>
</tr>
</tbody>
</table>

**JULY**

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Fri</td>
<td>Staffordshire</td>
<td>Club Night, 7:30pm.</td>
</tr>
<tr>
<td>2-3</td>
<td>National</td>
<td>Sat-Sun VOC Annual Rally, venue Burntwood Rugby Club, WS7 3PH Organised by West Midlands Centre.</td>
</tr>
<tr>
<td></td>
<td>Bristol</td>
<td>Castle Combe Race Days.</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Event Details</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>--------------</td>
</tr>
<tr>
<td>3 Sun</td>
<td>Isle of Man</td>
<td>Ramsey Classic Vehicle Show, Milntown, 11.00am. Cambridge Meeting at the Bees-in-the Wall PH Whittlesford, noon.</td>
</tr>
<tr>
<td>5 Tues</td>
<td>South Hants</td>
<td>Club Night and Evening Run, 7:30, Hampshire Bowman, Peter Halliday</td>
</tr>
<tr>
<td>6 Wed</td>
<td>North Yorkshire</td>
<td>Club night, Fox and Hounds, Langthorpe, 7:30pm. East Midlands Show Off Your Bike Night and New Members Night, all welcome, 7:30pm The Red Lion, Kegworth.</td>
</tr>
<tr>
<td>7 Thur</td>
<td>Chester</td>
<td>Club night, 7:30pm, Plough Inn, Christleton CH3 7PT.</td>
</tr>
<tr>
<td>8 Fri</td>
<td>Devon &amp; Cornwall</td>
<td>Mitre Inn, Witheridge, between Tiverton &amp; South Molton EX16 8AE from 7:30pm.</td>
</tr>
<tr>
<td>9-10</td>
<td>Thames Valley</td>
<td>Sat-Sun, Woodcote Steam Rally, Centre stand.</td>
</tr>
<tr>
<td>10 Sun</td>
<td>VSL</td>
<td>SPARES OPEN DAY, HUNCOTE. 9:30AM-3PM. Isle of Man Steve Cox’s Run, 2.00pm, Farmer’s Arms. Wye Valley Centre Run, Follow the Velo 10:30am Nelson Mid Glam East Midlands Centre BBQ noon onwards, The Windmill, Mill Road, Mike and Yvonne Lawrence, Tel: 01636 525 596. Norfolk Centre meeting at Stokesby, 11:00am. Chelmsford Monthly meet at The Ship, 12:00 noon.</td>
</tr>
<tr>
<td>12 Tue</td>
<td>Alcester</td>
<td>The Castle, Bishop’s Castle SY9 5BN, 12:00 noon. Thames Valley West Hagbourne Bike Night. Bristol Club Night.</td>
</tr>
<tr>
<td>13 Wed</td>
<td>Woburn</td>
<td>Mid-week Run, 10:00am.</td>
</tr>
<tr>
<td>14 Thur</td>
<td>Wye Valley</td>
<td>Monthly meeting at The Anchor, Tintern from 7:30pm.</td>
</tr>
<tr>
<td>15 Fri</td>
<td>Staffordshire</td>
<td>Club Night, 7:30pm.</td>
</tr>
<tr>
<td>16 Sat</td>
<td>Thames Valley</td>
<td>Show Off Your Bike Day, Cherry Tree, Stoke Row. Bristol Frenchay Museum, Bristol: Classic Vehicle Meet 10:00.</td>
</tr>
<tr>
<td>17 Sun</td>
<td>Thames Valley</td>
<td>VMCC Founders Day Run.</td>
</tr>
<tr>
<td>18 Mon</td>
<td>Woburn</td>
<td>Competition, Raffle: John S, 8:00pm.</td>
</tr>
<tr>
<td>19 Tues</td>
<td>Wye Valley</td>
<td>Run, Chris Benallick; 11:00am Abergavenny Bus Station Chelmsford George Coates Day Run, meet The Ship 10:00am.</td>
</tr>
<tr>
<td>20 Wed</td>
<td>Cambridge</td>
<td>Meeting at Red Cow PH, Chrishall, SG8 8RN noon. Scottish Aberdeen members meeting, lounge Newmachar Hotel. Bristol Castle Combe Track Day 11:00.</td>
</tr>
<tr>
<td>21 Thur</td>
<td>Isle of Man</td>
<td>Meeting Creg ny Baa, 7.00pm. Chester 7.30pm Willeymoor Lock Tavern, nr Whitchurch SY13 4HF</td>
</tr>
<tr>
<td>23 Sat</td>
<td>Chelmsford</td>
<td>Norman Archard Breakfast Run, meet The Ship 8:00am.</td>
</tr>
</tbody>
</table>

**VOC events listed above are covered by the Club’s public liability insurance.**

The events calendar for the whole year can be viewed on the ‘News & Events’ page of the VOC website [www.velocetteowners.com](http://www.velocetteowners.com) where you will also find links to websites operated by several individual VOC Centres.
...from VSL

Tom Tunnicliffe

*** IMPORTANT CHANGE TO THE E-ORDER FORM ***

If you order parts by e-mail, please note that the ‘e-order’ form that you download from the web site has changed. It now includes three new boxes for you to enter some of your card details – the last four digits of the card that you have registered with VSL, its expiry date and its security number. The new e-order form is now on the web site and we would be grateful if you could start using it now. The email ordering registration form will no longer include the expiry date and security code: they will have to be sent with each e-order, on the new form.

The change is necessary because members often forget to update their registered card details when their card expires, and their next order is delayed while VSL contacts them to get their new card details.

From August 1st 2016 VSL's systems will change and the old ‘e-order’ form without this information will no longer be acceptable. This change will mean that your parts will not be delayed because your card has expired ... and our Volunteers will avoid an unnecessary and additional task!

The photo shows two more sheet metal parts, comprising the rear chain guard F60/10 for KSS/rigid MSS and the recently introduced silencer baffle KA142/2 which fits a wide range of models.

Further to the comments on the new batch of lower bevel gears (K32 & K33) in the last FT we would emphasise that these items are not sold individually and must only be used as a matched pair. Neither gear should be used in conjunction with a gear from another source (not even those previously sold by VSL). Also in the last FT Dai Gibbison’s comprehensive article on Webb
forks advised that the fork bushes were available from VSL. We would mention that, in addition, we stock a large range of spindles, correctly sized nuts as per originals, knurled and spring washers for both the heavyweight and lightweight versions of the Webb fork.

The recent significant changes to the VSL Stock List are itemised below:

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 MS</td>
<td>Webb fork bush – for 7/16” spindle</td>
<td>£ 4.65 ea.</td>
</tr>
<tr>
<td>A 28/4</td>
<td>Secondary chain, 108 links, rigid MOV/MAC</td>
<td>£ 48.00</td>
</tr>
<tr>
<td>A28/8</td>
<td>Secondary chain, 124 links, VR &amp; MAC S/A</td>
<td>£ 47.00</td>
</tr>
<tr>
<td>E 53</td>
<td>Battery strap bolt, 2BA x 11/2”</td>
<td>£ 2.50</td>
</tr>
<tr>
<td>K 3/14C</td>
<td>Exhaust valve guide, Colsibro, KSS mk II</td>
<td>£ 24.25</td>
</tr>
<tr>
<td>K 3/4</td>
<td>Exhaust valve guide, KSS mk I</td>
<td>£ 17.25</td>
</tr>
<tr>
<td>KA 115/2D</td>
<td>Dowty washer for Ball valve union</td>
<td>£ 0.60 ea</td>
</tr>
<tr>
<td>KA 115/3D</td>
<td>Dowty washer for Ball valve body</td>
<td>£ 0.60 ea</td>
</tr>
<tr>
<td>KA 142/2</td>
<td>Re-moveable silencer baffle</td>
<td>£ 18.00</td>
</tr>
<tr>
<td>KA27</td>
<td>Primary chain, 74 links, MOV &amp; early MAC</td>
<td>£ 32.00</td>
</tr>
<tr>
<td>KA 27/2</td>
<td>Primary chain, 68 links, VM etc.</td>
<td>£ 34.00</td>
</tr>
<tr>
<td>VSL 108</td>
<td>Chain joining link, 5/8 x 3/8”</td>
<td>£ 2.50</td>
</tr>
<tr>
<td>VSL 110</td>
<td>1 ½ chain link, ½ x 5/16”</td>
<td>£ 4.00</td>
</tr>
<tr>
<td>VSL 111</td>
<td>Chain joining link, ½ x 5/16”</td>
<td>£ 2.25</td>
</tr>
</tbody>
</table>

We seem to be getting an increasing number of casual visitors to Huncote on Thursday mail days. Please do not turn up unannounced – we are now often dealing with mail on other weekdays and you may well have a wasted journey. If you wish to visit on a mail day, then first contact one of the Spares Officials who will advise an appropriate date and time (any parts required should preferably be ordered in advance).

Due to high banking charges, we are actually losing money on low value orders paid for by cheque. We therefore ask that cheques are not used for payment when the cost of goods plus postage is less than £10. If you need to pay by cheque, we suggest that, where necessary, you increase the total value to £10 minimum, by buying extra items, such as gaskets or fasteners, that you are sure to need in the future.

The next Open Days at the Old Chapel, Huncote, will take place on Sunday 8 May, Saturday 11 June, Sunday 10 July and Sunday 14 August.

**DAFT (MAGNETO) DOINGS**

Magman overhauls a 1930s, 50° V-twin mag. He informs the customer that it’s not possible to get better than 2 thou difference in contact breaker gap between cam lobes, but it won’t matter; just set the ignition timing evenly. Well, the owner complains the bike won’t start. Mag is checked and returned, nothing wrong. But the bike still won’t start. An ‘expert’ insists that the cam ring should be re-ground, and this is done (no doubt at some expense). Bike still won’t start. Eventually, the owner realises he has connected the plug leads to the wrong plugs...
THE NATIONAL HISTORIC VEHICLE SURVEY 2016

The Federation of British Historic Vehicle Clubs (FBHVC), of which the VOC is a member, has announced the launch of the National Historic Vehicle Survey 2016. This national survey is designed to identify the importance of the historic vehicle movement to the UK economy and the trends in historic vehicle ownership. The results will be used by the FBHVC to support its work on our behalf in representing the movement’s views to Parliament and to ensure that we are able to enjoy the use of our vehicles on the roads for many years to come.

Members completing the survey can elect for complete anonymity or may choose to add their email address to the survey to become part of the Federation’s focus group to be consulted from time to time on issues important to the historic vehicle movement. The Federation has confirmed that no email addresses will be released to third parties. We encourage you to participate by completing the survey: go to - http://tinyurl.com/zy3qyq2

THE ‘DESNE DODKIN RUN’ - 10 AM SUNDAY 5TH JUNE

START: The Flying Club, Long Marston Airfield, near Stratford on Avon.

WHY: A Charity Run by the Alcester Centre to raise funds to update facilities at Desne’s local church - ‘St Michael’s South Littleton’.

WHAT: Through lovely Warwickshire and Worcestershire countryside, stopping for a mid-morning coffee at Wickhamford Farm Shop, near Evesham (Geoff will sponsor all riders a coffee or tea). Then, winding its way through more beautiful countryside returning to the Flying Club for a lunchtime BBQ. At the BBQ we will be collecting £10 per person - the cost of the BBQ and hopefully something left over for the charity fund! Non-riders welcome.

HOW: Vehicles and trailers can be left at the airfield. Route notes will be given to everyone, so you can ride on your own or in groups - all very informal.

TELL US: Whether riding or just there for the BBQ, please book in with Richard Adams so that we have an idea of numbers for the BBQ catering, and to receive further details nearer the time. E-mail is best - if by post, include an SAE please. This should be a really good day out so please try and come along - your President, Ivan Rhodes, has already booked in. Please don’t leave it to the last minute: food has to be bought and the route notes and final details will be sent out about 10 days beforehand.

01789 763 153 jrichardadams@hotmail.com
BROOKLANDS DAY - SUNDAY 8TH MAY

MARRSHALLS - Please be at the Museum via the Campbell Gate at 0800 hours for an 0830 briefing. Hi viz jackets will be supplied by the museum. Volunteers still required - please contact me (below)!

START TIME - The Campbell Gate will open at 0930 for Velocette riders, cars with trailers and vans.

ENTRY FEE - Show a current VOC membership card: £9. Without a membership card, and for all other riders, entry will be £11, seniors £10. Due to major ground work and construction on site, the trailer and van unloading area will be rather small this year. To prevent a bottleneck, proceed to the parking area as soon as you have unloaded your bike. Bring something to put under your stand, just in case you have to park your bike on grass.

TEST HILL - The riders’ briefing will be at 1330 hrs in Education room 3 or 4: NO BRIEFING NO RIDE! The Test Hill will open from 1400 to 1500 hrs. this should give time for us all to have several rides. While the hill is open, the Campbell gate will be closed!

FOOD - BBQ will open at 1100 hrs, cafe will be open from 0930 until 1630hrs.

FINISH TIME - The museum gates will close at 1700hrs.

MUST DOS/MUST NOT DOS! - All bikes using meths MUST have a yellow disk on the front plate, clearly visible from the front! All bikes with race exhausts MUST be muffled, please. Gazebo stakes MUST NOT be used in the grass areas. Please use weights instead.

