

469

Fishtail

469



Velocette

Owners' Club

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Velocette Owners' Club Regalia Store

www.velocetteowners.com

Visit the VOC regalia store online through the main VOC web site - click on 'Regalia/Spares' and then 'Regalia Shop'. There you can 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 using your debit or credit cards.

No credit card/computer/online access? No problem,

Contact the Regalia Secretary to place your order and get a price.

Mark Newsome - regalia@velocetteowners.com 07870 762 442

FISHTAIL

63rd year of publication

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Cover Photo: A bit blurry but a distinct Military look to **Neil Trinder** (Matchless G3, **John Shaw** (MDD replica) and **Gary Pitt** (BSA M20) at the start of the Arbuthnot Trial in 2019. Read of their heroic exploits on page 29

Copy and Small Ads to:

Editor: **Peter Turnill**
editor@velocetteowners.com

Tel: 07774 649 644

31 Constantine Avenue, Chandlers
Ford, EASTLEIGH SO53 2BR

Trade Ads to:

Trade Ads Secretary: **Eric Bushell**
trade-ads@velocetteowners.com

Tel: 07860 812 272

'Milestones', 6 Cedar Court, Langley Park
DURHAM DH7 9FG

Club Web Site: www.velocetteowners.com

Good News !

editor@velocetteowners.com +44 (0) 7774 649 644 Peter Turnill



Thanks to all who dared to send in their 'baby' pictures. While it turned out that I was not as short of material as I had feared, I enjoyed sorting them out and installing them in the news from the relevant Centres. It was clear that you had enjoyed going through those shoe boxes, too! Not least James Maguire from Guernsey who included his reminiscences of those days when the whole world appears to have been tinged with orange ... see page 32.

I also enjoyed John Shaw's account of the 'Arbuthnot Trial' (Cover picture and page 29). The pandemic hasn't helped but I seem to have received less and less accounts of *riding*. Is it old age? Or are we turning into a club for polishers?

There are good reports of Centres being creative in re-establishing their meetings. Sandy Saunders is also working hard to ensure that the Bob Foster get-together is not lost for this year, suitably adapted to the present constraints (see page 15). Well done to him and to all those finding ways to keep things working.

More good news - this time from from VSL: their Online shop is up and running, albeit for UK deliveries only at present. This has been long awaited but, I hear, worth waiting for. It has shown itself to be much more accessible for the customers and much less arduous for the volunteers.

The latter have been closely involved in its creation - once deemed impossible - and deserve our thanks for this and their ongoing commitment.

VE Day celebrations were much muted by the present crisis, but Roger, our Chairman (and Military Advisor, err, and Asst. Registrations Officer!), decided that something should be done, and set up this tribute (see opposite).

Peter



Fishtail 470 will be on your doormat in late August. Copy deadline: 28th July

For dates for later editions, go to www.velocetteowners.com and click on 'Fishtail'

Chairman's Scrapbook

chairman@velocetteowners.com

Roger Franklin



Restrictions here in the UK are being lifted slowly and government announcements give us some hope that by the time you read this they will have eased further. I am pleased to see that other parts of the world are better off and getting back to normal which can only benefit our overseas members. The good news is that Veloce Spares are opening their online shop and there are more details of this in the magazine and on the website. The VSL volunteers have worked out how to operate in the Old Chapel whilst maintaining social distancing and I am sure you will join me in thanking them for this decision and to those volunteers who will be processing your orders. Also thanks to Tom and Pat for putting together the system. I have tried it and it is straightforward to use and am now waiting for a parcel to arrive. It has been decided due to the current difficulties with overseas postage to start with UK orders only.

You will also read in this edition an announcement about the Bob Foster Run. Sandy is trying to set this in motion for its normal date in October albeit in a reduced format. I hope restrictions are lifted enough by then for it to go ahead. Thanks to Sandy for putting in the effort to get it sorted.

I had intended to join local celebrations of VE day with our 2 military machines but these were cancelled like everything else. As an alternative we made a display in our front garden with the 2 bikes and a few banners as a celebration of the hard-fought victory (see left). The neighbours enjoyed our display and this formed the backdrop for our street party which went on throughout the day.

I have been out on the bikes a few times making the most of the fine dry weather mainly keeping close to home. The one longer trip Jane and I managed on the MSS was marred by a breakdown. Riding along a country lane we hit a large pothole which caused the front forks to lock in the fully compressed state. After abortive efforts to free things up we contacted the recovery people who agreed to take the bike home but not Jane and I due to the current restrictions. Having said they would be 90 minutes I set to, to see if could do anything. I dismantled the front end of the bike exposing the 2 fork legs. Then with Jane holding the front off the ground, I managed to free one fork leg at a time by twisting them using the wheel spindle as a lever. Then it was all put back together and we set off steadily home after cancelling the recovery. The moral is don't rely on the recovery organisations at the current time.

Roger

Welcome!

membership@velocetteowners.com

Bill Greenwood



The Velocette Owners' Club welcomes the following **38** new members who have joined since the last issue.

UK

1066: Jeffrey Trepanier, Baz Staple. **Bristol:** Andrew Harrison.

Cambridge: Steven Duff. **Chester:** Geoff Graham.

Devon & Cornwall: Keith Busby. **Dorking:** Matthew Day, Chris Harris, Geoffrey Morris, Colin Russell. **Dorset:** Malcolm Lewin, Paul Churchouse, Scott Dean. **East Midlands:** David Walker, Malcolm Hull, Richard Baxter.

Kent & Sussex: Howard Aidan, Ray Ingram, Ronald Hoare.

Lancashire: Henry Gregson, Alec Cottam.

Northern Ireland: Keith Heslip.

North London & Herts: Peter Cotgrove.

North Yorkshire: Christopher Brack.

Oxford: Adrian Penink. **Scottish:** Alasdair Paton.

South Hants: Stephen Burgess.

Staffordshire: Michael Jansen, John Stokes.

West Midlands: John Smith. **Woburn:** Jonathan Maxfield.

OVERSEAS

Denmark: Terje Wold. **France:** Guy Mausy. **New Zealand:** Rodney Mead.

Sweden: Johan Almarsson, Bertil Svensson. **USA:** Darwin Leshner, Kenneth Aldous.

CONGRATULATIONS to the following members who, according to our records, have recently achieved the stated periods of continuous membership:-

25 years: John Knibb, Brian Dodd, David Truelove, David Purser, Paul Hunnisett, John Bryant, Alan Bell, Cess Robertson.

40 years: Tony Wright. **45 years:** John Alder. **50 years:** Marius Tybjerg.

Those who have achieved 25, 40 or 50 years will shortly receive our specially-commissioned Fishtail lapel badge marking their achievement.

DO YOU HAVE A STANDING ORDER? A Standing Order reduces your renewal fee from £22 to only £20 whilst also saving you time and postage costs and helping to avoid lapsed membership and missed Fishtails. Remember that a Standing Order is different from a Direct Debit; a Standing Order is an arrangement just between you and your bank where you are in control and only you can say how much to pay and when to start. Your bank will set one up for you or I will send you a form – just ask. Alternatively, if you use online or telephone banking, you will be able to set up a Standing Order directly, using our bank Sort Code (**30-18-55**) and Account Number (**00340850**). Please use

CURRENT MEMBERSHIP	
totals are as follows:	
UK:	2,662
Europe:	228
Rest of World:	202
Life:	41
Total:	3,133

your **initial, surname and membership number** as the payment reference (eg J SMITH 4321) and specify the payment date as **the first day of your renewal month** (eg, 1 July 2020).

ALTERNATIVELY, you can visit our website and renew using a debit or credit card. Or, by visiting or telephoning your bank with your instructions, you can make a one-off payment of £22 to the Club's account as detailed above, remembering please to use your initial, surname and Club membership number as the payment reference.

AND, OF COURSE, if you have a genuine and practical difficulty in adopting any of the above-mentioned renewal methods, I urge you to get in touch with me; my contact details are inside the back cover of this Fishtail.

Bill



pro@velocetteowners.com

Mike Williams

Due to the Covid-19 pandemic, with Government guidance restricting all but essential travel and requiring social distancing, Club events are suspended for the foreseeable future. Until guidance changes, the Club Diary will neither be published online nor in issues of Fishtail

Further information will be published on our web site when appropriate.

www.velocetteowners.com

UP THE DOWNS RUN - Sunday 19th July

10: 30 at 'The Mayfly', Fullerton near Stockbridge, Hants SO20 6AX

Chris Stevens 01962 880 908

Subject to Government guidance at that time

VCF RALLY 2020 IS . . . ON!

4-6 September Tourville-sur-Pont-Audemer, Normandy

Mike Williams mikewill2@blueyonder.co.uk

Subject to both Governments' guidance at that time

BOB FOSTER RUN 4th October 2020

We believe a 'cut-down' version can go ahead

See Sandy's update on page 15

Subject to Government guidance at that time

Spares News

...from VSL

John Taylor



The VSL Online Shop

VSL has re-opened and the new Online Shop is up and running and taking orders. It can be accessed at velocespare.co.uk. As before we will process and dispatch orders on a weekly basis.

Covid-19 Restrictions

These are spelled out on the back cover of this edition, but in essence are:

- No ordering by post - *online ordering only*.
- No 'Open Days'
- No collections from Huncote.
- UK deliveries only

The new system has been made possible by the terrific efforts of the VSL staff in doing all the necessary preparatory work, and then devising a safe method of working at Huncote, in line with Government regulations, so that orders can be processed and dispatched. We very much look forward to receiving your orders and hope that you will find the new system efficient and easy to use.

Please note: the former 'Ordering by Email' service is **no longer available**. All Registration Forms held at Huncote have been securely destroyed so that VSL no longer holds any credit card information.

Parts Recently Restocked

BK19A	Improved Kickstart Return Spring	£5.50
BK19/2	Kickstart Engagement Spring	£3.00
BK68	Indexing Pawl Spring	£4.00
KS60	Rear Brake Drum Stud Nut SS	£6.50
RT115	Oil Valve Spring	£3.75
VSL380	Engine Pulley 40T VM/MSS/VR/VMT	£39.45.
VSL381	Engine Pulley 40T MOV/MAC	£38.45
VSL382	Dynamo Pulley 32T	£29.90
VSL383	Dynamo Pulley 36T	£32.40
VSL388	Dynamo Pulley 36 T (for 13mm Shaft)	£32.50

Finally, **VSL180 Clutch Cable Boot – Gearbox End** is now back in stock after about a year spent trying to find a new supplier. Consequently, we've bought a vast quantity, so 'fill your boots!'. Add one to your next order, they're just £1.20.

Dynamo Pulley Set

Here is another worthwhile modification from VSL to provide improved dynamo drive. The main advantage is that the toothed belt configuration eliminates slippage even when lubricated via the drive side main bearing. In addition,

no belt tension is required which takes the load off the dynamo bearings. The conversion is available in 1.1:1 and 1.25:1 ratios, and fits without modification.

Dynamo Pulley Set, comprising VSL380, VSL383, VSL386



Fishtail Mail..

VSL ONLINE SHOP

Roland Doxsey

I used the new VSL spares purchasing system for the first time a week ago. Most impressed - a major step forward so, much appreciation is due to the individuals involved in setting it all up and then operating it.

WHO WAS THAT MAN ?

Colin Goodwyn

Other contributors will no doubt have pointed out that the face of the man standing behind Mildred Woods in the photo on p.16 of Fishtail 466 is revealed on p.88 of Ivan's new book, and it's not 18-year old Bertie Goodman. The Oriental, too, is not Kenzo Tada either, but S V Vartak, an Indian whose Rudge retired during the 1937 Senior TT in which Stanley has just come second.

FORK SLIDERS ...

Roger Walker

Tom Moors' problems with his delinquent forks (FT468) once again raised the method of securing the slider tubes to their respective locations to continual amazement at the use of a lead-based soldered joint on such a safety critical part. And yet, quite surprisingly as it turns out, many of us never experience any problem whatsoever, probably due to the fairly large annular filling involved.

Why not silver solder, which is far stronger? Certainly cost, both in material and the time needed to raise the higher temperature for the silver variant. As for distortion, both the lead/tin and silver solder require a uniform heat distribution applied to both parts (albeit much higher for the latter) then a gradual cooling off period. Unlike filler rod welding which has a localised pin-point heating application whilst other areas of the product remain cold, hence the potential for distortion.

I also remember reading that Geoff Dodkin silver-soldered the fork sliders on one of his bikes prior to racing over the cobbles at a 24 hour event at Barcelona.

WHAT DID YOU DO IN THE LOCKDOWN ?**from Peter Yorkstone**

I had got to a stopping point on rebuilding a Mark 2 KSS engine. I had sorted all my screws into length categories and sharpened all my chisels. What to do now?

So I decided to make an approximate full size copy of the KSS engine. It is made of scrap wood and ply, the carb bell mouth is a yoghurt pot, the bulge on the timing cover is a stock pot and the barrel black flower pots, sadly with no finning. The stand is of course made out of some old pallet wood.

Other people have gnomes and concrete statues in their garden, why can't I have a wooden Velo engine?

from Phil Edwards

Driving home from shopping on a very busy A40 I spied a biker in trouble on the side of the road. I turned round and went back to see if I could help. He was struggling to remove a jumble of mangled cast aluminium that was jammed between his tyre and the swinging arm locking the back wheel solid. I had tools in the car so after 10 or 15 minutes we were able free the wheel off. The guys name was Peter. He had driven from Manchester to Pembrokeshire to see his 13-year-old son. He told me he was overtaking a lorry when suddenly he saw in his mirror huge cloud of smoke from the back of his bike.

The number-plate assembly complete with its rear indicator had snapped off and jammed down the side of his tyre. I only lived a couple of miles or so away and told him I had workshop facilities so he followed me home and after four hours we had found him new LED rear indicators and fabricated a new bracket. The number-plate was smashed so I pieced it together and stuck it to a piece of aluminium and touched in the letters and we rewired his indicators.