HOPING for a sunshiny day, enjoyed by all... Chris Stevens 01962 880 908

BHR 50TH / VMCC 70TH ANNIVERSARY CELEBRATION
Cadwell Park 24th to 26th June

North Lincs will host a stand over the 3 days. If you would like your bike to be on it, contact Paul Charlton (paul.charlton47@outlook.com / 8 Canterbury Drive, Washingborough, Lincoln LN4 1SJ) before 1st June. Target is 25 Velos - first come, first served - we are told each will receive 2 tickets for all three days.

FRIDAY: Road bikes (track sessions available) - similar to Mallory’s ‘1000 Bikes’.
SATURDAY/SUNDAY: Usual mix of vintage solo and sidecar racing and PR5 and PR6 parades (ACU rules).

TRACK SESSIONS: Entry forms and details: www.vmcc.net/ourevents/Anniversary.aspx or www.britishhistoricracingclub.co.uk Closing date for entries: June 1st. Includes entry to the event for all 3 days. The session for girder fork bikes will be led by our President, Ivan Rhodes, who competed in the first vintage race meeting. Entrants’ bikes will be welcomed on our stand. More information: Paul Charlton (above) or John Hannis
East Midlands Centre’s ‘PEAK TOUR’
Wednesday, June 22nd

Starting at the Midland Railway Butterley Station near Ripley, Derbyshire (ample car parking and Cafe open around 8.30) and taking you through Carsington, Tissington, Ilam, Flash, Manifold Valley, Wetton Mill and Milldale. 85 miles (or a 69 mile alternative).

Riders can start anytime between 10 and 11 and will have up to 5 hours to complete the circuit at their own pace and following a comprehensive route guide. A lunch stop at a country pub is arranged and there is an afternoon stop for tea/ice-cream. A support vehicle will follow the riders on route.

Pre-registration is open to all riders on a Velocette, (and helps us to plan)
To cover our costs and provide you with a small memento of the event a charge of £5 is applicable for pre-registration, or £8.50 if you turn up on the day.

For a booking form and further information go to www.eastmidsvelo.org or send a stamped addressed envelope to Rodney Wildsmith, Summerfields, Main Road, Whatstandwell, Derbyshire DE4 5HE
Enquiries if needed to peaktour@hotmail.co.uk or 01773 857 017

WELSH CENTRE
Camping Weekend

10th to 12th June
Llwyngwair Manor
Newport Pembrokeshire

John Richardson
01646 695 396
johnworleyrichardson@talktalk.net
Don’t miss **BIG BIKE SUNDAY**, 26 June from 12 noon
The ‘Girder Fork and Classic Motorcycle Club’ invite you to

**SKIPTON AUCTION MART**
off the A629/59/A65 roundabout, BD23 1UD

The £3 entry per adult (children free) is used to support **Yorkshire Air Ambulance**, **Manorlands Hospice** and the **National Association of Bikers with a Disability**. Last year we had 850 visitors and raised £3,000. Please come along and enter your vintage, classic, modern or custom motorcycle, 3 wheeler or scooter in our Competition and win a trophy. With stalls, refreshment, raffle, tombola and more, there will be loads to see and do. Competition entrants only can arrive from 11 am.

**https://www.facebook.com/bigbikesunday**
Brian briansanderson@talktalk.net 07931 312 579

---

**3rd ‘Back to Basics’ Historic Bike Summer Camp**
10-12th June 2016 at the 17th C ‘Miners Standard’ pub
Bank Top (on B5056) ½ m SW of Winster, Derbys DE4 2DR

**This Summer Camp is open to all pre 1976 motorcycles, classed as ‘Historic Vehicle’ which must be ridden to the event. Trailers and vans will not be permitted and as it is a ‘Tent Only’ event, caravans, campervans and motor homes will not be allowed on the camp site.**

The pub itself will be serving meals all weekend and as we will be supplying free tea and coffee, you can travel light if you wish and leave the cooking equipment at home … but make sure you bring your own cup.

For further details contact rayjay110@hotmail.com

---

**Velocette Club de France**

[Map of France showing Tourville sur Pont-Audemer]

**Save the date!!**

**Tourville sur Pont-Audemer**
2nd - 4th September 2016

Why Normandy? Because it is close to England! An hour from Le Havre, 3 hours from Calais.
A pleasant place in a rural setting. Basic accommodation in a ‘Chateau’ (used as a college in the week). Includes breakfasts, lunches, wine (beer available…). Short run Saturday am (with surprise!) and longer (40 miles) pm. Short run Sunday am. Other activities for non-riders.

**LIVE MUSIC ON SATURDAY NIGHT!!**

More information from Richard Leguillon: leguillon.richard@orange.fr
Entrance £3 (as last year) The BBQ, Marquees and (new this year!) Portaloos will be funded directly by the VOC.

**Accommodation:** Tent/Caravan/Camper £10 payable directly to Rugby Club (includes Friday pm to Monday am and access to toilets & showers). Hotels and B&Bs (contact me) available in area, but they fill up fast!

**Saturday - Sunday is ‘Rally Day’ but it has now become a two day event**

**Food** available from the Club house at a reasonable cost.

**Run** to RAF Cosford Aircraft Museum - an interesting visit, with a follow-up recovery van. Meanwhile we’ll be staking out the field – could you help?

**FREE BBQ** in the evening, by Jim Plant and his team (funded by the Club)

**Sunday – Rally Day**

**Signing in book** in the marquee – useful for us to know where members come from and interesting for you too?

**Concours** – last year was well up on 2014. You will find some interesting bikes to look at – especially if you ride yours in!

**Regalia** – Mark Newsome will be showing his wares in the marquee – why not contact him in advance and examine/collection at the Rally?

**Spares** – order in advance from VSL and collect at the Rally, or browse the Jumble stalls: a ‘Grand Day Out’ and some postage saved!

**Talk/Demo** on vintage engines by Dave Masters – you will be able to see inside one of these interesting engines.

**New Imperial** will again be sharing the field with us.

**Stewards and helpers** will be provided with a buffet lunch. There is often a surplus which is made generally available.

So, put it in the Diary and we look forward to seeing you there. If you need more information or are able to help over the weekend, please contact me, 
**Alan Harper**, on 01543 682 438 or alan25@lycos.com
You may remember last year we tried to get a club stand at the Mallory Bike Bonanza in Leicestershire but it didn't gain enough support from our members? Well, this year we are going to try again, as I believe that it is a show that we, as a club, should attend, and is the way forward in getting people involved in our bikes and our Club.

I have already had offers from a couple of members to attend and man the marquee over the weekend, so thank you to you guys, but we need more people to commit to attending for the weekend and bringing enough bikes to put on a good display to show off the Velocette marque. I am unable to attend this year as I am already committed to showing three of my bikes at a Vintage show in Cumbria, but I am happy doing all the organising of the show at Mallory.

So: I am looking for help in getting a marquee organised and assembled, and setting up an area where we can show off our bikes, attracting people to drop in and, hopefully, getting some new members signed up. This will also include making sure the bikes are secure overnight.

If you are displaying a bike over the weekend, you will be entitled to a complimentary weekend admission ticket to the event, along with a camping pass to stay in the grounds. I have already sent this to the Centres for discussion at local meetings and hope to gather as many members as possible who are willing to attend. Please let me know (tank1722@gmail.com or 07870 762 442) if you are able to help out at this event.

DVLA DOIN’S

I recently received a road tax renewal form for my 1959 Venom from DVLA. That’s odd, I thought, it’s pre-1960 but the form says I need an MOT. Sure enough when I tried to renew online the application failed saying MOT certificate not found.

I downloaded a V112 form to declare MOT exemption and was going to find a post office that could handle road tax renewals when I had another thought. I tried registering it online again but this time I ignored the 11 digit reference on the renewal form but instead used the alternative of entering the bike’s registration number and the reference from the V5C logbook...

Success! Everything went through OK with no MOT needed. Might be worth a try?
AN INTERESTING ENGINE

Raymond Albeson

An interesting engine has just come into my hands from the collection of the late David McLeod. I chatted to him a bit about it before he passed away, but I don't think he knew the full story about it either.

It has MDD crankcases, but a short stroke crank, with suitably shortened barrel, and custom made alloy head. David said that it had a NSU piston, making it a 250. Currently sporting a TT carb, a lot of care has obviously been put into its assembly, but does anyone recognise who put it together, what frame and cycle parts it it was campaigned in, and where it raced? Any information would be of help, otherwise I might end up building the fastest Dispatch Rider’s bike ever!

Contact me on velscotsec@gmail.com

0131 669 9219 or 07450 872 400

...AND KTT 802?

Richard Boldry

Can anyone fill in the gaps? I have the remains of an early MK VIII KTT engine, numbered KTT 802. According to the Velocette factory dispatch records this machine was invoiced to an agent named Leszezynski (possibly a mis-spelling of Leszcynski) Warsaw on 23/11/1938. The original frame number was SF43. The cylinder head has the name AIDINGER scratched onto one fin, and the crank has etch marks from at least two visits to Hoeckle in Germany for re-builds.

I am sure that there must be some interesting history to be discovered and would welcome any information about the agent/dealer in Poland, names of riders etc. that members may know of. I wonder if the motorcycle may have moved from Poland to Germany during the war years?

VALVE SPRINGS

Richard Boldry

Just a few thoughts prompted by John Bottomley’s ‘quest for power’ in FT 434. Back in the ‘80s, I too fitted BSA Gold Star valve springs to my KSS. I obtained them, along with some rather crudely made alloy valve retaining collars from ‘Ruskin Engineering’. My notes tell me that Ruskin recommended installed
lengths of 34mm Exhaust and 35mm Inlet. The advantages claimed were lower reciprocating weight, a lower seating pressure along with a greater ‘On the nose’ poundage to allow higher revs.

Not trusting the alloy collars for long-term use I made high tensile steel ones that, due to their smaller dimensions, still offered a weight saving over the original Velocette parts. These collars gave an installed outer spring length of 32.5mm, but after running the engine for several years in this condition and noticing that the exhaust spring in particular had settled somewhat, I felt the spring pressure was greater than necessary and I made a new set of high tensile steel collars giving an installed length of 34mm on both valves. At the same time I modified the valve guides and lower spring seatings to allow me to fit stem seals from more modern car engines and do away with the leather washers in the original layout. These have been entirely satisfactory over the years.

Regarding John’s improvised spring rate testing machine, the geometry of this device will introduce errors due to excessive friction, resulting in readings greater than the actual spring pressure being exerted. Consequently, if one is trying to fit the springs to the engine at a certain pre-load it would lead to an incorrect choice of installed length.

A better layout would be to use a class two lever, with the pivot at one end, the 50kg spring balance at the other, with the valve spring located half way between the two. This layout will offer reduced friction at the pivot due to the lower loading (valve spring pressure and spring balance forces oppose each other rather than adding as with the class one lever set-up).

Better still, if one has access to workshop tools, use a drill-press with a depth stop to push the spring directly down onto a set of bathroom scales placed on the machine table. The depth stop is important as it allows one to determine the exact travel/compression of the spring (or spring set) and gives repeatability.

May I wish John the best of luck with the MAC for the upcoming season.

**THRUXTON BLUE...**

With regard to the recent pieces in Fishtail about Velocette Thruxton blue paintwork, I was recently at **Redditch Shotblasting (01527 529 659)** and was told they have had some powder coating material made to the original shade. I saw a sample and it looked OK to me. I have, over the years, seen some odd shades on machines, all of them supposed to be the correct colour! I use a different blue on my MAC Sprinter which I would describe as ‘Oxford Blue’. It was the darkest blue my previous powder-coater could supply, but it is lighter than the sample I saw at the above company. Usual disclaimers apply.
WISCOMBE HILL CLIMB MEMORIES

Dave Childs

In FT 431, page 16, Colin Goodwyn asked for details of two unidentified bikes photographed at Wiscombe Park hillclimb in June 1968. This meeting took place on the 23rd of June and the bikes are my Velocette-Norton and Roger Jennings 1930 Mk1 KTT and we finished second and third. Forty seven years on and both bikes are still owned by the same riders.

My bike was built during the winter of 1965-6 to compete in hillclimbs. A 1959 Norton Model 50 supplied the cycle parts except for the 7” brake front wheel which came from a local scrap yard. The motor was made from the best parts of three broken engines and was (in 1968) completely standard. The gearbox was iron MSS, the rear wheel and brake were rigid MOV/MAC, the oil and fuel tanks were pint Castrol cans and the aluminium seat was home made. The bike was first raced at Tregwainton on August 29th 1966 and has been raced, in hill climbs and bent sprints and the occasional quarter mile sprint, up to the present. Most recently at Wiscombe Park on Sept 13th 2015.

Seeing the photo in Fishtail brought back many happy memories. It shows the machine in largely ‘as built’ condition except that the original forward mounted foot-rests and straight handlebars have been replaced with rear-sets and clip-ons. This change was made earlier in the 1968 season. At the time I was still ‘sorting’ the bike and getting used to the handling of the featherbed frame which differed from that of the KSS MK II I’d used previously.

The photo reminded me how spindly the bike looked in its early days. I think this is largely due to the WM2 steel rims, 7” front brake, narrow tyres, (300 x 19 Speed Master front and 3.50 x 19 Safety Mileage rear) and lack of mudguards. Like most bikes raced over a long period quite a few changes have been made over the years and it now looks more compact. Initial changes were aimed at increasing the power particularly in the mid range. Later changes were mostly aimed at improving rider comfort and taking advantage of the improvements in tyre technology. At least eleven different tyre combinations have been used over the years.

The machine currently has a Norton 8” full width front hub and alloy rims (WM2 front and WM3 rear) shod with Avon AM 22 110/80 x 18 racing tyres. A larger carburettor (1 3/16” Monobloc) is used with a spacer and a long bellmouth. The distance between the head and the end of the bellmouth is approximately 10 1/8”. Fuel is supplied from a small aluminium fuel tank of about two pints capacity and oil from a pint can (originally a ‘thinners’ can) positioned on the right hand side between the engine and gearbox. The seat is smaller and is fitted further forward and is used with straight handlebars and rear sets. Other changes are the additions of an hydraulic steering damper and a large and heavy silencer, (courtesy of A.C.U. regs) and mud guards.

[As mentioned by Roger Franklin and shown on page 42 of FT434 - Ed]
‘SNOR’

Steve Chapman

Fishtail 434 prompted me to put pen to paper regarding John Carter’s article on Ad van den Eeden. Ad was such a character who lived at 110mph all the time. His nickname was ‘Snor’ (moustache in Dutch) as he had a huge ‘handlebar’ protuberance. I also met Ad in ’78 at Brands while walking round the pits. I was admiring the Velo when they asked me into the caravan for a ‘Heineken’. At the tender age of 19, I had never seen so many cans of Heineken in one place. Ad, and Loes, his wife, became friends and many a good weekend was spent at their home, south of Eindhoven. My memories of Ad were a staple diet of ‘Caballero’ filter-less cigarettes and Heineken – I rarely saw him eat. He was President of the NMB (Nederlande Motorsport Bund) as opposed to the KNMB – the official bike club. Ad was head of this renegade bunch, which fitted his style well.

Ad was one of life’s characters. He was an excellent road builder and a great percentage of the block paved pedestrian areas of Eindhoven are down to him and his company. At his home they had an ‘above-ground’ swimming pool, along with a little poodle called ‘Velo’. The first sign of a problem with the pool was when ‘Velo’ went past the window on a tidal-wave towards the side gate, thereby indicating that the pool had split. He was keen to get my MSS and a deal nearly happened, in exchange for a ‘90s BMW and some cash. However, photocopied registration documents do not cut the mustard in Britain, so the Velo ferried me back to Blighty.

As John said, he had his bike fettled by Ralph Seymour. I remember it had lots of trick internals including rocker return springs and, I believe, he had a special gear cluster made. When I was over in the Netherlands Ad used to say: “Take it out!” and I would hammer it around the billiard-table smooth roads near Valkenswaard – and can vouch that it was a very fast bike. It was timed at 128mph at St Joris in Belgium. I always understood the bike to be a Seymour Metisse. Contrary to John’s information, it was taken over by Wil van Galen who, incidentally, was in the caravan in 1978. The bike was kept intact, re-fettled and is currently ridden at classic events by his wife Jacqui van Galen. I can vouch for her abilities as we knocked around as a group in the ‘80s and she rode a fast 850 Commando with real panache.

One further anecdote about Ad… In the mid ‘80s, Loes and he went to a Fats Domino concert in Amsterdam. It was televised, and midway through the concert, Ad climbed onto the stage, pulled Loes up, and they proceeded to jitterbug and rock and roll the whole way through that number. The crowd went wild (they were good dancers) and subsequently Fats Domino invited them back to the dressing room. After that, every time Fats visited the Netherlands he would be a guest at Ad and Loes’ home.

So: that Metisse is still up and running and can be seen on the continental classic scene. Happy days, Snor!
Sadly I have to report the passing of our friend and West Midlands Centre member, John Conolly. John had returned to Velocetting having been tempted by a tidy looking Venom Clubman that his local garage had acquired. He had previously shared his motorcycling with his wife Pat, using a MAC for transport and holidays. He recalled having trouble keeping the front end of the MAC on the ground whilst two up touring in Scotland, with their luggage strapped to the back of the bike.

John was an extremely affable character and made many friends in whatever he got up to, which included a love of sailing, art, birdwatching and of course motorcycling. Until he started suffering with his carpal tunnel, which made lever pulling painfully difficult, he was actively involved in Club runs and trips including the Isle of Man. One of his favourite trips was down to Dorset for the Bob Foster Run, where he used to stay with his long-time friend and sidecar scrambling accomplice Len.

John’s service took place at Streetly Crematorium on 1st March, with many Club Members and friends from near and far saying their goodbyes. A donation was made, on behalf of the Centre, to the Air Ambulance fund.

Adrian Holloway writes: It is with sadness that the Bristol Centre reports the death of George Drinkwater at the age of 91 years on 20th February, 2016. George was a dedicated motorcyclist, engineer and stalwart Velocette enthusiast throughout his long life. The funeral took place on 2nd March at All Saints Church, East Huntspill, Somerset, where George was conveyed in a motorcycle combination hearse followed by a well attended procession of mourners, including a number on motorcycles. Our sincere condolences to the family.

Rob Jones writes: Wye Valley Centre was saddened to learn of the sudden death of George Drinkwater. He had often come over, with his son Graham, to our ride ins and both had been to our Christmas Dinner in December. He was a lovely, very happy and pleasant gentle man and everyone got on well with him. Many of our members met George when popping over to get work done with Graham. He will be missed by all his friends and our thoughts go to his family.
THE FASTEST SINGLE ON EARTH

Stuart Hooper

The Big Velo has come through another speed week with flying colours. After an initial sighting run of 177 mph which appeared ok until we discovered a nearly empty fuel tank... Almost 10 litres of fuel used is a bit much even for its insatiable thirst. On the next run this fuel consumption became problematical with fluctuating cylinder head temperatures and eventually drowning the engine which at least allowed us to identify a very unusual fuel flow problem related to our specific installation.

For the third run we upped the supercharger drive ratio and the engine ran like a clock resulting in a 188 mph average. However, the Velo was not happy, with major stability issues requiring me to roll off the throttle three times through the timed miles to keep her on the track. This run however put the Velo firmly in the record books as the Worlds Fastest Single Cylinder Motorcycle.

A bit of head scratching over the errant handling led to a few minor suspension changes and we were off again. This was a dream run: using only half throttle and 5,000rpm she passed 150 mph in a mile and then it was tuck in and twist the throttle to the stop, this time she ran straight as an arrow and the revs just kept building to 6,800 at the end of the measured miles, in fact I kept the throttle wide for another untimed mile just for the hell of it and saw another 100 rpm or about 2 to 3 mph on the old Chronometric tachometer... Five miles absolutely flat out - 193.061 mph.

The next day looked like we might crack the magic 200 mark and the officials kindly offered us an extra timed mile, but alas it was not to be. Upon close inspection the oil was discolored and coming from the breather and the crank and cush drive was suffering badly, so the nitro was left unopened - a Nitro engine failure at 200mph is not high on my bucket list!

Truly there is nothing quite like ... a fast ride with a naked lady!!
With the Rally approaching, can I make my annual plea for some volunteers/helpers to give a hand over the weekend of 2nd to 3rd July? Saturday will be placing a number of stakes in and taping them up, this took a couple of hours last year thanks to a good number of helpers.

On the Saturday afternoon the run will take place from Burntwood **WS7 3PH** to RAF Cosford, to visit, if you so wish, their superb museum. Don’t forget to bring your helmets! We have reserved several parking bays for a bit of a display, they are located between the Cold War area and Hangars 2/3. My thanks must go to Mike Spink for arranging this part of the Rally.

On Sunday, Rally Day, we will be needing a few people to help with the actual running of the Rally, so don’t be shy! Nothing too onerous: contact me using either of the methods listed below. Don’t forget, as a small reward for giving your help you will be invited to enjoy the lunch buffet in the marquee.

Dave Masters has kindly offered to give a talk about the early Velos:

“My talk/demo will be on the Veteran Veloce I o E engine designed by Percy Goodman in 1910. The ex Jeff Clew I o E engine will be taken apart from a loosely assembled lump. It is the earliest known existing I o E engine and was passed on to Jim Scott in the 1990s to assist in the restoration of M5054, the only complete I o E Veloce. No 135 no longer has the barrel and upper works as they were far too distressed, but when Jim finally opened the crank case it was found to be in mechanically clean condition and has been an indispensable reference when working on the 154 engine. Both the complete bike (M5054) and the spare engine (No 135) will be demonstrated and will require a closely situated audience to see the intricacies of Percy’s first practical engine design. Hopefully we will get the 1913 I o E machine out on the club run to Cosford on the Saturday. I suspect that the demo will last at least an hour.”

With the attendance at the Rally being around the 300 mark for the last two years we are wondering if this is what we as a Club can expect at future Rallys? Approximately 10% of any membership attending events is considered to be an acceptable level, for most clubs and organisations. However, although sufficient income is generated, as organisers we should and must look for ways to not only maintain this level of participation but, if possible, to increase it. We are as a membership an aging group, and the days when we could and did jump on our Velo and ride several hundred miles in a day are sadly past for most of us. But you don’t have to come on a Velo, nice though this would be, the main thing is for YOU to come and support this event. Hope to see you there.

If you will be in a tent or mobile home, please make me aware of your needs (e.g. will this require a hard standing position?, how many nights, etc.). You can contact me on 01543 682438 or alan25@lycos.com
With everything cleaned and greased you can start assembly, which is fairly straight forward. I normally start by fitting the column and top clip (with pinch bolt fitted loosely) to the steering head and adjusted as described earlier; remembering to fit the correct number of balls to the cups (you can check the parts lists for the size and number of balls – or fill the cup with balls and then remove one).

Fit the top cone, grease shield, top clip, washer and steering nut. Make sure you protect the steering head where the bottom cup fits with a rag or piece of old inner tube, otherwise there is a danger the spring will damage the paintwork.

Next, if you’ve removed the spring refit it to the fork blade, which is much easier said than done, particularly if you have been foolish enough to powder coat the forks. If you are fitting the later single bolt handlebar clamp, fit them now – as otherwise you will need to remove the top links to replace them later. With the earlier horizontally split clamps, I suggest fitting them later as they can get in the way. At this point ask a friend around for a cup of tea to provide an extra pair of hands.

Screwing the offside links on both spindles is painfully slow when both spindles are fitted in the column and blades. So I prefer to fit a pair of spindles to the offside links and by trial fitting each spindle together with both knurled washers to their respective housings which allows you to pre-adjust one spindle at a time to establish as near as possible final position of the link on the spindle (see photo 3).

Starting with the greased bottom rear spindles, insert them through the bushes ensuring that the
square ends are towards the offside, the nearside knurled washers are fitted and the bottom rear spindle passes through the steering damper bottom plate and sleeve. You won’t be the first person to have completely assembled the forks on the bike before trying to fit the steering damper. When fitting the spindles from the offside make sure you have slightly radiused the step in the nearside end of the spindle that abuts against the link, otherwise it may catch on the inside of the nearside bush and damage it. With the rear bottom spindle fitted to the column, you can then slide the fork blades over the lower front spindle, as shown in photo 4. Note the rag protecting the paintwork from the spring.

Next, make sure you fit the two nearside knurled washers over the spindles. If you have single sided damper forks, place the lower nearside plain link over the spindles, together with the washers and the nuts, but only loosely tighten the nuts so they are free to turn. Now, the threaded offside links needs to be adjusted, using the square ends by patiently turning both spindles, so the link is pulled onto the spindles in a parallel motion. Don’t rush - a turn or so at a time - and check that the spindle is not cross threaded on the link. Screw the link to the point all play is taken up and adjust as described earlier, so that you can freely turn at least one knurled washer. Finally tighten the nearside nuts and check again. If you are assembling Double Sided Deluxe or Popular forks you will need to fit the offside fork damper components as shown in photo 4 and the cross sectional drawings later in this article.

You now have the forks fitted to the machine by the bottom links. You can now swing up the forks, so the spring lug top locates in the spring holder in the top clip and fit the top links in a similar way to the method described for the bottom links. You can then fit the reduced headed 5/16” CEI bolt that secures the spring to the top clip. Now is a good time to grease the spindles using a high pressure grease gun, cleaning away all traces of excess grease. Next, we’ll look at assembling the various damper components.
**Single Sided Deluxe**
On Single Sided Deluxe forks we can now fit the rest of the fork damper components. Starting with a friction disc, the damper plate located by the rubber buffer, which itself is fixed to the forks by a stepped bolt with an inside washer (1 ¼” x 5/16” bore) and outside washer (1 ¼” x 5/8” bore) - missing in photo 7. Finally fit a locknut to the back of the stepped bolt. Next, another friction disc, the outer pressed steel pressure plate that also acts as a cover. You can now fit the offside rear locknut (D) and washer over the outer plate to fix it in position. Once this is in place you can fit the wing nut to the externally extended locknut (C), placing the star spring over the spindle and locating one of the legs in the two dimples on the outer pressure plate. By carefully jiggling all the dampers, plates and spring, screw on the extended locknut, so it locates on the inner threaded link. Note: the forks used to illustrate this (pictures 7 and 8) are ‘experimental’ works forks which have a single sided damper on both sides. On normal single sided forks the rubber buffer is below the damper (and the idiot assembling them put the grease cup below the cone!).

**Double Sided Deluxe**
Double Sided Deluxe forks are different, as the inner friction plates are cast into the front spindle housing and the various friction discs and plates sit inside of the links, you therefore have to loosely fit all the damper components before fitting and adjusting the lower links. The order is: friction disc, outer pressure plate (which fits over the lower rear spindle link), star spring, hand adjuster (screwed fully onto both lower links).

Fitting and adjustment of spindle clearance is similar to the single sided forks, but with the complication of two sets of fork damper components.
Before starting adjustment, make sure the hand adjusters are backed off so they are tight against the links.