My wife cooked him dinner he had a couple of cups of coffee and he was good to go. He couldn't quite get over the experience and kept thanking me. It was a pleasure to help him in these troubled times - an oasis of joy.



MK I KSS CLUTCH CABLE REPLACEMENT **Chris Wiggins**

Further to the articles in FT468 by Richard Boldry and Rob Drury, I think that from a Mk I KSS perspective, there is a bit more to add.



The clutch operating rod on my 1929 KSS is the part No CK34 type. This rod is same diameter along its length (not the shouldered CK34/2 type) and is flush with top of the gearbox. However, the clutch cable nipple diameter is only 3/16" (not 1/4" as on Mk IIs, Venoms etc.) and I can fit it without having to lift the operating rod (see left). I don't know the length of the original nipple (KC37), but I shorten a 1/2" long nipple to 3/8", as this is about the longest length that will go through the tube in the oil tank. I also offset the cable by 1/32" from the centre of the nipple, as this helps with fitting it on the operating rod (see right).



My 1934 KTS was also fitted with the CK34 operating rod, but I made a longer one of the CK34/2 type, basically the same as Rob has done, but in one piece. My reason for doing this was, that this made the lever and gearbox nipples on the clutch cable the same size as those on my MkII KTS and Thruxton. Hence I only needed to carry one universal 'get me home' spare clutch cable (the '29 KSS has reverse levers so the lever end nipple is different).

I think I would really struggle to use Richard's method of lifting the clutch operating lever, because the '29 KSS gearbox doesn't have the gear change boss on the top of the end cover. The 34 KTS does have this boss, but on both bikes the cable goes through a tube in the oil tank and this means that the threaded cable adjuster (CK21) has to be put over the clutch cable before fitting it to the operating rod, and the close proximity of the oil tank means it cannot be slid out of the way (you can see the bottom of the thread of CK21 in the first photo, being held up by a screwdriver).

I don't know the situation with regard to rigid MOVs, MACs etc., as to whether they ever used the CK34 operating lever; they started production roughly the same time as the MkII KSS, so I guess they all had the 1/4" diameter nipple.

CLUTCH DRAG**Les Toogood**

Referring to Stuart McGuigan's article in FT468, we use the clutch a lot here (Isle of Wight) and it can be a problem if stuck in gear. However, early on, whilst instructing my wife on riding a MAC, I read the owners' manual and it clearly states to pull up at a stop in 1st gear, and then select neutral, as 1st gear is not under load. It works - try it! This may be of use to new riders and old alike.

LATE THRUXTON CARB SETTINGS**Sam Miller**

I won't get into all the differences between 2-stroke and 4-stroke jets, needles, etc. but the reason you will end up with a No. 2 throttle valve is this - it's glanced upon on the top left of page 95 in 'Norm's Technicalities': "There may also be a difference in the diameter of the air bleed hole." Well, that's the difference in the actual body - the central orifice at the back base of a 2-stroke AKA 'air correction' passage or 'primary air' passage is tapered in a 2-stroke body from back to front equals - 0.196" down to 0.093" at spray tube/needle jet: greater venturi effect, (which is the 'message' sent to the needle jet). So, to compensate for its leaning out effect you need a richer cutaway.

Now if you want to remove the two-stroke spray tube 622/075 (with 4-stroke Amal 622/044 for exchange) you must be very careful. The spray tube is knurled and staked at 120° (i.e. three stakes) but this also gives the opportunity to convert the tapered two-stroke passage to parallel 4-stroke - it's a job, simply, for 3/16" drill! Then you can go to 3 1/2 throttle valve...

Just to continue the pedantry I am the original (and still) owner of '75 Commando with funny cut off spray tube SLF/107 and a '75 T-160 triple with non-flat spray tubes (622-123 Amal part numbers) and both bikes run fine. I have a nice deserted back road here for runs, plug chops, jet changes, etc. and it took a lot of runs to dial in the VMT. Take care!

*rapide@soso.org***DVLA DEALINGS ...****Martin Figg**

Are you updating your Driving Licence? Be warned! My friend is having a traumatic time with this. Approaching 70, but holding a paper (not photocard) licence she applied on-line on 19th March and was immediately informed she would need to complete a further application form, which she would receive by post. This happened and she returned it on 2nd April by 'signed-for' delivery (confirmed 3rd April) having taken the prudent precaution of enclosing alternative documents, rather than her passport - who knows, she may yet be able to find a use for it!

Having no response by 17th April she checked the on-line progress facility, which showed "awaiting application return form" Her e-mail chaser of 17th April was auto-acknowledged, but no further contact has been received.

Fortunately she can take comfort from the DLA Information Document INF188/6 which says that, provided DVLA has received a correct application, she may continue driving under Section 88 of the Road Traffic Act.

Of course we (and the DVLA) are in difficult times, but this does cause concern. If you are in similar circumstances, be sure to copy all the documents you send away, and carry a copy of INF 188/6 (available on line) in case you need to produce proof of being licenced.

ABERDARE PARK**Jeff Whitworth**

Rob Jones' article on Aberdare brought back memories of the great little circuit which hosted superb racing attracting big names of the day.

In the early '60s I accompanied Trevor Tombs with his brother Maurice (who I passengered for) to a National meeting there. As there were no sidecars, I took the opportunity to take some action photos. Trevor was riding a 125 MV Agusta and so I sorted a good part of the circuit for the action - in a position which would not be considered safe in today's climate.



Racing underway Dave, Croxford, riding a 250 Ducati was spectacular on this particular corner. Firing my camera off in the excitement I failed to notice if the film was advancing after each shot ... it was not: the film was still in the cassette!

Great days. I can still see Croxford giving his Ducati hell ...

VMCHARS-1**David Randle**

I'm trying to track down the Venom crankcase bearing these letters/number. It stood for: **V**enom **C**lubman **H**arry **A**nthony **R**andle **S**pecial **-1**. Qwirky eh?

This was my brother Harry's Venom that was issued a new registration - can't for the life of me remember the registration plate though. His own personal letters/number were stamped on a new crankcase by me while the geezer from the DVLA, as it is now, stood over me and verified that it was new and had not been stolen and filed off.

There is a slight chance that a member has this bike and/or engine. If so, please contact me at dcrtools1@hotmail.co.uk

I NEED HELP - I RIDE A HONDA ...**Ian Carrington**

I am a fraud: I have owned a Velocette and been a member of VOC for 40 years. BUT I HAVE NEVER RIDDEN IT. It was already dismantled when I bought it. I waited until the children had left home, until I had more time, until I had more knowledge, until I had more money, until ... I have come to realise it will not happen without help: I need somebody to build up my 1963 Viper.

The frame and metal parts have been powder coated. I can send pictures to show general condition of parts. I live near Bury St Edmunds in Suffolk. Please help me to get another Velocette back on the road.

Is there a fellow member who could do this - to implement the useful mods I read about in Fishtail, to use newly available parts from Veloce Spares? I am willing to pay, of course. Please contact iancarrington@hotmail.co.uk with details of experience and rate.

TORQUING TOO MUCH ?**Richard Albery**

There is a danger if one is tempted to replace the original style cheese-headed slot-drive screws in Velocette engine casings with socket-head-cap screws: it is very easy to over-tighten the screws with the hexagonal drive. Recently I have stumbled upon a box of special tools I stored after 17 years of fiddling with the desmodromic valve gear of my Ducati. I was taught the correct procedure by an expert who strongly recommended (and indeed sold me!) this tool. His assertion was that one would not damage female threads in aluminium castings with this type of 'T'-driver as the long shank was flexible enough to limit the torque applied to the screw. It seemed to do the trick. With the multitude of rocker cover removals and even one complete engine strip down, my ham-fists never stripped a thread.

I have to say that I have never tried this on a Velo' but I offer it here as a possible cure for this annoying malady. I assume such 'T'-drivers, all folded from a long hexagonal bar can still be obtained? Does anyone have any experience of using such tools when fighting the leaky joints on British castings? *[Richard denies any links with Fray Bentos - Ed]*

A PLUG FOR NGK**Jim McKillop**

Stuart McGuigan's spark plugs item (FT 467) reminded me of my own plug adventures in the 'sixties. Running a 1954 Alloy MAC as sole transport for four years I suppose I used N4 Champions or whatever the Veloce recommendation was, and had no plug trouble that I can remember. All changed in Spring 1967 when my rebuilt Venom went on the road. The N3 was fine on the morning's 15 mile unrestricted dual-carriageway blast into Glasgow but after filtering through traffic to my work down by the Clyde it seemed to foul up enough to make starting difficult when I came out. An N4 was tried but it always overheated on sustained full throttle.

Now comes one of my favourite tales. Talk about name-dropping! The annual IOM pilgrimage had been booked and this time for the full fortnight, practice AND race weeks. I avidly watched my heroes Hailwood, Ago, Pasolini, and many others, the great Bob Mac having been killed in 1962. (I later met most of the Motherwell team: Joe Potts, Pim (Jim) Fleming, Alistair King, etc.) Other famous legends like John Surtees and Geoff Duke I had then only read about. Getting back to plugs, this was the year when NGK was the logo on the orange coolie hats all the children were wearing but it meant nothing to me until one day I stopped at a filling station in Douglas. In those days it was attended service and the man coming out of the office looked familiar! It was Geoff Duke!

After getting over my surprise I realised he was genuinely interested in the Venom (it had a white frame!) and was asking how I liked it, having ridden Velos himself. The subject of plug trouble came up. He went back into the office and seconds later re-appeared with a NGK B8E. "That should help". Of course it did, and next June found me back there getting another B8E from the great man. As Stan Dibben asserts (on page 101 of his wonderful book "Hold ON!") " The product was technically so far ahead at this time it was not too difficult to demonstrate improved performance and speed, and to record many successes." This experience and the revealing visit by a Champion rep to our local bike club has ensured I stuck to NGK ever since.



As Stuart says, the Veloce plug recommendations are now out of date but in 1967 the Velo was a current model. Could it be that Geoff had referred to a NGK chart covering Velos? Perhaps Stan or someone would have had the presence of mind to "hold on" to one? Stuart, however, omits to mention the source of his suggestions.

Since then I have successfully used other plugs such as the B8EV gold-palladium version, which I currently use in my high-compression MSS but recently, on a VOC member's suggestion, a cheap B7ECS from ebaY which I am afraid misfired from the outset. (A fake, perhaps?). Projected nose types were just never considered for our bikes probably because they were used for dozy car engines, were the opposite of racing plugs which had RECESSED electrodes, and the real or imagined hazard of their being contacted by a high-crown bike piston.

Now, following Stuart's letter, I have fitted a BPR7EIX to my Venom Clubman Veeline. First impressions favourable. Starts and runs perfectly, but still to be given a decent run due to the current lockdown.

GETTING MY EYE BACK IN ...

Dave Gladwell

Went for a ride yesterday - merry month of May, locked down. "Silly old sod" came to mind. What happens if I have any sort of mishap? The verbal abuse would probably be hardest to bear! The sun is shining, KSS always willing (well, nearly). You can't beat it! 200 yards, big grin. Took a few miles to get the 'eye' back in. Saw a police car - will they pull me up? Decide I will refuse to pay fine, if stopped and fine imposed. Won't send old gentleman (well, old person) to prison, surely? Return safely. Maybe Boris (err?) Johnson will start to ease our detentions? I am a bit worried that Fraser (the undertaker in 'Dads Army') may have been right!

Reports

UPDATE FROM FELLSIDE

Ivan Rhodes



I believe the lockdown situation has given many people an opportunity to stop and take stock and in consequence attend to those jobs where one was always hoping to "get around to it"!



In my situation, I have virtually completed the rebuild of the 'Dog Kennel' 500 as previously stated and then, realising that time marches on, returned to the build of one of those 1936 Double OHC engines. We started this quite some years ago now when Bob Higgs very kindly prepared drawings of both the head and cam box and produced a basic wooden pattern which, having been passed to my 'young' pattern man, Rob Wiggins, (my 'older' pattern man, Les Hall, is now 95!) we had a lovely cam box duly machined and then left standing for far too long. The engine is based on an excellent Mark VIII crank

with a Carrillo rod and forged piston with 3/4" pin, a new pair of crankcases and cylinder barrel and of course one of those heads with the 60° valve angle so important to that prewar design. We were fortunate to have a box of assorted cams and pivot shafts along with gear train taken from that stock still remaining in the race shop from prewar days. Plus access to drawings of the pusher and guide etc. by Charles Udall, dated 11/11/1935.

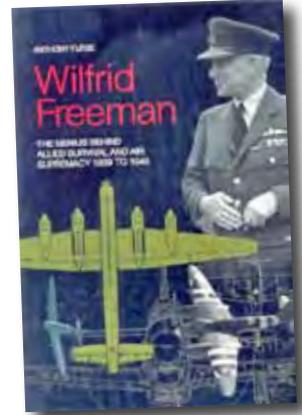


I am no engineer or machinist, merely a mechanic and am therefore dependent on those qualified to attend to such work, but I do have a good idea of the requirements. Hence the fact that with the help of son Grahame and a few others we managed to get the Roarer up and running along with several others so many years ago now. I am taking advantage of Grahame's presence here in lockdown to carry out the necessary machining of the pushers and guides of that original design and my other machining work. It needs a lot of coercion to keep it moving but I am hopeful of seeing completion before too long. The engine is built, and incorporates the additional scavenge pump deemed necessary to keep the engine running clean, something they didn't have on those original engines of 1936. This was fitted following tests carried out by Stanley and Ernie Thomas at the

Swiss Grand Prix a week or so before the TT, and carried the oil direct from the cam box to the oil tank, as stated in the book.

As a test-bed on this occasion we have taken over grandson Sam's rigid 350 which normally carries my own Mark VIII engine (No. 1042). The frame started life as a KSS Mark II which Graham used in his early days of racing in club events, following which we reduced the wheelbase by 1 1/2 inches from the front-end as Veloce did to produce the Mark VI and VII frames and which improves the weight distribution beneficially. The engine is installed and a good Mark VII fuel tank applied having had to cut a slice out of the bottom to accommodate the long cam box. All looking quite exciting.