**Double Sided Popular**

On Popular forks, the lower links also forms the outer friction plates, so the threaded collar with hand adjusters are fitted first, followed by the star spring and then the inner pressed steel friction plate, which also fits over the pimple on the back of the girder blade. Next comes the friction disc, the link (outer friction plate) washers and locknuts. The forks are adjusted as described earlier.

**And Finally...**

One final note, if you are getting the forks blasted before painting make sure that you blank off all the spindle housings with studding, washers and nuts. Also fit old ¼” BSF set screw in all the tapped grease nipple holes, blank off the speedometer bracket and fork stay tapped holes. Finally look around the fork and you will find a few holes midway down the front and rear tube to let the air out when brazing, drive in soft nails, but ask the painters to remove these after blasting, but before painting.
THE CONCENTRIC CLUTCH

The operation of this clutch is my own idea and an experiment to control the Clutch Plates from tilting. Details show what is possible in a confined space and the concentric part of my article concerns the clutch spring holder assembly KC40/2AS. It has now been re-finished, by grinding the bore concentric with the outside thread and the inside back face was re-finished at the same time. The sleeve gear nut C5/2 was also re-finished on the sleeve diameter, concentric with the internal thread and finally polished to a bright finish.

The Spring Holder 2AS was machined from a new type of nylon/plastic called Sustaglide, which is impact proof and also self-lubricating. This is machined for an interference press fit in the clutch spring holder KC40, to produce a solid assembly. The bore was machined concentric in the final operation, for a close sliding fit on the sleeve diameter of C5/2.

On assembly 12 springs are used in my nine plate clutch, fitted to the 12 prefix gear box on my R/S KSS. 12 springs reduce the high pressure on the matching spherical chamfers of the thrust bearing assembly MAS/57. This is important because it has to perform all of the re-alignment work, now that the clutch spring holder KC40/2AS is located positively in line. The photo (right) shows the Sustaglide 2AS for this machine after drilling, awaiting machining of the internal and external radii.

The clutch springs all sit level in the clutch spring holder KC40 and their performance is improved by using sliding dowels, fitted inside each spring. They stop distortion under pre-load and also bending over, while being tightened.

Finally, the clutch spring holder assembly KC40/2AS engages on the sleeve diameter of C5/2, which prevents any tilting of the clutch plates - and every time the clutch is operated with the motor stationary! The plates lift off parallel and free to turn without delay. Normal clutch adjustment can be carried out, using the standard rod with a flat on one side.

I would be interested to hear members’ comments on this modification.
The previous owner of my GTP (an ex RAF Spitfire Pilot and then Analytical Chemist) one day in 1954 rode the bike in to work (a Royal Ordnance Factory) and proceeded to ‘improve’ various parts/functions.

He had decided that the method used to vary the amount of oil pumped into the crankshaft (by a rod) placed a sideways load on the carburettor’s throttle slide and thus caused it to wear excessively. He designed a throttle cable twinning device and tucked it in the gap beneath the petrol/oil tank and clipped it to a frame member. Cable adjustment was included in the twinning device. This apparently worked well. By 1965, when I joined the Department, he had lost interest and the machine languished in a disused building on-site.

In the 70’s we had to vacate the Buildings and he gave the bike to me. Here the purists will throw up their hands even higher in horror. In my ‘fettling’ of the bike in the ’70s I removed the device because the cable adjustment was too fiddly and instead used a twin-carburettor twist grip, running the two cables in parallel. Thus it remains.

I have no idea what alloy(s) the device is made of but to this day it shows no corrosion. Should any Member require its full dimensions I will endeavour to supply them.

I will finish by saying that I used it one year, from Spring through to Autumn, to daily commute 30 miles each way to work without any problem. I then lent it to a friend when his bikes were off the road with ‘mechanicals’. There were no problems that year either. Shod with Speedmasters, it would ‘see off’ any similar sized Japanese bike of the time by its cornering capability.
D.I.Y. PANNIER FRAMES

As I could not find any original pannier frames for my 54 MSS I thought “Why not make my own!”

Leather pannier bags were sourced from Hitchcocks the Royal Enfield parts specialist at £85 each + vat (Part No. 93181A). They are made in India from 4mm heavy grade leather, and look very close to the original bags supplied to Velocette. The bag dimensions will determine the final frame sizes.

For the frames you will need about 4 metres of 12mm bright round bar, costing about £25 for 2 x 3m lengths. Make a wooden former if necessary to get bend centres the same distance apart. For the top connection use a piece of 12mm bar drilled out 7mm and cut to 20mm. For the pillion footrest bracket use 3mm x 20mm flat bar - any thicker than this and you will require longer footrest hinge bolts.

After the loop sections have been bent and before welding, drill and tap the top rail ends ¼ BSF to accept the cross rail (use of a lathe for this procedure is preferable). Carefully set up, then tack weld the support brackets and frame loops, making sure both sides are in line and level, before making the cross rail.

For the rail, put a 20 degree bend in a section of 12mm bar, then machine or grind a flat on each end. Measure the centres and drill 6.50mm clearance holes for ¼ BSF machine screws.

Of course this is just a simplified guide! Pannier frames seem to be going for over £100 so making your own is a bargain!
The purpose of writing this story is to try and get local members to release any bits which might be suitable for other members' projects. Examples which spring to mind are band type primary cases, which owners have replaced with screw type. Many members have replaced mild steel fittings with stainless but have kept the old items. I have already been given wheel spindles which are perfect for the job.

Over two years ago I had occasion to solve a mysterious problem on my '34 MOV by obtaining a complete iron MAC engine. At a very late stage of engine swaps I discovered what my problem was, but by now it was too late - I was all fired up to fit the MAC engine.

When finished I was left with an MOV engine. Complete. Together with a suitable gearbox, clutch, primary chain, exhaust pipe and silencer. I blew hot and cold regarding an attempt to cobble another old Velo together, until a friend gave me the final push, by obtaining on my behalf a suitable rigid frame as a 'thank-you' for work I was doing for him. Leading on from this, I took the MAC to an old vehicle get-together at the Willington Dovecote. It was here that I met Roger from Biggleswade, who owned two Velos, one of which was a '52 MAC, identical to my first Velo bought when I was a 17 year old apprentice. Cutting a long story short, he had bought his MAC with black painted wheels (original) but he did not care for them, so replaced them with chrome rimmed wheels, keeping the originals which I now have bought from him.

Having located a side stand I am busy making all the engine plates and the battery carrier. The main problem areas would appear to be the petrol and oil tanks. I am still in shock from the £400 asking price for the Webb girders at our recent club night. It will have to be teles, but these are not easy to come by.

To all intents and purposes this seemed like a good start, and so it was - however, it is surprising how quickly the parts you have obtained are assimilated and you come to a dead stop. Obviously there are some items that are easily purchased - tyres, tubes, chains single seats from India and various items made as replacements in stainless. Those are the easy bits: it is when you start looking for mudguards, oil and petrol tanks and various pieces of tinwork that the difficulty factor builds up.

You also need Lady Luck on your side, and I will give an example. Our Woburn Newsletter is despatched far beyond the club members locally and one such person resides in the Norwich area. He had seen my plea for parts and rang me up to say he had an oil tank I could have. A price was agreed (very reasonable too) and within a matter of a few days a parcel arrived with an excellent tank primed and ready for its top coat.

It is this sort of thing that fires you up and helps you travel the
extra mile to try and get the other much needed parts. These fall into the category of *unobtainium* and there are times when this appears to be the case. Unfortunately, just when things seemed to be going exceptionally well, Lady Luck deserted me.

Having just left home on the MAC powered MOV and on my way out for a pleasant afternoon ride, there was a subdued bang down below. Being an eternal optimist, I put it down to running over something (I should have learned from the French Concorde crash) but not so.

There were no further mishaps, and I carried on to visit a friend. No further problem was encountered as my journey home commenced but this did not prevail for long. There was another clang and the clutch cable now hung limply from its lever.

As my journey home was reasonably short, I decided to press on regardless in what was probably second gear. Unfortunately this option quickly vanished when there was an almighty crunching sound and all forward movement came to an end. Rather like those people who suffer an acute personal injury, and are reluctant to look at what they have done, I did not want to gaze at the bike’s nether regions. Like it or not it had to be done, and, to my horror, a crack was visible all the way round the gearbox casing and the kick start housing was preparing to jump ship!

I will not burden readers with all the efforts required to rectify this mess (including getting home) but needless to say, I did not give in and sell the MOV in its sorry state. I set to and rebuilt the gearbox with a replacement shell and end cover.

If you are wondering what caused the trauma I will tell you. The screwed ring holding the sleeve gear bearing in its housing had unscrewed, allowing the lay shaft to move out of alignment and jam things inside the box.

Things are back on track again now with the MAC, and I have had a further stroke of good luck. Back in a Fishtail some time ago, I optimistically placed an advert in the wanted column and from this I received just one reply, but how productive this has been. My contact was Wayne Coulthard the Overseas secretary for the VOC, and he has been of immense help, providing me with quite a number of much needed items: petrol tank, brake pedal, rear brake hub assembly, MOV gearbox end cover plus other parts as well.

Since this article appeared in our Woburn Centre Newsletter I have obtained most of the remaining items that were needed and have actually ridden the bike. Although the clutch on my MOV is ostensibly identical, the one on this MAC is so much better – completely smooth changes, no noise, unbelievable. There has to be a reason but what that is remains to be discovered.

The final push will be the fitting of lighting equipment and appropriate guards. This will put another Velocette back on the roads.

*Hmm, more Velos must mean more members, then? – Ed*
HALL GREEN’S ‘VALUE ENGINEERING’

Brian Ling

During the 1960s Hall Green slipped in some penny-pinching ‘savings’ which were not immediately obvious to the customers.

**Brakes:** The ‘Special’ models used some alternations to the brakes by using pressed steel for the alloy items fitted to the up-market VM and VR models. It seems they disguised the cast iron single sided drums used on the MSS and MAC to appear, at a glance, similar to the cast alloy full width built up units. They also fitted these cheaper items to at least one Venom model which I noticed when assisting the owner to get his registration numbers back from Swansea.

**Rear Hubs:** I’ve been told they even sank to omitting the three small tubes from inside the full width rear hubs so when you tried to remove the clamping nuts with your box spanner or socket, they were inclined to drop down into the interior of the hollow hub. Imagine the struggle to retrieve them! And all for no more than a few coppers saved.

**Frames:** A long term Veloman friend of mine had a frame breakage in the lower joint between the vertical seat tube and the smaller diameter horizontal item at the base of the frame, where the centre stand resides. To our surprise, the frame was cheapened by modifying the lugs where the two tubes joined: the vertical tube was, to use a carpentry term, ‘birdsmouthed’ over the lower one and poorly welded to it. The weld had parted under the lateral loads from fitting a sidecar. In the ‘60s my Venom broke the front mounting of the rear mudguard to the frame: a piece of strip steel had been substituted for the elliptical shaped two bolt fixing of the original (better) design. These dodgy moves were made in the ‘60s so, if you’re in the market for a frame, be warned.

**Tank Mounting:** More heartache came post-war when Velo’s changed the petrol tank mounting from a brazed on framework on the downtube to the ‘ears’ common on later models. This heartless joke gives us the chipped paint to which we’ve become accustomed, and to the cracking around the rear ‘ears’ of my MSS. My ’39 KTS tank came off with ease and was fixed from below through the above-mentioned framework – no chipped paint!

**“That twisted strip of metal”:** I’ve saved the worst ‘til last… This is the sad piece of bent strip steel with its specially loose rivets to enable 3 dimensional movement inside the gearbox footchange linkage. The original design was clever, neat, long-lasting and smooth in action. It, of course, required several machining operations, which the bodge did not. The Montlhery mechanic, (Frank Pares?) had the good sense to take a ‘proper’ end cover with him so that he was able to replace the failed bodgery quickly and ‘Save The Day’. Bertie Goodman should have given him a gold clock, or at least a tanner an hour weekly rise.

Still, nothing is perfect and I’m still a sucker for the make after many a year.
IT ALL STARTED WITH A PAIR OF HUBS...    Colin Wilkins

In FT 433 Alf Coulter sent a picture of his immaculate Blue Venom Special and asked if anyone knew the history of his bike. Although I don’t know its early history I can enlighten him on its life post 1984. As the factory records show, it is a 1960 Black and Red Venom invoiced on 8th December 1959 to a dealer in Ebbw Vale. It was subsequently sold to a Mr Cawer of Monmouthshire on 29th March 1960. XAX is a Monmouthshire registration series beginning in 1960.

My first knowledge of it was when my friend and former member John Woolacott was looking for a ‘project’. He wanted to build something different and not too expensive to compliment his smart Venom Clubman. The first find was a pair of small full width hubs which were unfamiliar to John and he asked me what they were from. I explained that the ‘Special’ models had these hubs and a blue or black finish and were almost totally devoid of chrome. The hubs were about an eighth of the price of normal VM/VR hubs so a plan was hatched to build a ‘Special’ model which could be done on a limited budget as chromium plate, as we all know, is one of the biggest expenses in a restoration.

He found XAX 892 as an engine, gearbox and frame. All other parts were missing but it was at the right price! Next came the search for those elusive parts at the usual and sometimes unusual auto jumbles. Many of the missing parts were supplied by auto-jumblers such as Ray Thurston and a stash of parts which Geoff Steele was selling on behalf of the Club which had been purchased as a job lot from Cumbria. I particularly remember we found at Founders Day a headlight cowl with small speedometer hole and on the same stall the correct small speedo as fitted to Specials, both items brand new - this would explain your bike’s 16,000 mile reading! The National Motorcycle Museum were able to advise on the colour as they had restored a two tone Vogue and we reasoned that Veloce would have used the same shade (I mentioned this in my letter in FT 433).

John completed all the paintwork himself which by the way was all done with specially mixed aerosols and as you know some 30 years later it still looks pretty good. John’s trade is as an antiques restorer and he even made a set of rollers to re-create the alloy tank trims!

The bike was completed in 1985 and later that year or early 1986 John sold it, along with his Clubman I believe, to a dealer. The next time I saw it was at the National Rally in 1990 when it won a second in
the Concours owned by a Mr D Matthews. The judges that day were Grahame Rhodes, Jack Passant, and myself. Jack Passant, who was a top works mechanic at Veloce, said that despite working at the factory for many years he never knew Veloce made Blue Specials!!

Fast forward to 2012 and what I thought was John’s old bike appeared on Ebay but by now was listed as an ex-factory show machine. Later that year I was on holiday where the bike was for sale so I visited the seller and was pleased to confirm it was John’s bike. Unfortunately the seller was not present but I did have a long telephone conversation with him regarding the bike as it had now acquired an extensive history with lots of articles and pictures purportedly showing it at various shows, despite no factual provenance, the Venom having been built in 1960 and the Show reports being from 1962 onwards. Apparently the last owner had assembled the history in his 16+ years of ownership. I explained my knowledge of the bike’s build but obviously the seller chose not to believe me (maybe because it was not in his financial interest). In January 2013 the bike was featured in the Classic Motorcycle.

The preceding is what I know of this bike’s history and I hope it does not detract from Mr Coulter’s enjoyment of it. To set the record straight – the Venom and Viper Specials were introduced in November 1962. Factory records show VM5270 as the first Special and was the Show model later dispatched to Billy Wing’s dealership in Nottingham.

SMOKE SIGNALS

Dave Masters

It’s a while since I sent a signal to you two-stroke lovers out there in Veloland. Those of you who have bought a copy of the VOC ‘Velocette Register’ by Colin Goodwyn will know that the club has received details of 120 overhung crank Velo two strokes owned by members over recent years. Spares to keep them going is an issue for us, but we are a resourceful lot.

Steering Races: Apart from a couple of overhung crank Velos I have also been running a 1938 GTP. It handles well but slowly developing quirks can creep up on you without notice. Slow speed riding in traffic became a bit of a chore, the forks centred too readily when wobbling along. Lifting it off the ground I found there was clear wear in the headset, so this winter I took the forks off for a simple job of replacing cups, cones and balls, fully expecting to find parts which match the MOV and MAC. But no, even in 1938 they were still fitted with races where the balls run in semi-circular grooves top and bottom, replacements were not readily available and an advert in Fishtail produced none. Groves had none in stock, but Mike said if I can send him my originals he would have a batch made up. A while later I received my set of F31 and F32 races, three of one and one thicker F32 for the bottom bracket. These only use small 3/16” balls which probably contribute to early wear which I now know afflicts a number of GTP’s
still in use today – so get onto Groves while stocks last. Out of interest I looked up the part numbers for the earlier overhung crank Velo head races and three are identical, dating right back to 1920 and the Model D, it may be that the fourth race is adaptable too, but I have not tested this yet.

**Clutch Corks:** Maggi and I took our Velo two strokes to the wonderful Kop Hill Climb last year but Maggi’s clutch wore down to the bone on the fourth run. I took her EL3 off the road and within a week the 3/8” diameter corks had been replaced for £15.

**Exhaust Stub Nuts:** A recent advert was asking about exhaust pipe stub nuts for the overhung crank two strokes. I have found that Bantam D1 and D3 nuts do the job and don’t look too out of place.

**Inverted Lever Cables:** Cables for inverted levers can be made up with detachable nipples at the lever end and I carry spares made up from the pins off 13 amp plugs. I just cut the end off with the hole and screw and file them into shape. Use this idea with discretion as safety is an issue with this method.

**Ethanol:** With flat tankers of the vintage period we have found trouble with the use of 95 octane petrol as it contains water-attracting ethanol. Water sinks in petrol and, if left, will rot the tank base and cause blockages in the small jet carburettors. My understanding is that most of the 97 octane super petrol is still mostly ethanol free so I use this at about 10p a litre extra and no messing with additives. So far it seems to be working but I still empty tanks over standing periods of a few months or more. I am not technically trained and all the above should be utilised with care and consideration.

**Out and about:** This year Maggi and I are aiming to ride in the West Kent Run, a brilliant weekend event with evening entertainment in a beautiful setting. The VOC National Rally is another good weekend event which makes the longish trip up from the south coast very worthwhile. Those who follow the Saturday run out enjoy some well-chosen venues. We don’t have a VOC centre near us in Bexhill on Sea so our social motor cycling mostly involves the VMCC and SMCC. Never-the-less we all manage to meet up at the May Day Hamstreet event run by the Kent and Sussex Section, a lovely ride over the Romney Marsh levels. Summer is coming, get your bike out and leg over while you can, there’s no better hobby for us who enjoy the open air, travelling in wonderful countryside and meeting with like-minded people. What better than to do this on an old Velocette?

On a personal note I very much want to welcome my dear friend Pete Holden back into the Velocette fold. After many years adrift he has now got himself a find 1936 KSS up in Norfolk. Back in the 1970s Pete was a very active rider with the Dorking Centre. I am sure many of you will remember Pete, but things happen and we drifted apart. However about 10 years ago he found my address and we’ve been best of pals since. Great to have you back ‘Big Nose’.
Following a major change in my life during 2014, keeping busy suited me as a way of coming to terms with my different situation. Having this policy, I did not need that much encouragement when a local friend, Peter Thomas, suggested re-starting my Sprinting activities. Although Pete owns a MkI KSS, he has been competing with a 250cc BSA and has an OK Supreme JAP undergoing a rebuild for sprints. This was to be my MACs third conversion to Straight Line trim, previous periods being 1980-1983, 1999-2002, then it was used for Historic Road Racing by Stuart Balnaves from 2004-2009. As I had parted with some of the items for sprint work, these had to be remade. The Velocette front forks and 7” front brake from Stuart’s circuit racing were retained, as were some of the parts of an engine he had used. I fitted the cylinder head Jack Gooch had modified to have a 20 degree downdraught inlet port with an 1.1/8th” bore chopped monobloc carburettor to suit this. The bike was to be entered in the pre 1960 350cc Vintage class. National Sprint Association rules are different to those of the BHR, the racing arm of the VMCC.

In the MAC’s previous Sprinting incarnations, I had used girder forks, iron cylinder heads and methanol fuel. The best time with that set up was 15.38 seconds with an 86 mph terminal speed. For 2015 my aim was to try and get below 16 seconds using petrol with a drop of Tetra Boost additive as we had used for road racing.

To the casual Sprint spectator, it looks easy, especially if the machine has a powerful engine (obviously a Velocette!). However, to get a good, i.e. low, time that engine power has to be turned into grip on the track at the start, without losing control, no wild wheel spinning, letting the engine revs go too low, and hopefully no huge wheelies! Quite a lot to think about in a very short time, and you have to be ready to change gear as max revs are reached in the gear you started in... It is not something you practice very often unless you chance your arm at traffic lights with a road bike!

I sorted out getting a competition licence, and in 2015 I rode at four two day meetings at Weston Zoyland, a disused Somerset airfield runway, a venue I first competed at in 1982. Having been away from sprinting since 2002, my starting technique was very rusty and it took me a long time to get a reasonable
getaway sorted. My times did gradually reduce from a first run 19.32 secs 72 mph to a best 16.04 seconds at the August event, with a terminal speed 82 mph. Stuart B had been helping me at the meetings so I asked him to ride the MAC on the Saturday of the October event.

His Father, Ron, had competed at the August meeting with this MkIV KTT and enjoyed himself, so he entered again in October. He and Stuart managed to run against each other several times with Stuart being quicker most times. I took over on the Sunday and had to press on to be sure I was faster than the boy! The only other Velocette to take part was Woburn member, Mark Huggins, who had a couple of good runs in June, but was hit by gearbox gremlins in his Venom.

I certainly enjoyed myself, and only missed one run during the year when a rocker clamp bolt sheared. The highlight came during my stint at the October event when I was beckoned to the start line to run against sprinting legend Henry Body who was riding his 250cc Triumph JAP. Despite my 100 cc capacity advantage, Henry beat me by 0.57 of a second. He then told me that it had been his last competition run. At age 80 he was having difficulty getting a competition licence, so very reluctantly was calling it a day. I have known Henry for a considerable time but felt very privileged that he had requested me to compete against on that significant run. I had no idea it was to be his final sprint ride until afterwards... Interestingly Henry had previously used an MOV Velocette in the 250 cc class and told me he thought it was a very good engine, sometime later I visited Henry and was shown this motor, now back in a road bike.

I have written before that, while sprinting is, perhaps, an acquired taste, a good time can give a real sense of achievement. It is also quite accessible, as with certain restrictions, it is possible to obtain a one day competition licence if someone wants to ‘dip their toe in water’. As to a suitable machine, in the past I have used, in addition to my MAC, a Viper and my 1952 road-going MAC. Both were in full road trim. As you are actually only racing against yourself, i.e. trying to better your previous time, the machine you use can be whatever you choose. If further information is needed, contact the National Sprint Association, an extremely friendly group at www.sprinting.org.uk.

PS. Many thanks to John Hannis for unknowingly suggesting the title during a conversation last year!
My father, James Alexander, was born in Ayrshire Scotland in 1908. The family moved down to the southeast of England soon after he was born, firstly to Middlesex then a few years later to the farm near Ashford. It was here that Jim’s interest in motorcycles and speed was awoken, riding his elder brother’s motorcycle long before he was old enough to have a licence! In the 1920s the family moved again to a larger dairy farm at Hadlow, near Tonbridge in Kent. His father, my Grandfather, was totally and implacably against Jim’s desire to race. His only concession was to allow Jim to build a piggery unit on their farmland. No help was offered for building materials, labour, the purchase of the initial breeding stock, laying on of the water supply, or feed stuff. However, in spite of the obstacles and opposition, the piggery was obviously successful enabling Jim to buy his first KTT from Frank Arrow of Arrow Motors in Sidcup.

Jim and Frank became lifelong friends with Frank offering to tune and set up the KTT for grass track racing. Clearly, from the very beginning Jim was a very talented rider, winning many awards in 1932-1933 at grass track events in Kent including some at a natural grass ‘bowl’ at West Kingsdown found by fellow riders - we all know what that turned into!! Clearly Frank knew his way around a set of spanners - the racing adage: “to finish first, first you have to finish”, was as true then as it is today. In 1934 Jim decided to take on the ultimate motorcycle racing challenge, the Manx Grand Prix. Again Jim bought a new 350 KTT from Frank Arrow, and again Frank tuned the bike for this gruelling event, entering both Junior & Senior races.
To even reach the Isle of Man in those days was an amazing story in itself. The race bike was loaded on to, I think, a BSA sidecar outfit with the body removed. His younger sister, Mary, my aunt, rode on the pillion seat the 200 miles to Liverpool! At race days she organised the paper work involved and wrote the lap times in the Programme which I still have. Jim finished 8th in the Junior race at an average speed of 69.84mph. Unfortunately I don’t have any record of the Senior race other than I know that he finished. [10th at 71.32 according to www.manxgrandprix.org. - Ed].

Obviously the piggery was doing well and Jim entered both MGP races in 1935 finishing 11th in the Junior at an even faster speed of just on 72mph - quite extraordinary. Mary accompanied Jim again on the pillion of the BSA. Frank and Joyce came by car, carrying tools and spare parts, etc., with Frank looking after the fettling and tuning before and during the meeting. My knowledge of the Senior race was provided by Aunt Mary many years later.

It appears that he was riding very well until the third lap, when he sideswiped the stone parapet of Braddan Bridge. The impact knocked him off the bike and he lay unconscious on the road. Quick thinking Marshalls and spectators rushed to pick him up before any other competitors arrived. They carried him into the adjacent churchyard and propped him against a tombstone. When he regained consciousness a few minutes later, he did wonder where he was! A spectator next to him gave him the inevitable cigarette and he passed out again! He was given a medical and pronounced OK apart from a few bruises, scratches and a headache. He was very lucky to survive as so many over the years did not. The KTT was a total wreck (I don’t think there was any insurance available in those days) and I am sure that that brought his motorcycle racing days to an end,
together with pressure from his father to stop racing.

From the early 1950s it was always a thrill for me when we went up from Hadlow to visit Frank and Joyce at Arrow Motors. I spent hours looking at and sitting on bikes in the showroom, and watching the mechanics working. I imagined myself one day racing motorcycles - clearly those days sowed the seed for racing. I was never brave or talented enough to race motorcycles, although 12 years later I did go on to race cars. [Ian had a very successful career in the '60s, racing minis and his own Diva GT, and later, in Australia, where he now lives. - Ed]

When Frank and Joyce visited us all those years ago I was always fascinated hearing Jim and Frank reminiscing about racing. Just a couple of incidents I can remember, of course, is the sheer speed - by keeping the throttle wide open for long periods - down Bray Hill, Sulby straight and up and down the Mountain - no wonder he kept two fingers on the clutch lever. I don’t know how fast a 350KTT was capable of, but clearly he must have been carrying huge speed through the fast curves to Ramsey and down to the Bungalow to average 70mph. I do remember them talking about how vitally important it was to avoid touching a kerb!