For those looking for a good read, I can recommend this volume: **Wilfrid Freeman** by Anthony Furse which complements the Ernest Hives story. Stay safe, best wishes to all.



BOB FOSTER RUN - 4TH OCTOBER 2020

Sandy Saunders

We don't know how quickly normality will resume. It would be easy to draw a line under 2020 as far as social events are concerned. I asked Bill Greenwood what he thought HQ would want. He replied "We would all like to end the year on a positive note and if we could save any of the Bob Foster it would be appreciated".

To that end, I am hoping to organise an abbreviated Bob Foster Run, starting and finishing at Crossways Village Hall, with no Prize giving, no raffle, no buffet, but I hope we can present a Finisher's Award as usual.

The Hall will provide toilet facilities and sign on/off only, if it rains we'll get wet! The Dining Facility (*Bacon Butty Sharon*) has agreed to be there at the start and finish. Most importantly I have had notice that the Bournemouth and Wessex Advanced Motorcyclists are ready and willing to marshal the route, pending confirmation from their Committee.

The intention is to have a fifty mile run, non-stop, taking in most of our usual vistas and villages. The social distancing and other Covid precautions will be observed and riders will be asked to take due care and observance of the recommendations of the day.

I will produce an update for the next Fishtail. Not to put a dampener on this, but the Village Hall is closed at the moment (Insurance and Council restriction) and the Dining Facility is closed and un-stocked. Both ladies have promised to do their utmost to fulfil our requirements.

I will update the usual forms, ask Bill to approve them and email them around mid-July, if all goes to plan. If you haven't entered before please email me at sandy4bobfoster@aol.com or call 07776 490 689.

FROM THE ARCHIVIST

The Ivy-Velocette

Colin Goodwyn



The recent mention in Fishtail of the 1914 2½ hp Veloce-engined Omega shows that the firm was either continuing its customary business of supplying components to the trade or, perhaps, disposing of an engine which had since been improved; in this case, probably the latter. A redesigned engine with a larger oil reservoir was being used by Veloce and the firm appears to have sold off their earlier engines to W J Green, who had not long resigned from the Premier Cycle Co, and who decided, together with many other makers, to exploit the new craze for 'miniature motorcycles'. Yes, the reference books are wrong; Omega commenced in 1914, not 1919. The question, though, is whether or not Veloce supplied any other makers with engines at that time, a point raised a long time ago by Alan Shepherd in Fishtail 126.

In 1975 he enquired for details of the 'Ivy-Velocette' of which he had seen a mention in a 1914 edition of the Motorcycling Manual. The author, in commenting on the idea of the new under-100 lb makes, said, 'The various machines fitted with the new Precision engine and two-speed gear units are, however, genuine miniature motorcycles, of which the O.K., Ivy Velocette, Sun Villiers, to mention a few, are also excellent examples.' Sun certainly made a machine with a Villiers engine and Ivy, like other makers, produced bikes with Precision engines but, alas, there is no trace of any model of Ivy which carried a Velocette engine.

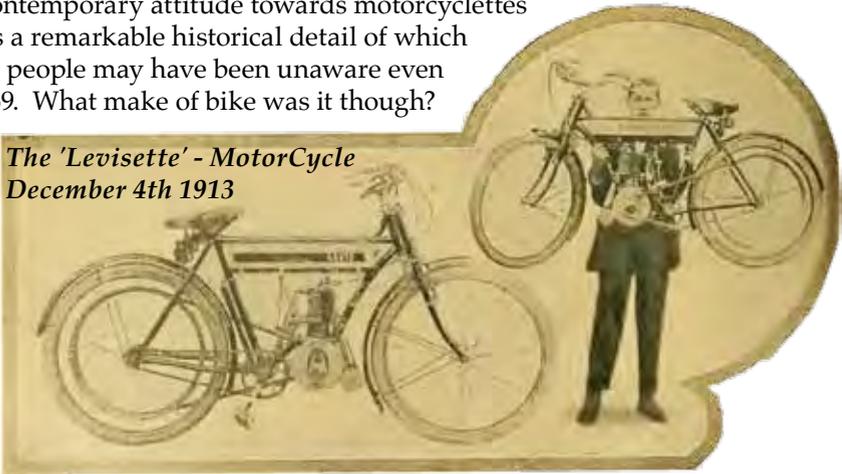
Although by 1910 motorcycles were numerous and fairly common, and several design features had become established as standard, there was still considerable scope for a designer's imagination and many technical and stylistic ideas were yet to be explored. Not everyone wanted a large, heavy and powerful 500cc machine, despite their increasing reliability, nor was the alternative of a motor clipped to a bicycle viewed as particularly attractive. As a result there emerged a design between these extremes, the most notable probably being the 211cc Levis which was better built than a bicycle and had many of the strengths of a contemporary motorcycle without quite being one, besides their, even lighter, 174cc 'Levisette'. Many other manufacturers saw the potential of this 'miniature motorcycle' approach and, during 1913, numerous new models appeared on the market, almost always with the diminutive suffix '-ette'. This popular interest was referred to as the 'motorcyclette movement' and sidecar makers, too, produced sidecar-ette derivatives of normal chairs. It was, of course, during this period that Veloce Ltd created their miniature two-stroke, the Velocette.

The 3rd Edition of the publication to which Alan referred is scarce (very!) but a copy has recently surfaced. A close look at both the wording and

the printing of the Manual appears to show two spaces after Ivy, implying that Alan's query was the result of a missing comma. Thus can an unfortunate printing error confound posterity! A future surprise revelation apart, it is fairly certain there never was an Ivy-Velocette.

It was their ease of handling both on and off the road which made these motorcyclettes so popular and, as the Motorcycling Manual's author said, 'machines of this weight solve the storage difficulty, as they can easily be carried up a few steps, while the very lightest types could be carried up a flight of stairs without any great exertion.' Those who have seen the film *The Spy in Black* (1939) will remember that when the villainous (he always was) Conrad Veidt landed at night from a submarine, he took ashore a miniature two-stroke motorcycle to enable him to cross the Scottish island (cunning, these Germans; they think of everything - except the ending!). Having met the resident school mistress - and fellow spy - she eventually orders him to 'Pick up your motorcycle and go to bed.' This usually raises a laugh today but in fact accurately reflects the contemporary attitude towards motorcyclettes and is a remarkable historical detail of which many people may have been unaware even in 1939. What make of bike was it though?

*The 'Levisette' - MotorCycle
December 4th 1913*



BRONZE HEAD FOR PRE-WAR MSS

Raymond Albeson

Scottish Centre member Steve Woods has been in touch about an interesting project he is building using a Norton GG Frame, Inter forks and early MSS engine with a Manx gearbox. He has approached a foundry regarding casting the cylinder head in bronze, and is also exploring having the crankcases cast as well.

He is talking to a pattern maker, and if there was interest he would be happy to have extra castings made. I remember seeing a rigid MSS with a bronze head in the past, so maybe our links with the Rudge Enthusiast's Club are leading us to produce the mythical Velo Ulster! If you are interested in the project, contact Steve on intheborders16@gmail.com

THE 'ROLL-VELOCETTE' ...

David Roberts



A French friend, Xavier Portier, sent me this picture of a 'Roll' he found on the BnF Gallica web site (<https://gallica.bnf.fr/ark:/12148/btv1b53125939h.r=Motocyclette>) which looks like a Velocette. It seems that this man wanted to ride for the Velocette works team but they did not need him. His reply to this was to acquire a Velocette and alter the name on the tank to 'Roll'.

Dave Masters comments: Nice photo! At first glance it looks like a common or garden 'Model B Light 250' around 1923, (about 800 were built) but, on closer examination, you can see what looks like a belt drive rim on the nearside rear wheel. This would make it a Model

A Light two fifty, 1923 - 1924, produced as a very cheap model with only two speeds. Foot pegs as opposed to footboards, single action Brampton forks, single loop frame, veteran style lubrication with crankcase depression not mechanically pumped, belt drive and rear rim scraper brake, 40 gns. Only 175 built, not popular and very low specification for the Paris-Nice run. As for the name 'Roll' never heard of it..

All very interesting. Compare with my entries on pages 52-55 and AC models pages 60-61 in the 'Illustrated Profiles'.

**1921 Paris-Nice Velocette Trial team:
Denley, Berger and Humphrey**



RALLY MEMORIES ...

Frank Smith



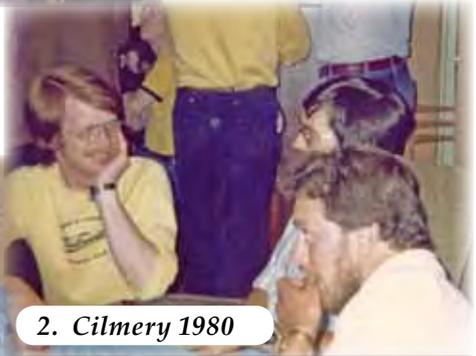
1. Hayfield 1981

Hayfield 1981, picture 1:
L-R is Hugh Phillips,
Bob Selfe above Dave
Roberts, Geoff Harris,
Cameron Pollock, Chris
Roberts, myself, Barry
Jepps and Bob Bozman.

Then four of Cilmerly
around 1980:

2. is Mike Blakeborough,
Rick Peddle and Colin
Wilkins.

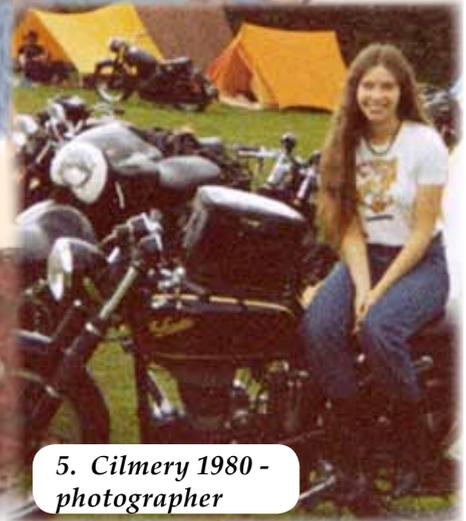
- 3. is Pete Cox, Colin and Alan Munday.
- 4. is three great scousers, Rob Degens,
Bob Bozman and Ian Thompson.
- 5: Sheryl who took all these photos



2. Cilmerly 1980



3. Cilmerly 1980



**5. Cilmerly 1980 -
photographer**



4. Cilmerly 1980

OIL FILTERS

Dai Gibbison



I've been contacted by a Club member over the suitability of fitting an oil filter originally intended for fitting to R45 – R100 air-cooled BMWs. These have been recommended for fitment in place of the original felt filter part number A288 shown left.



HiFlo amongst other manufacturers sell them, so they are easily available and cheap. However, they are *not suitable* as a replacement filter in Velocettes for three reasons:

1. They are too short by a few millimetres, this means that the oil will take the path of least resistance and bypass the filter, resulting in unfiltered oil recirculating through the engine. You could of course fit a packing washer to seal the filter; however, this will lead to the second problem.
2. The filter will have no pressure release valve and if it becomes blocked the result will probably be the oil pipe blowing off the spigot, an oily right boot and potentially a ruined engine.
3. It can be difficult to get the filter into the chamber without damage. Depending on the precise length filter chamber's outlet pipe, the filter may foul the pipe, causing damage to the element. This would be less of a problem if the filter was the correct type, with the element reinforced on the outside. In the BMW application for the HiFlo filter, the oil is inward-flowing, so the element is reinforced on the inside; in Velos, it is outward-flowing. For the Velo application, the filter's reinforcement - a perforated metal tube - should be on the outside, not the inside of the filter, so that the reinforcing supports the element.

The original felt filter manufactured by Tecalemit F.G. 2368 (approx. 140mm x 40mm) had no pressure release valve – it didn't need one as the filtration was so poor that it was unlikely to get blocked. So what are your options?

1. **Original style felt filters** are still available, although they are not always easy to find. (See note at end of article)
2. **VSL replacement oil filter kit** (VSL019, right) which over the years have sold in their thousands. I have them in all my Spring Framed Velos.



The filter element is normally rated at 40 microns, which means it will catch contaminants down to 1½ thousandths of an inch - approximately three times finer than the original felt filter. It includes a spring loaded pressure release valve in its design. VSL recommended changing the first element after 6 months (2,500 miles) and subsequently at 7,500 miles intervals. However, since the original filter manufacturer ceased trading, current filters have a plastic rather than steel end caps, which can degrade over time. Therefore, they now recommend changing the filter annually.

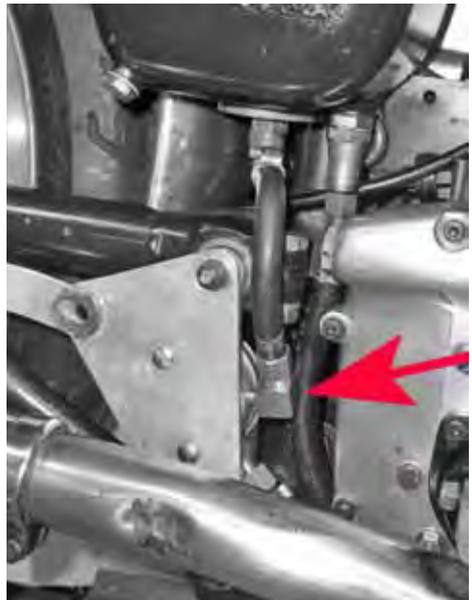
3. Criterion (Engineers) Ltd offer a paper element oil filter conversion kit, like the VOC Spares filter the filter is physically smaller overall than the standard felt filter, it has a larger internal surface area and provides both much finer filtration and less resistance to oil flow. It too is designed so that the oil flow can bypass the filter element in the event of blockage. It also has a seal to prevent unfiltered oil passing in the case of leakage from the base of the alloy centre tube in the filter chamber.



The filter element is a high quality, standard proprietary item originally designed for modern Royal Enfield engines and replacements are available from local Royal Enfield dealers, as well as from Criterion. Pattern filters are also available very cheaply on eBay, but these are often of poor quality.

Criterion recommends a filter change every 10,000 miles – which was the original Veloce recommendation for the standard filter. For those doing only a low annual mileage, a filter change every alternate oil change is recommended.

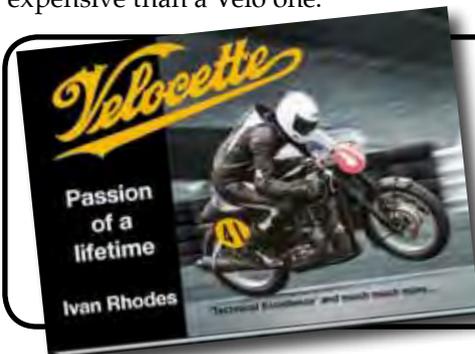
4. A screw on filter: remove the filter from the original chamber and fit, for instance, a Norton Commando type. These are relatively cheap and readily available, but it's very difficult to find an unobtrusive position for it. John Jennings has produced one of the neatest solutions, hiding it behind the right hand rear set plate. Of course, greasing the swinging arm does require a simultaneous oil filter change.





I've been working through multiple solutions to fit a hidden oil filter to a NorVel I'm building. To get the engine and gearbox in the right position, I spaced out the sprocket centres, a by-product of which is I can fix a Triumph/BSA filter in a custom chamber between the engine plates, the U bend acting as a anti drain valve.

By the way, as well as Velos the original Tecalemit filter F.G. 2368 was also fitted to AJS Racing Twins in 1947, 1930s MG, Wolseley and Morris 10 and 12 H.P. engines and 1939 Coventry Climax petrol engines. The MG includes the MG TA, filter part number 435-370, which is available from MG dealers but is even more expensive than a Velo one.



HAVE YOU SEEN IT YET? 'PASSION OF A LIFETIME' - AVAILABLE NOW FROM THE REGALIA SHOP

PERMANENT MAGNETS

Peter Woodward



Early 'Eclipse' horse shoe magnets for general use came with a keeper placed across the poles to prevent loss of magnetism. The keeper being removed to expose the magnets ready for work. A horse shoe magnet is made of alnico, an iron alloy. The magnet, made in the shape of a horseshoe, has the two magnetic poles close together. This shape creates a strong magnetic field between the poles, allowing the magnet to pick up a heavy piece of iron.

Neodymium magnets were first discovered in 1966 and twenty years ago I purchased one batch from a magnet dealer to experiment with. These magnets operate without any keepers and their magnetic poles remain unprotected until they are engaged. However as one is engaged the opposite pole can be left unprotected. They should be used in a clean area as any iron or steel items attracted become magnetised.

I specially machined and assembled the examples for this article and each Neodymium magnet weighs 10 grams. They are shown here spaced apart to avoid any interference between each other.



The first one has magnets in vertical opposition, with a lower magnet resting on its brass base. The magnet above is pushed 1.125" higher by opposing flux, complete with its 10 gram weight. Space between the magnet faces remains constant under normal conditions.

A second example has magnets positioned horizontally to attract each other, passing their flux through a 0.500" Dural section. These magnets clamp on to the Dural end faces and their flux meets

midway across. Surplus flux allows each magnet to stay in a vertical position without sliding down.

This gives some idea of the flux involved with strong Neodymium magnets and how locating them out of place near oil ways could damage motors.



MKI ENGINE SHOCK ABSORBER WEAR**Leif Magnusson**

I have some of these shock absorbers, mostly in a very sorry state. It seems like the inner splines on the clutch K91/2 and/or the outer splines on the body K88/2, from the beginning might have been a little on the soft side. Most wear seems to occur on the body's splines. (There was once a six spline clutch and body, K91 and K88, never seen any of those. I guess that they are all worn out by now, but they're fully interchangeable with the later version.)

The main reason for wear though is lack of lubrication and, naturally, when the wear sets in, the constant hammering caused by the increased wear causes more clearance with leads to even more wear. A truly downward spiral.

The ramps seems not so afflicted by wear as the splines. In general, the highest wear occurs when two equally hard surfaces are rubbed (dry) against each other. If a hard surface is rubbed against a softer surface both will last much longer. The sprocket K89 is very hard, much harder than the clutch, so the ramps seems to last better.

If you have a shock absorber with healthy clutch part splines you have a good starting point for renovation. The inner side splines on those are hard to reclaim. On the other hand, if the outside splines on the body are worn, they can be reclaimed by welding, without too much difficulty. When I was fixing the shock absorber, currently fitted to my KSS, I had them welded and milled to shape. After over 10,000 km (lubricated!) I can't notice any wear on the spines.

The welder who did the job TIG welded the splines with stainless rod, much to my surprise. When I asked him if he shouldn't use any more hard wearing stuff, he replied that if he did that the splines had to be ground, not milled. Time has proved that this old welder was right. Remember to grind the body's cone to the mainshaft, to eliminate any distortion by welding.

For lubrication I use copper paste. On the few occasions that I've taken the shock absorber apart I've always given all surfaces that's rubbing against each other a smear of copper paste. It seems to stay put in the shock absorber and will lubricate over a long time.

The best remedy though would be new parts! Might I suggest that it would be a good project for our spares scheme? Rather costly I think, but there must be quite a few MkIs with bad shock absorbers. There seems to be a much greater interest in the MkI models nowadays, and the shock absorber is one of the 'hard to get' components.



By the way, I haven't seen any of the later shock absorbers with worn out splines, yet. Probably the oil from the engine reaches this better. A few ones have had chewed up ramps, though. This is certainly caused by the ramps 'going over the top'. They should never be able to do that, so further investigation is needed before fitting new parts, if this has happened.

The picture shows, uppermost, a hopeless case - note the thin splines on the clutch. Below there is, in my opinion, a restorable case. As always, this is only my personal views on this subject, and other views are welcome!

CONTROL CABLES ... for Velocette Carburettors

Jim Plant

Whilst writing the series of articles for Fishtail on Amal carburettors I wanted to pass on information about carburettor control cables from a handwritten sheet given to me by Chris House the Service Manager but I couldn't find it. My filing system is not all it should be. I have now found the sheet giving the lengths of the control cables for each type of carburettor covering the post war period.

When Amal supplied carbs to a manufacturer, they were ready to fit, complete with cables and the correct twistgrip and control levers. Before 1940, the throttle was controlled by the unique Velocette 'push-pull throttle', an arrangement where a very thick cable was attached to the top of the throttle valve by a threaded nipple. To understand the fittings at the handlebar end look at the next pre-war Velo you come across and ask the owner to demonstrate how it works. The change to the 'modern' system with a spring controlling the opening and closing was probably introduced to bring the military Velocettes into line with the other makes. When peacetime production resumed in 1946 Amal controls were fitted, along with other changes. For example, the familiar tank grips fixed with $\frac{1}{4}$ BSF screws and chrome plated wheel rims. The bikes built in the 40s and early 50s were some of the best in terms of quality. In Ivan's first book he mentions in particular the chrome plating on the rims and I agree with him. I bought a 1948 Mark II KSS four years ago and the scruffy rims responded well to gentle rubbing with a Brillo Pad followed by Solvol. It would be a disaster if a future owner had these re-plated; the new stuff would be nowhere near as good and you wouldn't get the distinctive Velocette unpolished rim centres.

The twistgrip which Amal supplied as standard for the Velo singles was the basic 16/117 (also referred to as No.364) and was found on many other makes as well. The cable went straight into the twistgrip body without a separate ferrule and the only cable adjustment was the 4/035 Amal screw in the top of the mixing chamber. This does not have a lock-nut. Most modern replicas have a ferrule at the twistgrip and often a midway adjuster. This is very useful but I often wonder if it is there to hide shortcomings in the manufacturing process.

Spring Frame Models	Throttle (inches)	Air (inches)
Length of outer casing*	34	27 1/2
Carb	Length of inner cable (wire) Add this to the overall length of your outer casing	
275	1 5/16	2 15/16
276	2 1/8	3 1/4
376	2 1/8	3 5/16
389	2 5/16	3 1/2
900 Series	3	3 1/4
600 Series**	2 5/8	2 7/8

* This may seem too simple but when you think it through, the handlebars are always in the same place and so is the carburetter and the differences in these will not really change the position of the control cables by much.

** The 600 Series Concentric was never used on a Velo as standard but are sometimes used on MACs so I've included these.

Put it another way 'no two are the same Sir'. If you do decide to fit an adjuster get a small one about an inch long. Keep any adjusters and ends from old cables. These are no longer cheap and if the old cable fits properly why not just make up your own 'modern replica'? The most common fault with control cables is probably the outer cover on the casing rubbing through. You can often repair this damage with shrink tube and it is always easy to slip over these cables before you heat it up.

The table gives the information from the Amal sheet. It assumes you have the standard handlebars on your bike. These are available from VSL. For the rigid frame bikes you can use these measurements but the length of the outer casing will vary between the different models. The 275 carbs were only fitted to MOVs which were rigid. Don't forget the adjuster if you've fitted one, and to be honest I always cut the cable a bit longer; it's a lot easier to shorten the inner than the outer.

Somewhere I have some info for the TT & GP carbs which I hope will eventually turn up.

END FLOAT

Herewith I offer a few thoughts on the checking and setting of end float in MOV and MAC crankshafts fitted with timing side ball/drive side roller main bearings, in the hope it may help anyone who needs clarification, or finds this task somewhat daunting. Experienced readers won't benefit.

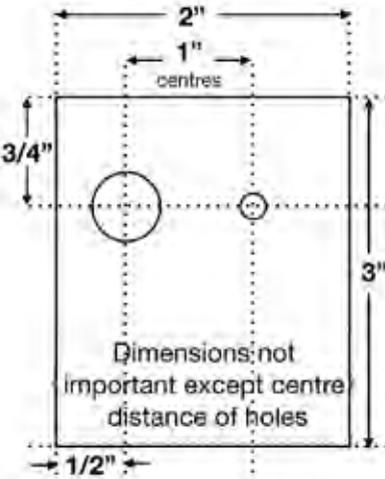
The first method suggested is no doubt the best if you just happen to have access to the right equipment I know how to use it (I'm referring of course to the Red Book by Burgess). The second method depends on having enough shims installed initially to provide a gap to measure with feelers, and even then it would take a lot of care in bolting up the crankcase to get constant readings all-round. If you have a gap with no shims in, then you would be in very serious trouble.

Royce Limb



So how to decide how many shims you do require? If the fit of the timing side ball race on the shaft turns out to be a sliding or 'transition' fit then a DTI applied to the end of one of the shafts would work as you could push/pull the assembly back and forth by hand, though the mounting of the 'clock' would need to be rock solid, and you would also need to apply one or two spots of Loctite on final assembly to ensure the shaft will not spin within the bearing. However if the shaft is a light interference fit (as I believe it should be) then bumping it to and fro would have the DTI readings all over the shop surely, though I hesitate to question the advice from such an informed source.

I will now explain how I deal with it and leave it to the reader to evaluate its merits or otherwise, though there are two premises. First you will need access to a micrometre depth gauge, and also a nut to fit the drive side shaft end.



You will also need a piece of good, clean and flat plate of some sort of quarter inch minimum thickness and about 2" x 3". A hole is drilled to fit the shaft end (19/32" diameter) and another small hole drilled at a suitable distance from it to take them probe of the depth gauge - 3/16" diameter. The plate is then nudded firmly in place on the shaft end. You now have a good platform through which to use the depth gauge against a spot on the machined outer face of the bearing housing. You can now bump the crank assembly outward (away from the timing side) taking care to protect the shaft end, of course. Set up the gauge, touch on and take the reading, make a note. Bump back the other way, touch on

again (as near as possible use the same spot on the face) take the reading, do the math and *voilà*, you have the total shims required.

I should also have stated that the case must be firmly bolted together with all bolts in place. Obvious I know, but there you go. I would also suggest you do it three times to compare the results. A bit tedious I know but you need to be sure. I will also again state the obvious. You need to install the bearings in the cases with no shims in initially so that you do have some float to measure and make sure the drive side roller inner is firm up to the flywheel face. Hopefully by this means you should only have to heat the cases up twice to drop the bearings out and replace them, and freely confess it's a job I'm always wary of. A further thought occurs that in place of proper depth gauge you may be able to get an acceptable result using a dial caliper gauge, decent ones now come so cheaply that they are in common everyday use. I've not tried that, possibly because I've had a micrometre gauge for years and turn to it automatically on such jobs.

WOT - NO BRAKES ?**Richard Peddle**

Late in 2019 I achieved a lifelong ambition to own a Cammy Velocette. I'd almost given up due to scarcity and high prices when out of the blue I received a call from a VOC friend who had heard I was after one and had one for sale. Deal completed and by Christmas I was the new custodian of a 1937 MK2 KTS. What a machine, truly amazing in nearly all respects ... except one: brakes. Appalling, I can only assume there was either no traffic in 1937 or riders used Ferodo linings on their boots.

A wheel out investigation of the brake proved interesting. The drum is pressed steel so is never going to be a world beating brake. I'm now aware that later bikes have improved drums that are less likely to flex.

Starting with the brake plate, I found the brake cam spindle badly worn. A new one sorted out that problem. Moving to the shoes I found the steel slippers over the cam end of the shoes had bad wear grooves in them. Again, a simple replacement cured this.

Inspecting the drum, apart from being a bit mucky it looked to be in good order. Offering it all back together showed quite a gap between the linings and the drum. The linings were also riveted on which indicates they are probably quite old, as most linings are bonded these days. At this stage I decided to have custom linings fitted and machined for the drum size. The company I use require an accurate measurement of the inside diameter of the drum and a similarly accurate measurement of the shoe diameter on the brake plate ignoring the lining thickness. All that is required is to send off the brake shoes, along with about £22, the previously taken measurements and what type of lining is required. For the K which won't be used hard and aggressively I requested soft linings which provide maximum stopping power for normal use.