Sitting in the lounge as a 12-14 year old hearing all the stories was something I always looked forward to. I do remember Dad saying he instinctively took his hand off the handlebars when he got too close to a brick wall and on another occasion raising his head to one side to avoid touching a granite stone wall - talk about commitment! Now, much later in life, I understand how my Father felt on his first lap of the Isle of Man - the most dangerous and demanding circuit in the World. It is exactly how I felt on my first lap of the Nurburgring.

The photos are of his MGP replicas and cups & trophies [not shown - Ed] in 1932-33 from events organised by the Ashford Motorcycle Club, Maidstone & Mid Kent Motorcycle Club and the Sydenham Motor Club.

Does anyone in the VOC know if any of my father’s KTTs survive?
GOOD TASTE?

Thought you might like this as an example of good taste. Charles and Ray Eames were celebrated avant-guard interior and furniture designers, made most famous by their 1956 easy chair design, which is still being produced at very high prices (£3k plus per chair!!!).

They are pictured here on their choice of transport in 1948, a KSS no less. How did the Americans find out about Velos in the immediate post war period? They could be and can be so parochial about everything. Did they know about the Velo racing success with cammys at that time?

WHERE IS IT NOW?

MAC GFB 151 (Horlicks?)

Rob Young, who lives near me, used to have a MAC when he was a student. He came round to the house the other day with the attached picture and the following note:

“Ken, as discussed. Herewith a photo of Velocette MAC GFB 151 taken in Linden Gardens, Notting Hill Gate in about 1963. The bike used to go to Chalfont St Giles from Portsmouth on regular weekend runs. Never let me down until on the very last trip, having finally left college. It went very sick near Gerrards Cross - the piston detached itself (I think). I pushed it to someone who did up bikes in his shed to sell. I think he gave me £30 as I couldn’t afford to have it repaired, unfortunately. I think it was originally registered in Bath and I often wonder whether it still exists.”
Riding for Health

Jeff Waller

I know it sounds similar to ‘Riders for Health’ that the Grand Prix circuit does all year and every year but we did our little bit earlier this year. Our small group of riders often go on a ‘cultural visit’ to some museum, historical building or church. On this day we visited Fontilles just on the south side of the mountain where we live. Within walking distance from home we can see the perimeter wall that surrounds the ‘village’. Why a wall? Well, Fontilles is a Leper Colony. Not strictly true - nowadays it’s called a sanctuary.

In the late 19th century, would you believe, Leprosy was rife in this part of Spain. Probably, like me in your ignorance of the disease, you thought it was only in and caught in Africa? Wrong! You don’t really ‘catch’ it - you’ve probably seen ‘Ben Hur’ too many times. If you can imagine watching a Robin Hood film where the men of the forest could only exist on what they could poach. Anyone caught and they were in jail, or worse. It was similar here in Spain with the landlords. You’re between the devil and the deep blue sea. Feed your family and risk jail, or starve - which is what most people did. And that’s the problem - malnutrition. It’s not like catching chickenpox or measles. Today you can be treated and in a year be free of it. But back to the 19th Century...

Father Carlos Ferris & lawyer Joaquin Ballester decided to do something about the poor people and four locations were short listed, Andalucia, Canary Islands, Galicia and, as most cases were in this area (Alicante), it was an obvious choice. In 1902 the building was started and the first 8 patients were admitted in 1912. As the years went on some tried to get out and others (malnourished) tried to get in, so a perimeter wall was built.

As early as 1916 the Sanatorium suffered severe financial hardship and relied heavily on private funds and donations. In 1927 the Government established The National Institute School of Leprology at Fontilles. In 1929 a new ward opened and called the ‘Father Ferris Ward’. The in-patients came from Alicante (120), Valencia (110), Castellon, north of Valencia, (10), and odd ones as far as Malaga in the south and Granada.

Over the next 50 years Fontilles became world famous for its treatment and funding of treatment centres. Africa ‘only’ has serious problems in The Congo, Mozambique and Ethiopia, far worse is Brazil! They can hold a football World Cup but can’t treat 25,000, yes that’s TWENTY FIVE THOUSAND Lepers. India can send rockets to the Moon and has a stockpile of ICBMs, but has a QUARTER OF A MILLION sufferer’s from Leprosy. Fontilles sends doctors and money to both countries!

We had a guide and there was no charge so we made a donation from our funds. Hope this enlightens a few misconceptions about Leprosy. For more information go to http://www.fontilles.org
Several Membership Application Forms were distributed during our attendance at the Bristol Classic Show, Shepton Mallet, in February. I welcome and wish to thank the recipients for their interest in the Velocette Club and look forward to meeting those who joined the Bristol Centre at one of our Tuesday Club Nights at the White Harte, Bridgeyate, or on a Club Run. We're a friendly bunch, so do join us for a pint and a natter! “Out of the darkness, came light” which was appropriate for Easter Sunday morning which started off with the wind and rain as experienced the previous day, but the clouds opened to reveal glorious sunshine and a brisk breeze at around 10.30 am. I coaxed the Velocette out of the garage and rode to the first run of the year at the Chew Valley Lake Cafe. Unfortunately, Peter Fielding and I were the only members to attend, so following an hour’s chat, we both went our separate ways. Don’t forget: “A bike on the road is worth two in the shed.”

On the Friday 19th February we again returned to ‘The Green Dragon’ for our Annual Dinner. So, members, wives and friends gathered together for a good nosh-up. Down on numbers this year, but everyone (as far as I know) had an enjoyable evening. Many thanks to Norman Archard for arranging the booking, plus a thank you to Pete & Jan Merrick, our raffle masters, for arranging the fun and games!

Our AGM was on the 9th March at the ‘Ship’. Twelve members squeezed
around the big round table. Proceedings started with the election for this year’s committee: Chairman - Pete Merrick, Social Sec - Alan Morris, Treasurer - Norman Archard, Web Master – George Coates (so, no change from last year). It was decided to include October in our 3rd Tuesday of the week runs. However, August and October are still vacant - any volunteers? Many other events were discussed and Pete Merrick has e-mailed a full AGM report to Chelmsford members. If you are not on Pete’s list, contact him directly, please (see above).

On Sunday 13th March I thumped over to the ‘Ship’ on the Venom for our monthly meet. The weather was reasonable so a selection of various machinery was present. We welcomed new member Ron (sorry I don’t have your surname!) on his early MAC. Those also in attendance were John C, Dave F, George C, Pete M, and Bernard S. Unfortunately I missed out on the Pioneer Run on Sunday 20th March. However, members that supported it were Norman Archard, Pete Merrick, Bill Fagg, Graham O’Connell and Jeff Duffy.

Keep checking our Website for runs & meetings. Safe Riding

DEVON & CORNWALL

Mike Williams
mikewill2@blueyonder.co.uk 01392 877 666 (evenings)

No surprises at our AGM on 11 March at the ‘Exeter’ in Thorverton, your Centre committee remaining unchanged: Chairman David Childs; Treasurer Will Wells and Secretary Mike Williams.

Reports were brief and there was some discussion about the draft programme for 2016. I shall circulate the final programme by email to everyone for whom I have an address. If you would like a hard copy please send an SAE – we could very quickly exhaust our limited funds on postage at today’s rates. If you have email but don’t get my messages it’s because I don’t have your details.

A last reminder of our ‘Moor to Sea’ Run on Sunday 1 May, starting from Lifton Farm Shop PL16 0DE at 10:30am. Fingers crossed for reasonable weather – the views can be spectacular! I know this date clashes with the VMCC Relay Rally, but such is life in summer – there is always something else on! Please come and support your Club and Centre.

In advance of my forthcoming trip to France (and after a large nail through the rear tyre) I decided to fit modern tyres to the rigid MSS. I’m rather glad I did, as I realised the ribbed Dunlop front tyre probably belonged in a museum and removing it revealed quite a lot of rust on the inside of the rim, which I’ve treated. At the Shepton auto-jumble I was impressed by the racks on offer from Parkwood Products and have ordered one for the MSS, hopefully in time for France as a trial before the LE-JOG and back trip. I’ll let you know how it turns out.

May meeting at the Honiton Inn, Awliscombe. If you can, please support Brian and Shirley’s open garden event on 28 May too – this year in aid of the Chestnut Appeal for prostate cancer. Enjoy your Velos!
On our Club night on Monday March 14th, the guest speaker was John Bottomley, who gave a most interesting talk on the building of Brooklands Race Track near Weybridge Surrey in 1906, accompanied by actual photographs taken at the time. This was the very first race track built anywhere in the world and constructing it with banking and tight curves led to all sorts of problems: the ground really wasn’t suitable at all, very wooded and with a river crossing from one corner to another, requiring two bridges to be incorporated into the plans. The timber came in useful for shuttering for the banking. Concrete was to be used for the track surface, but this material had never been used in this manner before and the navvies had no idea how to mix the correct grades, especially for the steep gradients. After a while, with the weight of the monster racing cars, the track soon began to break up. It must have been a most difficult task but with nearly 2,000 navvies on site towards the end of the project it was completed in eight months. This was also the first time that steam driven earth movers and traction engines were used for such work. A siding was laid from the main railway line to bring in heavy equipment. The whole site would probably have fallen into disuse after a few years but the MOD took over for testing of military equipment during the First World War and they were obliged to maintain it and then hand it back later.

On Sunday 20th March, seven riders met at Rykas cafe on the A24 in Surrey for a ride led by Nigel Firth through the country lanes to Handcross to salute the gallant riders participating in the Pioneer Run. Our own Roger Catt came by riding one of the oldest Velocettes. We met several other members of the club who had made their own way there and as always it was a most interesting day out. Unfortunately it seemed to turn rather chilly by early afternoon and, as most of the riders had gone by, we also turned for home.

First of all a big thank you to our previous secretary John Fear who is now our chairman. We meet at The Owls Nest in West Parley third Monday of the month. A long way for some people to come, so if you want to meet somewhere more central to our county, please let me know. Every Tuesday evening during the summer we have Poole Bike night down here but there is an alternative at Cranbourne that could be a good meeting point. Watch out for emails.

Brooklands 8th May, I intend riding from Poole, so if anyone is interested in accompanying me, please let me know. Lastly the Bob Foster run will be on Sunday 2nd October.
Our Annual Dinner, on March 4th at the Rancliffe Arms, Bunny, was well attended. The carvery was excellent and the evening was sociable and entertaining. Our well deserved trophy winners were: Robin Fordyce (The VENOMSS Trophy), Nigel Lines (The All Weather Cup), and Bob Higgs (The Challenge Trophy). Well done to all our winners and a big thank you to all who attended. It was a superb night which would not of been possible without Mike and Yvonne Lawrence’s organisation.

On March 16th we had a talk by Graeme Hardy who is ‘George Formby’ at many events in the UK. It was an amazing humorous talk for our packed room full of members. A big thank you to Peter Pares for organising the event.

Our 5th Annual Peak Tour takes place this year on June 22nd. It is open to all VOC members, so make a note in your diary and participate in this superb event. Safe riding.

A good turnout for the February club meeting at the Creg, and nice to see those lucky people who winter in warmer climes back on the Island for summer, when at least we know the rain will be warmer.

It was nice to hear of members’ winter rebuilds and various bike projects. It’s interesting to learn how sophisticated even the average workshop is becoming. There was a time, not so long ago, when an eight by six garden shed was the workshop, a single 150 Watt bulb sufficed for illumination, and the nearest thing to a machine tool was a hand operated drill. It’s not unusual now to have double garage space, compressor, hydraulic bike bench, lathe/miller and almost every tool driven by a rechargeable battery packs. It’s wonderful!

I’ve just sourced a replacement Monobloc carb for my MAC, as the one I was using was a hybrid of bits and pieces I have collected over the years. Starting was excellent (always a bonus) but it was too rich at the bottom end and pretty worn. Discussing the jetting of the carb with a fellow member at the Creg, comment was made on the ‘quality’ of petrol these days. Someone chipped in with a comment about the ethanol additive, but it was pointed out that petrol in the Isle of Man is ethanol free. I bet you didn’t know that!

Early March was our first Club run of the year with the route set by Bernard and Mike. Bernard, still getting over the after-effects of food poisoning, wasn’t fit to ride but joined us at the start and finish. A good turnout of a dozen Velos and not a bad day for a ride down south and finishing at St Johns.
Not much to report this time of year, The Ashford motorcycle show is on bank Holiday Monday, which will have been and gone by the time you read this. Harold Beal, Nick Pearce and myself will be manning the VMCC stand. Our theme this year is vintage vee twins - Nick has two vintage twins: a circa 1900 Husqvarna and an Indian. Chairman Frank Mitchell, has a early Harley Davidson with a foot clutch, which frightened the life out of me when I tried to ride it, with all those CCs compared to my little 350 MAC. This show is usually very well attended, with hundreds of bikes on show with a big autojumble as well. I’ll report on it in Fishtail 436.

March’s meeting was full to overcrowding! Firstly to finalise dates for our four 2016 rides (see the Fishtail Events Diary), secondly to confirm arrangements for the Manchester Bike Show and thirdly to listen to a talk by one of our members on his VSO work in Africa.