Since fitting the new bonded custom shoes and linings the brakes first impression is a massive improvement, Unfortunately Covid 19 has stopped play so the real benefits have yet to be revealed. However, a few years ago, I applied the same process to my Venom's twin leading shoe brake. This had always been



a disappointing brake and I frequently reverted to a single leading shoe brake which was better. When the custom linings for the TLS brake were returned the linings were twice the thickness they had ever been, problem cured, the brake is now excellent. Personally, I'm wary of riveted linings as it probably means they are off the shelf and old, modern bonded linings machined to fit optimises the available braking capability.

[I found a considerable improvement on my '37 KSS by reversing the actuating arm - see picture. - Ed]

TRIAL BY ARBUTHNOT ...**John Shaw**

This reliability trial was first staged just after the first world war in honour of Admiral Sir Robert Arbuthnot who went down with his ship, HMS Defence, at the Battle of Jutland on 31st May 1916. A keen motorcyclist, allegedly carrying his bike on board ship in his day cabin, he had finished third in the 1908 TT on a 3 1/2 hp Triumph at a speed of 38.26 mph on the St. John's/Peel course. Initially restricted to Royal Navy personnel, it followed a course of approximately 80 miles in the Salisbury area and ran until the mid 1950s. It was resurrected in the early 1980's by Ian Rennie from the Salisbury M.C. Club following much of the original route along ridgeways, drovers' routes and tracks to the west of Salisbury.

My first experience of the event came in 1983 when my friend of over 40 years, Graham Dodd entered on his MOV. I followed parts of the route on a MAC based trials bike (too low, too long, too heavy) which enthused me sufficiently to have a go myself the following year on my MDD replica. It was far more strenuous than I had anticipated. The going ranges from fairly flat gravel surfaces where it is possible to actually sit on the saddle, through undulating grass meadows, tree lined hollow ways with deep puddles, to the worst of all in my view, which are the deeply rutted tracks.

These comprise two parallel channels created by the passage of tractors and 4x4 vehicles with a raised central grass covered strip. Such is the depth of these ruts in places that the fixed footrests were scraping the top of the ruts and occasionally lifting the back wheel clear of the ground causing loss of forward motion. Once stuck in them it is virtually impossible to escape so the only remedy is to stop, dismount and lift one wheel at a time onto the central strip, but the ruts seem to have some unavoidable attraction and inevitably I was back in the ruts again after a short distance. Graham had a footrest swiped off when he rode and had to ride a significant distance with only one footrest - tricky! In one such stretch my gear lever was bent back at an angle of about 45 degrees making gear changing awkward but I chose not to try to straighten it for fear of breaking it off altogether which is exactly what happened when I got home.

Apart from the stretches of tarmac roads most of the time is spent standing up which puts quite a strain on the legs especially with conventional forward foot rests and low handlebars. Weather conditions immediately before the event will determine whether you are choked by dust from faster riders overtaking or trying to stay upright on greasy chalk.

Entries are divided into categories from Colonial (rigid frame, girder fork, road tyres) through to proper competition bikes (tele forks, spring frame, trials tyres) with several others in between. Observed sections are split into 'easy' routes (oh really?) for the Colonial class and more demanding routes for the rest. One part of the route which always attracts a gaggle of spectators is

the dreaded ford crossing where there is a sense of anticipation or perhaps hope that some poor unfortunate soul can be snapped coming to grief or stalling in mid-stream with a drowned engine, a fate I have managed to avoid on the five previous occasions I had competed.

My last entry had been in 2004, after which I remember thinking I was getting too old to be wrestling a lump of old iron around the Wiltshire countryside, but at the same time also remember the sense of achievement on crossing the finish line. In 2019 a friend with a 1940 WD Matchless floated the idea of entering a team of three on military bikes in the 2019 event. I warned him that it is no walk in the park riding low slung rigid bikes but he was not deterred. So I succumbed to the temptation to see if I was still up to the challenge.

Our team of three was entered under the name 'Grandad's Army' (which gives an indication of the team's age profile) and comprised Neil Trinder (aka *Tommy* Trinder) - ex Royal Engineers on his G3 Matchless, Gary Pitt (ex Worcestershire Regiment) on his BSA M20 and me (ex Boy Scouts) on my trusty MDD replica. To digress a little, I have to express my respect for Neil in subjecting his award winning bike to the punishment of such an arduous event. You may have seen it on the AJS /Matchless Owners Club stand at last year's Stafford show where it won the best military bike award. It had undergone a nut and bolt restoration necessitated by its being almost written off by a fire due to a SMIDSY (sorry, mate I didn't see you) incident. It's a sad comment on today's society that two young ladies who witnessed Neil being trapped under the burning bike by his leg did not immediately rush to his assistance, but chose to record the scene on their mobile phones!

Apart from the cursory checking over, my bike preparation comprised fitting a new rear tyre, chain and sprockets, removal of the pannier bags and handlebar mirror, and dropping the tyre pressures a couple of psi. After spending the night at a budget hotel in Salisbury the team arrived at the start at the Barford Arms, Barford St. Martin in plenty of time prior to our scheduled departure time but had a slight setback due to one of us having left the key to the padlock securing bike to trailer back in his hotel room. Fortunately, a 'team supporter' dashed back on his modern BMW to retrieve the key which meant we just about managed to get away on time with the loss of only one penalty point - not that it made a lot of difference at the end of the day!

The scene on the pub car park is reminiscent of the heyday of one day trials prior to the advent of pocket handkerchief courses seen today. There is even a dress code- no garish brightly coloured outfits please. We were definitely in the minority among the other riders, the vast majority having the luxury of tele-forks and some with sprung frames trials tyres and high ground clearance. We sensed a few raised eyebrows and looks of disbelief at our foolhardiness, what could possibly go wrong? Within about half a mile we left the smooth tarmac behind as we entered the first green lane, little more than a narrow path

between the overhanging bushes, barely wide enough for a solo never mind the masochists on sidecars. This first stretch was relatively easy, unlike what was to follow. We had started mid field but as the morning wore on we were overtaken by riders on much lighter bikes which seemed to skip from peak to peak of the undulations while we wallowed in and out with the forks bottoming out alarmingly. Two of us finished with circular indentation in the front mudguard where it had come into contact with the steering damper bottom. It's a wonder the springs did not break.

At one point I was following Neil when he had a major 'off' in one of the rutted stretches. He went headlong over the handlebars with such force I feared he must have been injured but fortunately he emerged unscathed. His bike also came off lightly, the only damage being the choke lever which had been pulled back with so much force by the impact that the small brass nipple at the carburettor end had pulled off, thus leaving the choke in the closed position. To get the bike running again it was necessary to dismantle the carb and remove the spring/air slide - easier said than done with a hot engine and the carb tucked up under the petrol tank. This had happened in a very narrow part of the route where there was no alternative path, putting Neil at risk of having his legs run over while attempting repairs so the bike was pushed a short distance to a wider section. The repair took quite a while, so much so that all the remaining riders had gone and the course sweeper-up caught up with us. I was sorely tempted to say to Neil "*For you, Tommy, ze trial iss over!*" but thought it would not be appreciated, so kept quiet. Eventually we got going again accompanied by the very sympathetic sweeper riding his Greeves Anglian with consummate ease over ground we continued to find challenging.

Lunch was taken at a very swish golf club, the compulsory break being most welcome. We approached the club house along a very long tree-lined drive more akin to a stately home. The organisers had arranged for a small trailer to be brought to the lunch stop containing the fuel cans which riders had placed therein at the start. The 'stinkwheel' two strokes with their tiny tanks would probably not have got all the way round otherwise.

Suitably refreshed we set off on the afternoon route which continued to provide superb views over the countryside and which must be worth the entry fee. No further difficulties were experienced but any chance of a team award (as if we were in the running!) were dashed when we missed the markers to an observed section thus incurring more penalty points.

Arriving back at Barford brought a feeling of relief and satisfaction and once again respect for our old clangers which had survived all the punishment handed out to them. Finally, when Neil was asked if he would do it again his immediate answer was: "*Not bloody likely!*" As for me, I am not sure, but if I do it will be on something more suitable, possible a hybrid/special based on a small bird born in the Small Heath area of Birmingham.

GROWING UP IN GUERNSEY**James Maguire**

When I was a teenager, in the late 1960s, I was a motorcycle enthusiast but my very sensible father refused to allow me to ride on the roads. However, I was given permission to ride a motorbike in our large back garden. So the search was on to find something cheap to have some fun with ... I eventually came across **H. C. Tostevin & Son Ltd** of St Martin. This was a family owned business that had the agencies for Triumph, Velocette, Vincent, Francis Barnett and many others. Their workshop was a beehive of activity, especially as they serviced the local Police force's 650 Triumphs. Mr Tostevin was one of those people who never threw anything away, and bikes that had been taken in as part exchange were stored in the old derelict buildings at the back of the property, as a source of spare parts, no doubt.

My first acquisition, in 1968, was a Zundapp 50 Combinette, which I seem to recall cost 10 shillings. I must have been a pain in the ar*e to poor Mr T, and his foreman, Eric Rabey, as I was as keen as mustard to get it going. I spent many a happy hour there after school pulling it apart. The piston had seized, carburettor was blocked, and no sign of a spark. I remember the foreman giving me a hammer, block of wood and an aerosol can of Plusgas to unseize the engine. For a young lad studying for his O levels this was uncharted territory.

If you needed a spare part Mr T would give you the 'keys' to look through the derelict buildings. From memory there was one farmhouse, 2 barns and a large greenhouse, all full to the ceiling with things, wonderful things – old motorcycles. There was everything under the sun (quite literally the Sun, complete with its Villiers engine) from the very British to the continental (Moto Guzzi, NSU and countless others). To navigate your way around meant walking or crawling over the bikes as they were so tightly packed together. There was at least one flat tanker, which must have been from the WW1 era. Everywhere you went there was the smell of stale petrol.

I can remember my first ride on the repaired Zundapp in Tostevin's back field. There was no twist grip throttle control, as only the inner wire remained. The outer part was beyond repair and too expensive to buy a replacement. This inner wire was looped over the petrol cap. It was a simple case of pulling the wire upwards to go faster. The brakes didn't work. After all, the excitement was about getting the bike going, not stopping. Slowing down was accomplished by means of the use of the decompression lever, which resulted in those marvellous backfires that all kids love. A first class backfire would blow the baffle out.



And so our garden was transformed into a speedway track. Could I have been the original hairy biker?

After years of pestering my father to allow me to ride on the roads I succeeded in gradually wearing him down. My mother had spoken to Mr T and asked him to fix me up with the safest motorcycle possible. I arrived to collect it hoping that it might be that beautiful red Moto Guzzi Zigolo 110cc - Mr T knew I was keen on it. Instead, I was given a 'thing' – hand start, hand change, running boards, panniers and painted in a sort of dull battleship grey. Disappointed would be an understatement. Yes, it was a Mk 2 LE. Oh dear! As quiet as a church mouse



and definitely not the sort of bike you would want to turn up to school on. Well, it was a reliable bike and I did pass my test on it, but it lacked street cred. So I decided to modify it. The silencer was totally unnecessary and binned. Then I got to work with the tin snips ... Little by little I created an LE Bobber. However I must have overdone it as the Police decided that it was no longer road worthy and a hazard to other road users. So it was confined to our back garden. The motocross circuit unfortunately ran through dad's cabbage patch.

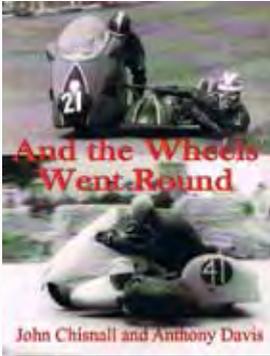
The next acquisition was a real boy's bike – a Zundapp KS75. At least I could keep up with my mates on their Japanese stuff. Good acceleration and a good top speed too. It was easy to forget that we had a 35mph speed limit. It all came to an end when I was shipped off to England to University (I think my parents were pleased to have some peace and quiet).

Over the years I've had many British bikes, mostly parallel twins. As fond as I was of my 1968 Bonneville I found out that miners did not have the monopoly on 'white finger'. I lost count of the bits of the bike that had vibrated loose and fallen off. Maybe Edward Turner could have added a magnet to the rear mudguard to catch the parts as they came off!

And so to my favourite bike? It has to be the 1960 Venom, which I have had for the past 30 years. A handsome bike that sounds lovely and is always a pleasure to ride. I have one regret though, the fact that I never took any photographs of what I saw in those derelict buildings at **H. C. Tostevin & Son Ltd**. The business has closed and all the buildings have now been restored. So what happened to the hundreds of classic bikes that were there, and that beautiful red Moto Guzzi Zigolo?

A GOOD READ ?

Jim Plant



And The Wheels Went Round by John Chisnall and Anthony Davies. £15 from sidecarbooks.com

I have just finished a biography of Dick Seaman who raced cars successfully before WW11, eventually driving for Mercedes. He came from a very wealthy family and was able to indulge his passion for speed by spending the equivalent of millions in today's values.

John Chisnall's story is a complete contrast to Dick Seaman's but is just as entertaining to anyone interested in the background to racing anything with an engine. Born into a modest but loving family a couple of years before WWII, John was brought up by his mother who worked tirelessly to provide for her children after her husband was called up, but she always managed to read to them each evening "*on all sorts of subjects*". John dedicates the book to his parents.

He started on two wheels like most of us riding a pushbike and moved on to a 1932 GTP which he used to ride to his pocket money job across fields and farm tracks with a short burst on the public highway. He fell foul of the local Bobby and admits his lippy attitude resulted in appearances before the beak. Fines which seem modest these days were probably crippling to a skint teenager. You really could do quite a lot with 12/6d (62.5p) in the 1950s. The mention of a GTP might have you thinking this is all about racing Velos but it isn't. John and his co-author Tony Davis describe his career as a sidecar passenger from the 1950s through to the '70s as he developed his skills and became one of the top exponents of this most dangerous of occupations.

He describes sidecar racing in the Continental Circus with the greats of the day like Max Deubel, Florian Camathias and Georg Auerbacher and there are whole chapters about particular characters and their antics on and off the circuits. The 'Circus' has been romanticised over the years and John sets the record straight. Most of the circuits were public roads simply closed off for the race period and fatal accidents were commonplace amongst all of the racing classes, both solo and sidecar. The fights with the organisers to get paid properly when the races were pulling in tens of thousands of paying spectators; how the sidecar driver always got the kudos with his passenger getting a lower cut of the money ... And of course the endless travelling.

I thoroughly enjoyed this book and read it again straight away. Never having followed sidecar racing, I had reservations before I started reading. Well it's only 150 pages I thought, let's get it over and done with! How wrong I was; I couldn't put it down. This is one of the best motorcycling books I've ever read and John and his partner Tony Davis have done a cracking job. The pictures are great too and capture the changing face of Britain over the past fifty or so years.

I urge you to get hold of a copy now.

A POOR EXAMPLE ...**Richard Albery****Part 1: Insipid Indoctrination**

My Dad learnt to ride a motorcycle during his national service as a military policeman in India immediately after the war. When he was demobbed he obviously wanted transport and got a 250cc Velo. He always called it that. I can't remember the MOV designation of the machine ever being on his lips, nor MSS for the 500 that followed. I think this latter machine was the one with which he had to always wear fisherman's waders because of the very generous lubrication system. A succession of machines followed until I appeared and a hybrid Norton 600cc was mated with single seater side car. Until I was big enough to get moved to the pillion I went everywhere on my Mother's lap. When I was eight we got a Ford Anglia, and that was the end of motorcycle family transport.

My Dad loved single cylinder machines, hated the Speed Twin he had owned, and always spoke well of Velocettes. Though, he could never be called an aficionado, he particularly praised the 250 as a sweet little bird and insisted into old age that rear suspension was not a good idea for handling on a motorcycle. A rigid rear end and an over-wide tyre was his recipe for best results. I caught the yearning for motorcycles from a friend (whose brother raced them) when I was 16 and was surprised to find that my Uncle Sid (Dad's latest brother-in-law) claimed to have raced cammie Velos in his youth. I asked a few questions, but I wish I'd paid more attention. (Does anyone remember a certain Sidney Valentine on the circuits after WWII?)

When I was nearer my 17th birthday, I went around my mate's home for one of our regular informal meets. A good selection of the gang was there (mostly by then Japanese mounted) but the lad who had kindled my interest in motorcycles had turned up on a Venom. After some chat, it was decided that we should all have a go at trying to start the notorious beast. It must be understood that I was known as 'the professor' at secondary school, and that was not for my athletic prowess! Though all my friends failed miserably at the big kick challenge, I was the one who got the beast roaring into life. My secret was that I knew, or rather my right leg comprehended, what to do because I was the one guy there with a British single, albeit a BSA Starfire. It is a rare treat for me to have any street cred' so I basked in the warm glow of the moment as long as I could, then kicked up the 250 Beezer and rode nonchalantly home. I was a trainee and later an instructor at the RAC/ACU M/C Training scheme in Guildford. I was glad that I'd promised the magistrate that I'd get some training as I learnt a lot about all sorts of things, but also it turned out to be a great little club. A right mixed bunch we were. One policemen instructor turned up on a then brand new Indian Velo – what a vision of loveliness (not him – the bike)! Having only ever done about 1000 miles on a Venom, maybe I am a rather poor example of a Velofellow, but I'll explain how I came to own one.

The VOC near YOU

Details of all 29 of the Club's 'local' Centres and, where available, an update on their recent activities.

To save this reading like a collection of 'Government Information Broadcasts', please accept that all Centre reps hope that you are safe and well and can get together soon ... and, when you do, see what you can make of the pictures I've received of yourselves on your first bikes - well, the earliest you could find. Have a guess - you might win a pint? Or possibly not!

1066

Richard Lanney

richardmss500@outlook.com 01424 210 880

3rd Tuesday 7.30pm: 'The Bear', High Street, Burwash, TN19 7ET



Welcome to the new members to our Centre. If you haven't contacted me yet, please get in touch so I can add you to my contact list. One of our Centre members has purchased a one-owner-from-new 1946 MAC in running condition - I am looking forward to seeing it.

Here are four Centre members in earlier days - why not send me your guesses as to who they are?



*Phillips moped
in 1963*



*BSA C10
in 1958*



*Neddy (1/2 HP)
in 1962*



*Husqvarna
in 1971*

ALCESTER

Tim Jackson

tim658jackson@btinternet.com 01926 842 369

1st Wednesday: 'Holly Bush' High Street, ALCESTER

Web site: *alcestervelo.uk*



Well, what is there to say about nothing! At least the Alcester Holly Bush, where we meet, has a garden, so you never know - fingers crossed. When all the Velos do turn up there will be no excuse for them not being shiny; in fact there should be some new restorations that have been on the back-burner for years. I know, from my own contacts with suppliers, that many of them have never been busier, so there must be lots of good works taking place.

Perhaps our next venture can be a small scale "meet" to somewhere quiet, with each of us taking our own thermos and, of course, maintaining a social distance. Watch this space and your emails!

In the meantime, who are these dodgy looking characters?



***BSA Bantam
in 1964***



***MSS
in 1967***



***LE
in 1960
(on the back)***



***MAC
in 1960***



***MAC
in 1967***

BRISTOL**Keith Phipps***keithi68@outlook.com* 01454 778 263 - before 7pm, please

2nd Tuesday 8 pm: 'The Horseshoe' 41 Siston Common, Bristol BS15 4PE

Here's something to do in Lockdown. Who are these two? Let me know your guess.



*James ?
in 1961
(on the front)*



*BSA C12
in 1966*

**CAMBRIDGE****Peter Tibbitts***ptibbitt@btinternet.com* 07768 365 850

1st Sunday noon: 'Bees-in-the-Wall' Whittlesford, CAMBS CB22 4NZ

I am writing this on the eve of our inaugural virtual pub meeting on Zoom. This is to replicate our Wednesday lunchtime meeting at the White Swan Conington. The emailed invitation to the GDPR consenting Centre members, totalling 39, resulted in 9 accepting and an equal number not interested in this type of gathering. It does however give us an opportunity to meet members who otherwise live too far away to attend our physical get togethers.

Ian Carrington has decided to resurrect a Viper he bought in boxes some forty years ago. Now that Veloce Spares Ltd is open for web based orders, there can be no holding him back! That is once he has engaged commercial assistance (see advert in this issue).



*Fantic
in 1976*



*Tiger Cub
in 1968*



Judging by the current rate of progress against Covid 19, we might possibly be back at the Red Cow Chrishall for our July 15th Meeting. Fingers firmly crossed on that one. If any Centre member who is not on my email circulation list would like to be, please email me, and I'll update you.

We have two entries for 'Guess the Baby' - let me know what you think.

CHELMSFORD

Rob Morris

2nd Sunday noon, 'Horse & Groom' The Common, Galleywood CM2

8PJ 3rd Tuesday (April to October only) day/evening runs

Contact: Peter Merrick petermerrick@hotmail.co.uk 01206 841 883

Web site: vocessex.wixsite.com/chelmsford



Although we still remain in the midst of reduced lockdown restrictions our Centre has been able to welcome two new members in the last month. Hopefully it will not be too long before we can officially welcome them at The Horse & Groom!

Like many of our members, our chairman, Peter Merrick, has been busy spending time in the workshop on various projects and has also taken the time and effort to search out various cafés serving takeaway teas and rolls for possible meeting points once we restart our monthly runouts. Social distancing guidelines to be followed of course! Hopefully your leathers will still fit after all those bacon rolls you have eaten in the name of research Peter?

As I mentioned in my last report, I have used my time in lockdown to move forward with my 500cc Scrambler restoration. Hopefully it should be completed in the next month and should get its first run out very soon.

I am sure our members will be pleased to hear that Alan Morris is making some positive progress in his recuperation, he is now up walking more often and I believe he enjoyed his first cup of tea recently, our best wishes to him and Ann.

If you find yourself in need of a chat, Velo related or otherwise, pick up the phone and call a fellow member, if you are new to the Centre feel free to call either Peter, (01206 841 883) or myself (07940 133 331), we are always happy to talk Velocette to other similar-minded individuals!

The old hands might wish to try guessing who these are?



*Corgi
in 1957*



*MAC (& mum!)
in 1963*

CHESTER**Bob Derry***bobderry@hotmail.co.uk 01745 583 092***1st Thursday: Plough Inn, Rakes Lane, Christleton CHESTER CH3 7PT****Velo 500
in 1968**

We have decided that in keeping with our approach to all our Centre activities we are cancelling the Harold Willis run. We aren't moving away from lock down quickly enough (for good reasons) to be sure the run can take place within any guide lines which may apply on the proposed date. In addition we have different rules for different areas which may make it



difficult for us all to conform with the requirements in place at the time within Wales. This is particularly true if we have participants from over the border travelling further in different sizes groups. There may also be problems with cafe facilities. I will contact all of you via e-mail and the events diary as soon as we get an all clear message from the respective governments.

Just as an aside, I have been viewing a Youtube chanel called '*Scarf and Goggles*'. You may be familiar with it but if not, it's well with a watch. It deals with LSR cars so it's not strictly FT Velo. material. There are about 7 videos . I have watched the episodes that deal with George Eyston's 'Thunderbolt', Henry Segraves 'Golden Arrow' and another on LSR cars from the late 1890s through to present. They all contain technical information and look at the personalities of the people involved. Well worth a look !

Who do you think the handsome chap at the top of the page is?

DEVON & CORNWALL**Mike Williams***mikewill2@blueyonder.co.uk 07724 006 123 / 01392 877 666 (evenings)***From 7.30 pm 2nd Friday: Various pubs - see 'Events Diary' or contact me**

After the long hiatus since our AGM in March, we decided to try a virtual meeting in June. Seven brave souls joined us on Zoom, with several of them never having heard of it before. Congratulations to them! We had a good, wide-ranging chat, with no real problems experienced. We are going to try again on 10 July and you may be reading this just in time to be part of the fun! With ongoing changes to the rules about gatherings, we may well be able to meet outdoors before long; I'll keep you posted. I'm sure many of you have been working on your Velos. It would be good to hear what you've been up to – and I'm sure other members would appreciate it too.



Well done to Brian and Shirley Chidgey who, despite the restrictions, managed to make plants available in a safe way as part of their long running charity garden event. Obviously, the traditional coffee morning wasn't possible, but it is hoped to put something on when restrictions allow. I hope as many of you as possible will support this event when it happens.

In the meantime, enjoy your Velos in whatever way you can - see if you can guess who these two are ...

**MSS
in 1965**



**James Comet
in 1954**



DORKING

Peter Thomas

pjthomas@diandpete.co.uk 0208 658 1552

2nd Monday 8 pm: 'Stepping Stones' Westhumble Street DORKING

RH5 6BS

Web site: velocettedorkingcentre.btck.co.uk



It is with great sadness that we have to report the sudden and unexpected death of Centre member John Pocklington at the tender age of 72.

The following tribute was supplied by Geoff Morris, Jeff Read and Andy Relf

John grew up in Colliers Wood in S.W. London, and attended Mitcham Grammar School where he gained several A levels and (more importantly?) a love of motorcycles, riding to school from the age of sixteen. He joined several clubs including Carshalton, Wimbledon and Croydon where he made lifelong friends.

He worked for many years for the GLC and the Inner London Education Authority where he met his wife-to-be, Brenda. They married in 1983, their relationship having blossomed after holidaying in the Isle of Man. What better location? They moved to Wallington and met Geoff Morris, a neighbour and lifelong friend who introduced John to Vintage Motorcycles and the delights of restoration, starting with a Sunbeam. He will be remembered for restoring and riding many marques but his heart was I think with Velocettes. He joined the VOC in 1967 aged 19, achieving 53 years of continuous membership. His collection included a 1923 model GS3, and a GTP, an MOV that now has now been passed over to Geoff, plus his every day riding bike a Viper modified to MSS standard, together with a Triumph Model H and a beautiful flat tank 350 AJS amongst others.

After leaving the GLC John went to work at Bavanar in Croydon on the

early Indian Enfield imports. Then latterly at Ricardos in Shoreham. In these roles he was described as being a “round peg in a round hole”.

It would be impossible to talk about John without mentioning his trials and enduro career, competing in events such as the Welsh 2 day trial and the Exmoor trial. He was also successful in sidecar events including the sidecar class of the Trials Championship in 1973. He continued with the Horsham Riders until recently.

We will remember him for his dry and gentle humour, and that he was one of the members that turned out for runs whatever the weather. He was respected for his great riding ability, knowledge and his lovely old bikes. He never failed to help or assist if needed. John, it was great knowing you. You’ve hung up your helmet. Rest in peace.

Our thoughts and condolences go out to his wife Brenda and their family. A great loss.

DORSET

Steve Gayler

2nd Wednesday 8 pm: ‘Holme Bush Inn’ Old Wareham Road, Corfe Mullen BH21 3RZ
dorset_voc@gmx.co.uk 01202 657 715



No report this time. Local? See you after lockdown?

EAST MIDLANDS

Paul Hunnisett

paul.hunnisett@hotmail.co.uk 07788 655 896
 1st & 3rd Wednesday: ‘Red Lion’ High Street KEGWORTH DE74 2DA
 Web site: www.eastmidsvelo.org



I have been sending regular emails to the Centre members during this lockdown, so if you wish to be kept informed, please send me a quick email and I will add you to the confidential list.