Chris Grice gave us an interesting slide driven talk on his exploits as a science teacher in Kenya with Voluntary Service Overseas (VSO). He started in 1975 on his own, learning by the seat of his pants. Some students were older than him - Chris was 23 at the time! A photograph showed them posing in front of a school building completely home made (bricks and everything!) so important was it viewed to get educated. Apart from a VSO owned Yamaha DT100, the most vital piece of luggage was a 20l plastic canister of fuel dubiously placed on the carrier on top of a well used rucksack. More often than not he was accompanied by a pillion passenger. What an advert for Yamaha motorcycles! All communication with his compatriots was by letter, which was used to good effect arranging get-togethers, etc.. There was a certain amount of trust involved as timescales tended to be quite long! However, he had some interesting outings, with a hired 4x4, one to the Lake Turkana, often referred as the Jade Sea, one of the highlights of his stay.

Chris finished his commitment to VSO after just over two years in 1978. He was able to sell the Yamaha and most of his other paraphernalia to go loafing about India. Of course, the Golden Temple in Amritsar (the lake was not nice!) and the Taj Mahal (where he warmed up the seat for Diana the Princess of Wales’ lonely photo-shoot), were top of his tourist sights. Chris met some remarkable people some of whom welcomed him to their houses, even on a Christmas Day.

Finally Chris described his overland travels from India to Israel where he helped grow tomatoes until he had earned enough money to return to the UK. The last slide was of his MAC Velo – a far cry from the Yamaha.
The Norfolk Centre meet at The Gull in Framlingham Pigot may have be the last one we have there. When we first used the pub for our meet a few years ago the landlord was pleased to see us and actually provided an upstairs room for our use. With the passing of time, the pub has become more popular for Sunday lunch and we are told the room has been filled with junk. At this month’s meeting we were asked, politely, if we could finish up before 1pm. So the search for a new venue continues. Any news on this front will be posted in Fishtail. However, once again, a really good turnout of eighteen members for the meeting. Apart from the Velocette mounts there was a varied selection of two wheeled transport including Paul’s very well presented Vincent Rapide. We welcomed new/old member Peter Holden who, some years ago, was a member of the Dorking Centre, as was our stalwart member Eddie Payne.

Our March clubnight was really interesting. Thanks to our chairman John Mundey and the generosity of the Spring family from Brigg we obtained access to Nigel Spring’s complete motorcycle racing archive for the evening. While we mainly know of Nigel Spring as the sponsor and entrant of Freddie Frith and Ken Bills in the 1940’s on the works Velocette KTT’s, he competed at Brooklands in the twenties and later acted as team manager for Norton and later AJS racing activities at Brooklands. There were thousands of photos from the 1920’s to the 1950’s, newspaper cuttings, magazines, mementos and year books. I’m sure that many of these had not been seen before and it gave a wonderful insight into the motorcycle racing scene pre and post WW2. As well as our Velo club members we had invited friends from the vintage club and other interested parties for a real one off event that everyone found fascinating.

This was our last night at the Butcher Nook for a while: we will be out and about from next time starting at the Waterfront Inn, West Stockwith, on April 27.

Sunderland & District Classic Vehicle Society held their first event on Sunday 27th March at Ryhope Pump House Museum with a very good turnout. A very fine array of classic vehicles were on display, although only two Velos: my MSS and a MAC from Middlesbrough. Meetings are now on the Last Monday of the month, AGM on 25th April.
The Scottish Motorcycle Show at Ingliston was a great success, with over 450 bikes in the Classic Bike Hall. There was a nice blue and silver Thruxton on the SCRN stand as well as a Venom with engine enclosures. I managed to bump in to a few members while I was there.

A warm welcome to new members Andrew Johnstone, Bill Barclay, Ken Stephen and Paul Williams. Also a welcome back to Ron Martin for finally getting round to rejoining! I spoke to Ken, who has a long term ‘Velton’ underway, as well as a Metisse, which should be on the road in the spring. Looks like competition for Lenny Hartley! Ken is going to try to get along to the Aberdeen meetings. Bill is looking to put an electric start on his Venom. Check out the pictures of it at http://velocettescotland.weebly.com/members-bikes.html. He is asking for feedback on possible specialists who would fit it for him and any information would be welcomed.

I also met up with Paul Williams when he was down in Edinburgh. He is rebuilding his Uncle’s Venomised Viper and from the look of the finish on the frame, it will be very nice when he gets it done. Being up in Lochgilphead he doesn’t get to see many Velos, so if you are in that neck of the woods, he would love you to get in touch.

Speaking of electric starts, Jim Harkins has managed to track down a suitable Venom. He made the long trek south to pick it up and is very pleased with his purchase. He is just finishing off putting an electric start on it. As a result of the new addition, he is reluctantly selling his MSS.

Lenny Hartley has made another purchase. This time he has bought an alloy KSS engine. He might put it in his Seymour Metisse frame to make a Seymour ‘Katie’ replica. He is also looking to buy a Vogue, so his tastes are wide ranging! He has also achieved 25 years continuous membership of the VOC, so congratulations to him, though he claims he has been a member for a lot longer!

Royce Limb has managed to track down a GTP to restore, and it should be delivered to him soon. I have sent him a copy of the spares list but couldn’t find my handbook. If anyone has one could I get a copy to send on to him?

Places are filling up for the Moffat Run which on 10th and 11th of May. Looks like there will be about 20 members at this stage, but there is still time to join up. Details and forms for the run are on the website at http://velocettescotland.weebly.com/moffat-run-2016-details.html

The Centre AGM at the Robertson Arms Hotel in Carnwath on April 17 is fast approaching. We hope this can double as a ride in, but knowing our luck, it will be snowing that day! The plan is to meet up for lunch, then get the official business over with so we can have a good get together afterwards.

Dave Rankin is still working away on plans for the proposed Northern
Ireland trip around 6-9th August. If you are interested, contact Dave on info@agri-web.co.uk or me. I’ll circulate more details as they become available.

Gordon Johnston has managed to track down the opening times for the Loanhead Speedway Museum this year. For anyone who has not been, this is a remarkable place. Check out the photos from our visit last year. http://velocettescotland.weebly.com/past-events.html Hopefully we can get along on 6th November as last year. This time Gordon hopes to get to look round rather than having to go straight home with a leaking MSS petrol tank!

Sadly I have been informed that Peter Butler passed away last year. We send condolences to his wife, Margaret.

Phil Edwards  
Contact: J Richardson johnworleyrichardson@talktalk.net 01646 695 396

Spring is sprung and all the daffodils are out here in Pembrokeshire. At last we have some decent weather. Sunday, 21 March saw the 3 Amigos easter run from Pembroke dock to Pendine via a circular route through some of Pembrokeshire’s finest countryside. The run was in aid of the Children’s Ward at Withybush Hospital Haverford West. There was an excess of 300 bikes taking part including trikes. I only saw one other Velo which was a pretty red and black Viper.

Our club meet was well attended and it was great to see Brian Barrett return to the fold after his sojourn into the Badlands of Bedfordshire. Welcome home Brian. Our Landlord Mike continues to spoil us with a superb array of sandwiches. Totally unexpected but most welcome.

We are looking forward to seeing our visitors as the nights get lighter and our sign outside of the pub encourages bikers to join us. Mr Chairman has now creaked open his wallet for a new camera so you can now see the sign. We thought the New member postcards from Jeff Whitworth was a great idea.

And finally I was most impressed with the booklet that came with my new motorcycle gloves. The booklet informs me that the gloves must not be used for any other purpose but motorcycling. It’s probably to do with the plastic knuckle protectors so they don’t want them mixed up with boxing gloves. Also among the mountains of useless information was a use-by date. Perhaps if you have them too long they self destruct.

Here’s looking forward to the summer and our areas rallies round the country.
During mid-March Rod and Harvey lowered the tone of the Alcester Centre by joining in with their mid-week lunch trip to Lord Moreton’s at Cutnall Green. Unfortunately Rod was once again suffering from ignition electrickery problems, but fortunately this occurred after lunch, on the way home. Thanks go to Harvey for getting Rod back home for the trailer pick-up.

On the Friday of that week the racing enthusiasts, Jeff Whitworth and Chris Howitt, ventured to Mallory Park for the Historic Racing practice day. It would appear that a walk round the paddock was very similar to being at the VOC Burntwood Rally, as VOC members must have outnumbered everyone else present. Tony Ainley was running a test on his hands to see if he could operate the clutch and throttle (see FT 434), and Sam Rhodes was giving Bob Strode’s Venom an airing which looked very impressive, circulating very rapidly. John Bottomley had his ‘Big Mac’ in use and looked very smart indeed and although Andy Reynolds was riding a non-Velocette, he still looked good in spite of that. Bob Nichols MSS was placed strategically by the footbridge so all could see, and well worth a photo. A great day out despite it being very cold.

Whilst the wrinklies enjoyed the above mid-week excursions, ‘Billy no mates’ here ventured out on the Sunday to the Winstanstown classic bike show for a bit of post winter fettle testing and a cuppa (I can report that the Velo is going really well - so something is obviously wrong - and that the tea wasn’t bad either). As always, I managed to bump into a few of the Club’s ne’er-do-wells (I’m not naming anyone in particular, but if you think the cap fits…) and on my departure I got flagged down by a gang of members from the Wye Valley Centre, who were also enjoying the ride out in decent weather. It was nice to...

Jeff & Margaret Whitworth Jeff anxiously awaits his snap.

John Wright counting the cost of lunch...

... and mine’s settling nicely!
see everyone out from their hibernation.

The Centre held its AGM on the 15th March and the committee remains unchanged (Vic Pratley as Chairman, Derek Kitley as misappropriator / embezzler of Centre Funds and yours truly as Secretary). I did explain that I felt it was becoming increasingly difficult for me to contribute to the Centre as Secretary, but the members said they’d support my role by sending me snippets of what they’d been up to when I was otherwise engaged. So, can I thank Rod Fuller and Jeff Whitworth who’ve contributed to this report, we’ll see how long that lasts! This year, the ‘Good Effort’ Award went to Geoff Vale. Over the years he has supported the VOC not only in dealing with the Trophies and ensuring they’re always in top condition, but often bringing a little bit culture to the West Midlands as ‘Voice of the VOC Rally’. Thanks for your support Geoff.

As a reminder to all West Midlands Centre Member’s, we do have a toolkit which includes some of the specialist Velo tools (Clutch, Oil pump, trunnion shaft bush reamer and alignment etc.), thread insert kits covering the majority of damaged Velo holes, piston ring clamps, electric timing indicator kit, ratchet bullet crimp set and a few other bits and pieces. You can borrow them for a nominal fee (to replace consumables) by giving me a call (see above).

Next on the list for us is the VOC AGM at Burntwood, the Stafford Show and as we head into May, both Brooklands and the Scottish Centre’s Borders Tour. Have fun.

WOBURN
Contact: Reg Cross reg.cross@btinternet.com 01767 683 368

I mentioned in my last report I would tell you about any changes to our centre venue and, well, yes we have moved again. We will now meet at The Cross Keys at 159 High Street Cranfield MK43 0JB Bedford. We will just have to see how this one pans out. It may not be in the perfect area but for now it is the Woburn Centre’s main meeting point. Also as far as the committee know this pub will not be closing down to be re-modelled into a pub/main restaurant. So let’s all give it a fair trial. We had one meeting there in February to hear our guest speaker Brian Marsh talk on The Shapenoe Hill Climb. This was received very well.

We hope that a number of new members (or lapsed visiting members) will return to the club night in April for a ‘WELCOME’ evening. I hope that in FT436 we can come back with the news that many of you did attend and had a great time with us all. We have a full calendar of events throughout the year, so there should be plenty of adventures for all our members to take part in and fully take advantage of what is on offer.

Starting in May we have the first of our ‘runs’ taking place. There will be a mid-week run as well. Depending on who is leading the run it may start from different areas to suit everyone. So again keep looking in this report and
also the monthly Newsletters for all the final details.

I must say that I liked Adrian Holloway’s saying in the last Fishtail that “Velocette’s don’t leak, they mark their territory.” I can defiantly back this up... They do mark their territory and it’s hard to shift it. Take care and see you next time. Happy riding now the better (?) weather is coming.

**WYE VALLEY**

Rob Jones  
robertejones@talktalk.net  01685 877 212

Our March quiz night has been postponed until later in the year. Our first run of the season was on Sunday 20th to the motorcycle show at Wistanstow. On a rather chilly and cloudy morning we met at Abergavenny. John, Graham, Brian (on Vipers) Dave, Richard, Keith (on Venoms) and Rob (on MAC) were led by Chris on his BMW. Rob was running in his MAC after a rebuild and Brian was also running in a new piston on his Viper. We headed to Hereford before journeying along the winding roads through Canon Pyon, Shirl Heath and Lentwardine to our tea stop at the Discovery Centre, Craven Arms. Here we met up with Jim who has ridden down from North Wales. By now the clouds had cleared and the sun was out. After a warm up and a cuppa we all started the bikes for the final mile or two to the show. Well, all that is except me. The MAC kick start went straight down without firing up the bike and severe clutch slip was diagnosed. I got out my spanners and clutch tool where upon Chris and Dave took over. They quickly adjusted the clutch leaving me to refit the cover. I did say, with a smile, that this fine example of my mechanical prowess would be omitted from Fishtail as no one had taken a picture as proof. Unfortunately, no sooner had I uttered these words, than Chris Benallick said “Smile everyone” and produced his camera! We enjoyed the show and after teas and bacon rolls made our way home by various routes. John, leading a few of us, retraced the route and we popped along at a very reasonable speed on roads well suited for Velo riding. A delightful ride of some 160 miles and the MAC kept up with no clutch slip.