I was hoping for a slight relaxation in the lockdown rules so when it was announced that on 1st June up to six people could meet outdoors, it was the ideal time to tentatively begin the rides again. A quick email to the members inviting them to the Breedon-on-the-hill run ensued, inviting them to join one or two groups of six. We just filled one group although one did have to drop out. It was great to see some familiar faces again when we met up. We had a thoroughly enjoyable ride around the Leicestershire lanes except my Venom needed a push start after a stop to take a photo. It has been like it since replacing the carb, so I will try raising the fuel level and see if that helps. Hopefully we can enjoy a few more rides out in the future.

I would like to congratulate centre members Nigel Lines and Peter Pares who have recently achieved 40 years of continuous membership. They have also been supporting the Centre by attending our regular meetings and events, so a big thank you to both of you.

Ride with a smile and keep safe everybody.

ISLE OF MAN

Steve Woodward

stephen_woodward@yahoo.com 01624 878 234

3rd Thursday: 'Creg na Baa Hotel' or, in summer, evening runs.



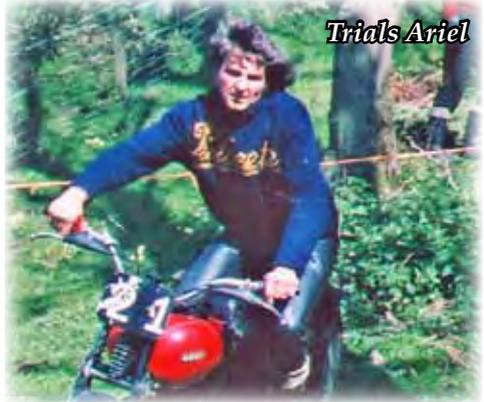
KSS MkII



Velo racer



***Indian
(on L plates!)***



Trials Ariel

The closure of the borders has been a major factor in protecting the island's population. Mid June has seen no new cases for over 4 weeks. Social distancing restrictions have been largely removed, permitted size of gatherings increased, and the Creg is back open for our monthly club meetings!

Club runs should be back on, but, as I write, no sign of significant easing of permitted general travel on and off the island. Lets hope we continue this progress towards the 'new normal'.

In the meantime, have a look at these pictures. They are of Centre members in earlier times. Can you guess who?

KENT AND SUSSEX**Richard Woolnough***veloseckent@gmail.com 01303 862 515*

1st Monday (2nd on BHs) 'Wagon & Horses' Charing KENT TN27 0NR
 For January meets, await email or telephone call - if we have your consent!

*See you
 after
 lockdown?*

LANCASHIRE**Mike Hamilton**

2nd Friday: Astley Green Colliery Museum, Higher Green Lane, Astley
 TYLDESLEY M29 7JB

Secretary: Mike Hamilton *mick.hamilton66@gmail.com 07946 487 199*



Unless you have been a Centre Secretary (and one who takes the job as seriously as I) you would not realise how time consuming keeping member records up to date can be. Overall Club membership does tend to increase marginally each year so I was well aware that the 30 new members to this Centre over the last two years would in the main be offset by a similar amount of none renewals. And so it has proved as I now have 182 members on the books and 120 on my Contact List, so a largely neutral end result.

I have continued to try and keep some cohesion to the Centre by regular emails - often just general chat in the absence of much real biking. This has been well received from the feedback I get and some great comments articles and stories have passed between us. Difficult to pick out one in particular but an example is this one, about the amazing 1939 exploits in the Lake District of a seemingly standard Austin 8. Please take the trouble to access it and enjoy.
<https://m.youtube.com/watch?v=2jHyutfRo1g&feature=youtu.be>

I have evidence of members getting on with rebuilds thus taking advantage of the extra time most of us have. I hope that is mirrored throughout the Club. I have been out on my 1954 MAC a couple of times and will do so more now. Sadly I have been denied the ability to work further on my 1966 Silver/Blue Thruxton as it is in a friend's garage 40 miles away but that is becoming a key intention as soon as I can get my hands dirty again over there.

As I frequently request please let me have your email contact details if you are not receiving my regular emails. If you don't do email a phone number, preferably mobile would be a useful alternative. I am pleased that I can reach two thirds of members quickly but the more the merrier. Your details would not be shared with anybody, not even other Centre members and would be immediately expunged the moment you request so.

In the meantime, who is the leader of this colourful pair?



NEW ZEALAND

John Bryant

jbrvelo@gmail.com +64 9 445 6483

77B Beresford Street, Bayswater AUCKLAND 0622 NEW ZEALAND



NORFOLK

Chris Dean

chris.dean19850@gmail.com 01692 536 446

2nd Sunday: Whitwell Station, Reepham NORFOLK NR10 4GA



Hello again from what is now semi isolation Norfolk, we have missed some beautiful days that were made for riding motorcycles, but hopefully before too long we may be able to get out for a limited numbers club ride. I know things are easing up a little on that front, as the other day five Harleys followed by a tractor came past my house ... so, six Harleys then. Fortunately the cycling group I ride with and have been restricting to two at a time rides, are now up to five of us riding although still socially distancing.

My MkII KSS is coming on well, with the Club's ex-Overseas Secretary, Wayne Coulthard, helping me out with some parts to finish building the eight inch Miller headlight. On the subject of Miller lighting, Paul Horton, in Watton

*Greeves
in 1962*



*Suzuki 125RV
in 1977*

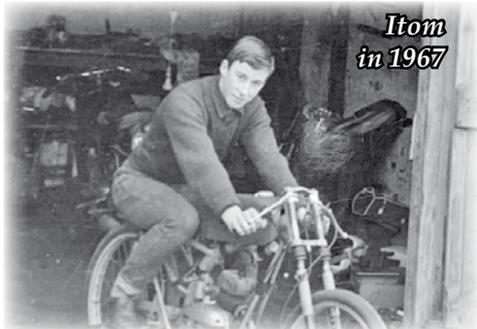


Norfolk makes parts for Rudge motorcycles. As you may know, these also used Miller equipment. I have bought an eight inch rim from him and these will fit genuine Miller shells, unlike the pattern ones purchased by me in the past, at various auto jumbles. He only makes for the pre war models with no logo formed in the top. Check out his website www.rudge.parts

With a bit of luck and a fair wind I might have a bit more to write about for the next issue. In the meantime, can anyone in Norfolk Centre recognise the two culprits in the pictures?

NORTH LINCOLNSHIRE**John Hannis***johnhannis@yahoo.co.uk 01522 730 558*Last Wednesday; 'Butcher Nook Club' 2 Dawnhill Lane, Hemswell
LINCS DN21 5UH (off A631)2nd Tuesday - South Yorks Meet: 'Nags Head' Stacey Bank, Loxley S6 6SJ
10:30 ride-out (weather permitting), meeting 13:30.Contact: Jim Gregory 07890 635 429 *jimannang@blueyonder.co.uk*

Can you guess who these whippersnappers are?

*Venom
in 1978**Itom
in 1967***NORTH LONDON & HERTS****Dan Smith**1st Thursday 8 pm: 'King & Tinker' Whitewebbs Lane, Enfield EN2
9HN Secretary: Roy Wood *woodyherts1937vello@btinternet.com**No report this time. See you after lockdown?***NORTH YORKSHIRE****Stuart Thomson***studith@talktalk.net 01904 750 639*

1st Wednesday 'Blue Bell Inn' Kirby Hill, Boroughbridge YO51 9DN

*Royal Enfield
in 1952*

A delightful camping scene from the 1950s, with brother and sister on the GTP - but who is on the Enfield?



*Venom
in 1965*

NORTHERN IRELAND
Erik Coleman
 3rd Sunday of even months: 2.00pm,
 Balloo House, Comber Road, Killinchy BT23 6PA
 Secretary: Erik Coleman 07801 731 745
 erik.coleman1960@hotmail.co.uk



This photo was taken at Slieve League in West Donegal, Ireland, on the very edge of a 500 ft. cliff, straight down to the Atlantic. The blue paint on the rock - "End of Road" - is the warning sign! But who is the rider?

NORTHUMBRIAN
John Duguid
 johnduguid5718@gmail.com 07565 173 578
 Last Tuesday 7.30 pm: 'Border Minstrel', High Gosforth Park, Newcastle upon Tyne NE3 5EJ



It is with sadness I have to report the death of our great friend, and secretary Richard Hirst, who passed away on the 8th of May. He had a fall whilst cycling, injuring his arm which, at first, didn't seem like anything serious. After treatment he was sent home, but developed a rare infection in the scratch and then suffered an unusual reaction to the antibiotics used to treat it. He was a very fit and active 75-year-old. Richard's son Chris said:



"Dad was a keen cyclist a long time before cycling was fashionable . He was immensely physically fit, without being a keep-fit fanatic, he just enjoyed being outdoors and cycling. He was very practical, he knew how things worked and loved fixing them and putting them back together. He could never sit still, he wasn't the sort of person who could sit on the sofa watching television, he would always be the one with an Ordnance Survey map, heading out somewhere. We got to spend time with him before he died and he said to me 'I'm absolutely amazed at how many people want to speak to me, I'm just a silly old sod' - but I think a lot of people saw him as quite an inspirational person."

Richard died at home with his wife Pat. All of us from the Northumbrian Centre send our heartfelt condolences. See: <https://www.chroniclive.co.uk/news/north-east-news/northumberland-family-heartbreak-cycling-legend-18318567>

OXFORD**John Gardiner**

2nd Monday: 'Red Lion' Cassington WITNEY OX29 4DN

Contact: Peter Cox ritathesnips@yahoo.co.uk 01865 256 053

Web site: velocetteownerscluboxford.wordpress.com



As just about everyone else has said, these are indeed strange times! Fortunately, once lockdown conditions were eased at least we could get out on our bikes and 'stay safe'. My only concern has been the dreaded breakdown which on these bikes of later years it is sadly a reality.

The Oxford Centre held its first (socially distanced) meeting since the outbreak of the pandemic and met as planned the other night in Graham's garden with chairs spaced at the requisite 2 meters apart. Didn't last long though as the heavens opened. Fortunately, we were able to deploy to Graham's car port which yet again allowed the regulations to be applied. It would have been even better if I could have accompanied this article with a photograph of a row of shining Velos (Graham made space available). Sadly, the only bikes on show were Graham's trusty MAC and John's beautifully prepared 1967 500cc G80CS Matchless. The weather forecast put paid to the rest of us and our plans! Six of us were in attendance and we brought our own refreshments. I must say it was a welcome diversion and the feedback has been most positive. As they say, 'Where there's a will ...' Thanks of course must go to Graham for setting this up and offering to repeat the process the next month as well if need be.

Graham has been out solo riding since lockdown eased; however, Bob and I joined him last Tuesday for a thoroughly enjoyable canter through the Cotswolds. Talk about blowing away the cobwebs ... beats all prescriptions! We stopped at Moreton-in-Marsh as it was Market Day and enjoyed an excellent breakfast from the Mobile Catering Facilities. I must say I was impressed as to how everyone behaved so impeccably given the current situation.

We have discussed, amongst a lot of other things, the hope that we can stage this year's Geoff Steele's memorial run and looking at October. John has very kindly agreed to organise it. Stay Safe everyone...it's not over yet! Here's a couple of youngsters to guess at ...

**BSA C15
in 1967**



**Yamaha XT
in 1982**



SCOTTISH

Raymond Albeson

velscotsec@gmail.com 0131 669 9219

As advertised in Fishtail or contact me for details

Web site: *velocettescotland.weebly.com*



Zooming Up North: Maurice Clarke has been using the benefits of IT to keep the Aberdeen guys in touch with each other. I was lucky enough to be able to catch up with the second of his monthly Zoom meetings, where half a dozen of us chatted about what we had been up to during lockdown, projects we had been able to get on with, and why Nortons vibrate!

Maurice is happy to extend the invite, particularly to any other members in the North of Scotland. Drop a line to *mauriceclarke@btinternet.com*

Biggar Show Cancelled: Helen Carrick has been in touch to confirm with sadness that The Biggar Rally, due to be held on 16th August 2020 has now been cancelled. The planned date for the 2021 rally will be Sunday, 15th August. This could not have come at a worse time following two years in which income was severely impacted by bad weather. No income in 2020 means that it will be extremely difficult to finance the 2021 Rally without more funds. If you feel that you can assist with a donation, this will be gratefully received and can be made by visiting the website *www.albion-trust.org.uk/donate*.

New Members: I was pleased to be able to chat to new member Alastair Paton. With the addition of a Tufnol spacer, he seems to have solved the hot starting issues on his Venom and is now trying to deal with a weeping pushrod tube. At least he has something to keep him going during lockdown. We hope to see him on some runs once things get back to normal.

Any new members who are not on the Scottish Centre mailing list please drop me your e-mail and we will keep you up to date.

John Wheeler Shield and Special Merit Award: With no AGM we had no opportunity to have a ceremonious handover of the John Wheeler shield from last year's recipient Ron Martin. This year the award goes to Peter Ocleston, for his continued support of centre events, his string of Velo restorations, including



Viper, Valiant and his multi award winning electric start KSS. Whilst his current restoration of a Rudge is a minor deviation from the fold, he is looking for a Viceroy for his next project, which shows true Velo devotion! If you have one you don't want, please get in touch.



We also took the opportunity to give Royce Limb a Special Merit Award. Having decided he wanted to rebuild a GTP, Royce scoured the land for a suitable project, finding one that had languished in a shed since the early 1960s. His painstaking rebuilt resulted in him writing several articles in Fishtail on the technical issues of these once ignored 2 strokes. Having completed what he had said would be his last rebuild, he then decided he wanted to do a MOV, which I was able to supply him with. Working on this with his grandson, he has now nearly finished this. He said again that this was probably his last rebuild, but that if anyone had a

Mk1 Cammy he would be tempted. All this from someone in their early 90s is certainly deserving of the Special Merit Award, which we will be able to give in person after the lockdown restriction abate.

Over the Border Run - Mike Graham: Our North of England representative in the Scottish Centre and routmaster for the unfortunately furloughed Over the Border Run has been in touch to say he made it safely back to the UK from his winter home in Portugal. With letters of passage issued by the British Embassy, looking for Police patrols and being waved past long queues of cars at border crossings to Spain and France it sounded a bit like the plot for a spy movie. Now he is back Mike is double checking the route and we hope to have the run back on schedule once restrictions allow.