John and Molly entered their Velos in the Llanishen Show over the Easter weekend.
**GOING SPARE**

Club members may place adverts in ‘Going Spare’ at no charge. All ad’s should be sent to the Editor. Only ‘For Sale’ ad’s are accepted from non-members.

**FOR SALE...**

1 pair FOOTREST HANGERS – 2 pack paint. 1 s/a OIL TANK. 1 Miller STOP LAMP SWITCH – new. 1 KICKSTART LEVER, Viper/Venom – rechromed. 1 KICKSTART LEVER MAC/MSS – rechromed. OIL DRAIN PIPES, rocker to crankcase – NOS. CRANKSHAFT – pulley assembly, spring and nut. 1 CARB (see last FT). 3 STAINLESS STUDS – hub to brake drum. WOODHEAD-MONROE SHOCKS – no springs, chrome covers. 1 DYNAMO STRAP. 1 Miller (stamped RECTIFIER COVER). 1 old DYNAMO, poor light, type DVR, 6 volt. Various SPEEDO RIMS – new and used. WHEEL HUBS – pre-war to post-war plus sprockets. 1 THROTTLE CABLE – mono, NOS, still in packet. 1 LUCAS ALTETTE HORN “told” Velo or Vincent. Offers 01837 680 058

pearlyharris@icloud.com

NEW SPROCKETS Final drive suit iron MSS and KSS (MkII) machines. Part No. KS29/2, 46 teeth; gearbox sprocket Part No. SL95/3, 16 tooth. Both for 0.625 x 0.380 chain pitch. Final: £45, Gearbox: £30 – plus P&P. Brian Ling 0208 857 1030 (London/Kent borders)

1959 MK3 LE Frame and all tinwork sandblasted and painted blue/grey. New alloy rims/spokes, painted hubs, tyres, tubes – costing close to £500. Barrels re-bored +20 with new pistons, stainless water tubes and overhauled valve-gear (Alf Snell). Heads have been skimmed. New water hoses and clips. New rubber mounts for radiator and gearbox. Stainless exhaust pipes with good silencer box. Ford points conversion, re-magnetised flywheel, LE Club coil and rectifier. All new cables and brake shoes. Carb ultrasonically cleaned. Crank requires an overhaul, but the clutch, gearbox, drive shaft and bevel box are all good. With the bottom end sorted there is the makings of a nice LE with most of the work done. Peter 01427 788 167

VENOM REG 371 PPF (1958) in good all round condition with some restorative work from a number of years ago. Aluminium rims, recent rewound magneto, rear carrier rack, Clubman tank and seat,, concentric carb (originals available). Original manual and parts book + laminated copy for workshop use, various parts and tools. Regrettably injury make the sale of this wonderful bike inevitable. £8,750 or sensible offer. For further details, contact John hales75@hotmail.co.uk

MSS (87MM) CRANKCASE; CYLINDER (CI); FLYWHEEL ASSEMBLY; CAM WHEEL AND CAM (no oil pump or timing case cover). The lot or as individual pieces. Best offers, after inspection. Paul 0191 265 1049 (Newcastle-on-Tyne)
1959 VIPER. Partially converted in '70s to Mk1/2 clubman trim. Recent extensive rebuild including big end and resleeved barrel and is in excellent condition. Other features: large tank, Tickle 2 l/s brake, twin clocks, alloy rims with Roadriders, Criterion electronic ignition, VMT toolbox, crankcase breather mod, genuine SS700 headlight shell, Mk1 rearsets with reverse camplate and exhaust, Mk 2 mudguards and seat. £6500 ovno. For more details and plenty of pictures call Paul 01179 500 550 or 07887 686 049 (Bristol Area)


The Velocette Owners’ Club does not vet advertisers, who may not even be Club members. It is the responsibility of buyers to satisfy themselves as to the good faith of sellers before making any payments to them.

1966 VENOM CLUBMAN. Very good order, Twin leading shoe front brake, Rev counter, rearsets, 4½ tank, manual mag, quick action throttle, Seymour seat. Black with chrome guards £8,950

1939 250 MOV. Very good and original condition. Brakes recently refurbished along with forks, 8” head lamp £4,500. Photos on request to Eileen Dalgleish at stuartdalgleish@btinternet.com 01543 410 429

VENOM/ VIPER TIMING COVER with provision for Tacho’ drive £25

VENOM GEARBOX SPROCKET 18T, brand new £35. Bernie 01453 883 299, bernard.styles@talktalk.net.

MILLER 60W DYNAKO, fully overhauled by Dave Lyndley, c/w new JG 12V converter unit. Under 3000 miles use and in perfect working order £325 James Bowen griffinbanjos@tiscali.co.uk

HARRISON 3 PHASE MILLING MACHINE. 2 speed X feed. Comes with a Clarkson collet holder and collets. Also a selection of TG100 collets and holder. The bed is in good condition I can email photos. £850

YOU WILL NEED A VEHICLE WITH HI-AB OR HOIST. SORRY CANT HELP AT THIS END WITH LOADING Maurice 07989 313 311 / 01623 860 071

PANNIER FRAMES AND CARRIER for RS models £80 Just too awkward to post so buyer must collect from near M6 junction 27 (Standish, Lancashire). Photos and description on ‘Preloved’ classified website. Good paint, no rust. 07909 198 966 or 01257 473 395

1980 HONDA 750 Complete, in large sections. Roy 01493 750 274 (Norfolk)

FOR A 1927 ‘MODEL H’ Many parts needed!! Fuel tank, chain guard, magneto drive pinion, exhaust pipe, compression release, and whatever you might have to offer!! motossoller@gmail.com (Spain)

MSS RIGID PRE-WAR EXHAUST SYSTEM - in whole or part, new old stock or repro, or ideally used with patina to suit this unrestored bike - please let me know! Ian Spinney - ian@spinpartners.com 07973 671 773

SIDE STAND for a 1934 MAC. I suspect that a side stand for any year of rigid MAC will fit. My current one is so badly bent and worn that the bike is unstable. Stewart 01362 688 555 stewart.cormie1@btinternet.com

FOR RIGID MAC: rear chainguard and smiths chronometric speedo, prefer pre-war type but not essential. Prefer working order but that’s not a deal breaker either. Thanks. weas795@yahoo.co.uk

LYCETTE SADDLE FRAME for ‘47 KSS or drawings of front-end fixing to replicate. John 0121 705 1210 after 7pm please.

FOR VALIANT: Strap and front bracket for petrol tank, Part Nos LE 303/3 and LE 304/3. Also safety bar Part No LAS 205. Chrome condition not important. Michael 01926 335 212

WEBB FRONT FORKS FOR KSS or just a top and bottom yoke and girders. velocette26@gmail.com

FOR WHEELS FOR VELOCETTE KTS MKI 1932 model (front wheel with steel brake plate and rear wheel with irremovable brake drum). Also just a hub or other parts and front mudguard for the same model. velocette26@gmail.com

KSS MKII ENGINE SPROCKET, 21T and 3 lobes. David 01362 693 851, david.powell20@sky.com

New member seeking a SPRING FRAME 500 to keep his MAC company. Marginal preference for an MSS but a Venom would be equally acceptable. Peter 01225 763 567 (Bath area) or starfield181@gmail.com
1935 to 1939 KTT/KSS/MSS
RIGID GIRDER STEM/BOTTOM YOKE
UK REPRODUCTION - PART No. 1MS

- Pattern produced from an original MSS stem
- Bottom yoke cast in 220 grey flake iron
- Pattern and core box by Midlands Foundry
- All machining & bushing by professional engineers
- Thread cut using 1 inch BSC die
- Spindle bushes in naval brass
- Damper cup produced using a male and female die in 40 tonne press, welded to bottom of stem and ground flat
- Hand finished to shape
- Top & bottom bearing cups fit correctly and are readily available

£325 each - batch quantities of 5 or more @ £295 each + P&P world-wide
MW Lane-Spouge (VOC member 1411) 07719 858 890 • mwls@hotmail.co.uk
Side damper, top yoke and light and heavyweight link arms being developed
CHRONOMETRIC INSTRUMENT SERVICES

Russell P Smalley

Smiths trained Chronometric instrument Engineer, 35 years experience in the repair and restoration of Smiths Chronometric Motorcycle instruments.

I can supply the correct Speedometer and/or Tachometer for any Velocette motorcycle manufactured, including Cables and Drives.

Over 200 concours Chronometrics instruments in Stock.

Visitors most welcome.

info@chronometrics.co.uk

0115 920 6156 Mobile: 07939 165 290

---

D. R. Classic Motorcycles Ltd.

Wanted!

Classic/Vintage British Bikes wanted for cash purchase

Any condition from concours to basket cases! Will collect!

Contact: RICHARD GAUNT

01283 536379 / 07889 292536

email: richard@drclassic.co.uk
**Silent Stainless**

Quality Build with Silent Stainless

Specialist lists for Velocette Singles & Twins

Rigid frame models, R.S FRAME-MAC, MSS, VR, VM & VMT.

LE, VALIANT & VOGUE.

Please contact stating model.

Graham Hall, Silent Stainless Ltd.

Unit K1 Troon Way Business Centre, Humberstone Lane, Leicester LE4 9HA

Tel: 0116 2741447  Mob: 07973722728

Email: graham@silentstainless.co.uk

www.silentstainless.co.uk

---

**5 and 6 Speed Gear Sets**

Designed to fit Velocette type 10, 12 and 14 gear box shells with one small modification to part of the change mechanism. Absolutely transforms the riding experience of these wonderful machines. All gears have 3 undercut engagement dogs for fast changes and positive retention.

We supply both shafts with all gears assembled plus three selector forks, cam plate and actuating pawl.

For road use, we supply a kick start ratcheted gear, in which the cast standard kick start boss is retained.

The gear sets are supplied with a 19 tooth sprocket, additional sprockets are available as required.

- Price £1550 +VAT and carriage
- Alternative Sprockets £97 each +VAT
- Racing Layshaft Bearing Carrier option £98 +VAT for use when Kick Start is not required

These gear kits can be adapted to fit KIT, NSS & KSS type 10 cases. Alloy welding, gearbox assembly service, in or out of bike. Bead-blasting

**Contact Gerry Cain:** 0207 236 0096/01707 270683

---

**KTT Services Ltd**

**present the new 2016 ‘Thurston’ replica ‘M’ Series crankcase**

- Cast in LM25FT aluminium alloy with structural improvements and incorporating a driveside crankshaft oil seal: £1,625.00

**Complete road & race primary belt drive clutch kits:** £444.00

- 2016 Thruxton replica cylinder heads standard & squish, complete £1,465.00

- Standard and long stroke 500 & 600cc flywheel assemblies £975.00

- All products are Made in England

See our website for up to date prices

[www.kttservices.co.uk](http://www.kttservices.co.uk)

kevin@kttservices.co.uk

tel: +44 (0)1908 641575
**Clive Repik**
**Velocette Specialist**

Full workshop facilities for repairs and servicing - especially engine, gearbox and clutch assemblies.

Over 35 years experience

Clive Repik Restorations
Whitehill Lodge, Exeter Road
Newton Abbot TQ12 6PP
Devon

Tel: 01626 353533
Mobile: 0781-755-5150

www.repik.co.uk

---

**Neville Smith’s Original**
**‘ROO CENTRE STAND’**
as seen in Fishtail 375

Now made under licence in the UK to the original high quality design and specification Price £ 96.00 Excluding carriage and VAT.

**FORGETEC ENGINEERING**

Clays Road, Sling, Coleford,
Gloucestershire, GL16 8LJ
Telephone: 01594 835363
Email: sales@forgetec.co.uk

---

**Velocette Owners’ Club Regalia Store**

*See main ad inside front cover*

---

**Why do I want agreed value?**

Because it’s worth it!

---

**Carole Nash, a name you can trust**

**0800 954 0140**

See main ad inside front cover

---

**Clive Repik**

**Velocette Specialist**

Full workshop facilities for repairs and servicing - especially engine, gearbox and clutch assemblies.

Over 35 years experience

**Clive Repik Restorations**

Whitehill Lodge, Exeter Road

Newton Abbot TQ12 6PP

Devon

Tel: 01626 353533

Mobile: 0781-755-5150

www.repik.co.uk

---

**Velocette Owners’ Club Regalia Store**

*See main ad inside front cover*
The volunteers who run the Spares Scheme are all Velo riders. Collectively this team has a wide experience of the various models and their engineering requirements. VSL aims to make available a wide range of good quality spare parts at reasonable prices and to provide special parts to improve the Velocette riding experience.

MONTHLY OPEN DAYS PLUS FULL POSTAL SERVICE
See ‘Fishtail’ or the VOC website for our Open Day dates. Mail orders may be sent by post, Fax or e-mail and are processed on a weekly basis (for e-mail, first register via VOC website).

SALES LISTS
THE LATEST SALES LIST IS ALWAYS AVAILABLE ON THE VOC WEBSITE
www.velocetteowners.com
A paper copy is available for £2.00 when despatched with an order for parts. Copies sent separately will cost £3.00 for UK (please pay with stamps), £5.00 for Europe and £6.00 for Rest of World (postage included in all cases).

ORDER FORMS can be printed directly from the VOC website. Membership details are required with orders or to buy parts on Open Days.

MASTERCARD OR VISA CARDS WELCOMED
Cheques are accepted, but Mastercard and Visa are preferred.