Bill Borthwick: I was saddened to hear of the recent passing of Bill Borthwick from St Andrews. Our condolences go to his wife Pauline and family.

Stay safe and pass the time in trying to guess who these are ...

**BSA B31/A7
in 1980**



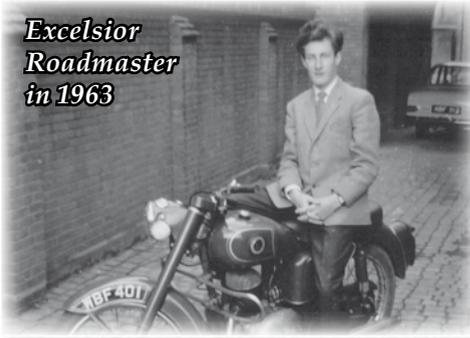
**Tiger Cub
in 1968**



**Matchless 350
in 1962**



*Excelsior
Roadmaster
in 1963*



**SOUTH HANTS
Alistair Grundy**



1st Tuesday: 'Milburys'
Beauworth, ALRESFORD
SO24 0PB 023 9246 6196
alistair_grundy@hotmail.com

As you can see, we have had a good response to the 'Guess the Baby' pictures! *(continued overleaf)*

*Triumph
in 1972*



*GTP
in 1952*



*KSS Special
in 1963*



*BSA
in 1971*



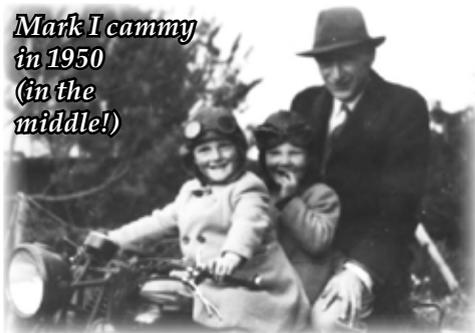
*Tiger Cub
in 1967*



*James
in 1960*



**Mark I cammy
in 1950
(in the
middle!)**



**Bantam
in 1963**



Let me have your guesses and I'll shame Peter into buying a pint for whoever is the most accurate!

I had been looking forward to a really good year of Veloing and the weather has been ideal but I haven't actually ridden a bike since last November and all due to something completely beyond our control. I hope that you are finding sufficient projects to keep you busy, I seem to have more to do than there are hours in the day.

STAFFORDSHIRE

Alternate Fridays 7.30 pm: Village Hall, Aston STONE ST15 0BJ

Contact: Roy Gimbert 07963 399 120

84 Barnfield Way, Wildwood STAFFORD ST15 0TE

Arthur Muller



Here's a couple of Centre members in earlier times ... but who?

**MSS
in 1977**



**Flat tanker
in 1948**



Better known in West Mids ...

THAMES VALLEY

jon.dunsdon@btinternet.com 01235 833 354

2nd & 4th Tuesday (evng): 'Cherry Tree' Stoke Row OXON RG9 5QA

Web site: thamesvalleyvelocette.co.uk

Jon Dunsdon



We are looking at organising small group mid-week runs now that some of the lockdown restrictions have been eased. If the trial run works out ok then we will advertise them to the TV Centre membership via

email initially. if you want to know about these runs, and you are not on the TV Centre distribution list, please send me an email.

Popham Megameet in August and Kop Hill Climb in September are both still on. Kop Hill are taking bookings and seem not to be asking for entrance fees at this time. My understanding is that If the event is cancelled there will be no charge, nothing to lose so get your entries in. TV Centre has a club display area booked, so look for it when entering and join us at Kop Hill. I have booked our usual space at Popham and have tickets which I will distribute nearer the event if it goes ahead. Again, no charge for any Velocettes, another one for the diary.

In the meantime, guess who these young(er) people are ...



MAC
in 1948



MAC
in 1965



BSA C12
in 1964



BSA C11
in 1964



**BSA (with
Uncle Brian!)**
in 1959



Velos! in 1982

WELSH**Phil Edwards**

1st Thursday 7.30 pm: 'Station House' St Johns Street WHITLAND
 SA34 0AP (next to railway station) Contact: J Richardson 18 Pill Fold
 MILFORD HAVEN SA73 2NN johnthevelo@outlook.com 01646 695 396



How to stay sane in this lockdown, that is the question. For many of us biker guys and in the past few months this has been a serious question. No meetings no happy chats over a pint at the local rally, no group barbecues As we gaze lovingly at restored Velos scattered around the local campsite. Oh for the return of happy days but not this year I suspect.

For many of us who own Velos lockdown has certain advantages. It means we have no choice but to tidy the workshop and get on with the jobs that we've been promising to do for years. John our Chairman tells me - by phone of course me being a law-abiding lockdown person - that he has cleaned his workshop and actually got 2 LEs running that have been standing around for years. I can almost feel him smiling down the phone so things aren't all bad.

WEST MIDLANDS**Brian Coldicott**

cotterpinkid@talktalk.net 0192 245 9047

Tuesdays 8 pm: Old Oscott Community Centre, 277 Birdbrook Road,
 Great Barr, BIRMINGHAM B44 9TY



Well, let's see what's happened since the last edition ... not a lot, except that I think we're all still here. I've still not managed to get out on the Velo'. Serviced, cleaned, ready to go, but the last time it was fired up was coming back from the Bob Foster last October – I do really need to get out.

As requested by the Editor, we've been collating some photos of our members with their first / early machines and I'd like to thank all for their contributions, there's some great social history captured in them and some of which look like they've been taken using wet plates!

**Mini-bike
 in 1932**



**Velo outfit
 in 1962**



It's fairly evident, from social media postings and loans from our Centre toolkit, that many have been taking the current situation as an opportunity to get those



**In 1980
with
BSA C11G
from 1964**



**Norton
Dominator
in 1962**

Velo' projects either restarted or completed and I'm sure this will contribute to a forthcoming bigger presence of Velo's on the road, not that we generally need that much encouragement. If Centre members need to borrow tools just give me

a ring and we'll see if we've got one for the job at hand, there's a nominal usage charge to ensure stocks of consumables are maintained.

This edition's picture covers both the effects of 'lockdown' and the recent commemorations. John informs us that the unwelcome guest dropped into his back garden during the VE day celebrations. Unfortunately, whilst John was dismantling the Geflügel to see what made it 'cluck', the Fledgendarm escaped and is now hiding out somewhere in Halesowen.

Look after yourselves



WOBURN**Patricia Thurston** *norricia@talktalk.net*3rd Monday 7.30 pm 'Rose & Crown' 89 High Street Ridgemont,
BEDFORD MK43 0TY. Also: April - October 1st Sunday noonSecretary: Reg Cross *reg.cross@btinternet.com* 01767 683 368Web site: *www.woburn-velocette.org.uk*

Hello friends are you still out there in lockdown? Ray and I are, although officially, we must still be shielding for a few more weeks yet. Life is getting better and we all hope and pray that with all the sacrifices the country has put upon us that we will be beating this virus?

Our Centre is still closed but the committee have been having Zoom meetings. Although NO plans can be made for any group outings. Maybe once the pubs are allowed to open, we could (maybe) hold an open air show of bikes like our Concours evening? So perhaps you should think about getting your Velos in good working and road worthy conditions. With a good polish. Unless you have already been doing this during lockdown to keep yourself busy?

Keep a look out for the monthly Newsletter information on 'What's coming soon' spot or go to the Woburn web page *www.woburn-velocette.org.uk*

In the next Newsletter there will be another part of John Hawkings articles on his collection ... and here's another antique! Guess who?

That's it for now. Stay safe and virus free ... be happy.

**WYE VALLEY****Rob Jones***robeatjones2@gmail.com* 01685 877 212

2nd Thursday 7.30 pm: 'Anchor' A466, Tintern CHEPSTOW NP16 6TE

Web site: *wyvalleyvoc.wales*

While lockdown has been eased in England restrictions continue in Wales. The Centre, spanning the border, has seen some members out on their Velos while others are limited to essential journeys of only five miles. Roger B in the Forest of Dean has been out on his MAC doing his shopping. As has Roger C in Raglan. Huw has been stripping the engine of his '55 MAC and found that the piston had been fitted back to front. Eddy has completed the recently bought swing arm MAC for Sheila who has ridden it and found it delightful. JPJ has even washed his Viper. Dave and Gary Hoskins, friends from Cirencester, have made the most of the sunny weather riding Venoms through the deserted Cotswold lanes. With that it's a wish to all our friends at Wye Valley and the Club in general to stay safe and we'll meet up again in the future.

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.

FREEBIES...

3 boxes of FISHTAIL MAGAZINES old and new - collect near M1 Junction 25. Paul 07544 015 139

PAIR OF CHROMED RIMS WM2 x 19 x 40 hole. Rusty but would re-plate/powder coat plus Michelin A49 100/90 x 18" tyre which is not suitable for road use but OK for static display. All for collection only Paul 01270 820 202

FOR SALE...

AVON 100/90 V18 61V (18" ROAD-RIDER) New and unused 2019 £50. All for collection only. John Watson made **CLUTCH DRUM, 20MM BELT AND ENGINE PULLEY FOR VENOM**. Similar to Thurston belt drive clutch. Does not include the large centre bearing C26AS. Your existing clutch assembly just fits in. £110 inc. p&p. Paul 01270 820 202

LE VELOCETTE MARK 2 ENGINE AND GEARBOX UNIT (3 speed hand-change), believed good but I have never run it. Multi-jet carb. but no manifold. Front & rear sub frames, turns over OK. Plus box of parts including spare heads, pistons, radiator, speedometer, etc. £650. To be collected (Bucks).
burnettengineers@btconnect.com or 01844 345 750 and leave a message.

VENOM 1959 Matching numbers, 12 volt, discreet indicators. Recent new carb and tyres. Easy starter. £8,000. **MK11 KSS 1937**, rebuilt in 1976 (ex-Dave Masters' bike). All original parts, includes rare push-pull throttle and a Geoff Dodkin silencer with proper baffles, so it is a quick one and very smooth. £11,000 *Aussi disponible en France !* Peter 07774 649 644 *ed.fishtail@gmail.com*

GEARBOX PARTS Prefix 14 Gearbox complete with MSS gear ratios - £650. Assorted gears and associated items for Prefix 12 or 14 gearboxes i.e. BK86, BK86/2, BK89/AS, BK88/AS, MAS122, BK78, BK87, BK14, BK77, BK 11/2, BK8/3AS, BK8/2AS, BK90/2, BK66, BK98/2, BK64/3, GC55 plus a few other bits (CK34/4 & C31/3, BK85/2, BK95, BK99/2 inc assoc parts). All used but judged serviceable. Prices for gears from £20 to £30 each, multiples of most. **FOR MAC** - M249, M208 Cyl Studs-£5, B90 Selector rods pair, threaded, 4.825" - £6.

Also **GEARBOX END COVERS** MAS55 - £100. BK80/5 inc BK98/2 - £45. For details and photos contact *radoxsey@virginmedia.com* (Plymouth, UK)

WEBB FORK ECCENTRIC BOLT, SLEEVE AND NUT (4M, 5M & 6M) made in 303 stainless steel. £25 plus P&P. Mike Penney 01291 650 653 (S. Wales) *michaeldpenney@gmail.com*

MAC 1958 Everything done, 12 volt electrics, electronic ignition, screw up chain case, full width hubs, not completely original in lovely condition. £5,200 o.n.o 01455 283 066

VM CYLINDER HEAD bored out to 1 5/16", excellent valve inserts and guides c/w valves, springs, top and bottom spring retainers, collets. Missing top collars K4/4. Clean, no fin damage £370.

ALLOY MSS FLY-WHEEL

ASSEMBLY, big end feels OK. £170.

POLISHED REV COUNTER

TIMING COVER c/w as new tacho gearbox. £180.

MOV BIG END complete N O S £200.

M 17/4 CAM complete with wheel £25.

PAIR FORK SPLIT COLLARS F262 £45

LUCAS 60W DYNAMO c/w pulley for overhaul £60. **GP SLIDE** No. 5. £45.

Plus post - collection on heavier items.

Junction 1, M 18.

Also **VENOM CLUBMAN MARK 2**

1969 - see FT467 for description.

01709 851 273 (Yorkshire)

VENOM/VIPER PARTS Drive side crankcase, has slight crack (well away from bearing boss) Criterion has seen it and is repairable. £22. Both push rods complete. £30. Standard front brake assy, full width inc shoes, (hardly worn) + pivots, springs, etc. £70. Genuine original Miller ammeter. £40. K- Tec voltage regulator, never used. £7. 2 oil tank filter tubes. £15. Engine sprocket, Viper. £35. Primary chain. £12. Rear set footrest support brackets (4) inc screwed rod. £25. Clip on bars, 2 sets, different drop angles. £20 each set. Dual seat cover (with ears), looks like new. £30. Will send photo's if requested. Reason for sale: upgraded my Viper Clubman to Thruxton spec. Pete, **01394 410 157**. petevearey@hotmail.com

CLUTCH THRUST BEARING

ASSEMBLY complete with spring carrier (KC40/3AS) MAC 1941 on (7/8" deep) almost unused condition.

DYNAMO PULLEY flat belt unused 2 3/4 inches. £50 the lot plus post. **01738 850 083** any time.

ENGINE FRAME & CYCLE PARTS, mainly Viper/Venom but other models & Makes. Please email for updated list or your requirements.

ken.shemwell@blueyonder.co.uk

VIPER- 1961 Completely rebuilt to a high standard, only 18 miles since restored. Alloy rims, rebuilt engine £6,250 **01684 311 640**

1960 VIPER Virtually no mileage since restoration with nothing left unattended to. Interesting and genuine reason for sale. Too much to list but happy to discuss and provide pictures. £6995. Barrie James **07717 376 252** or bjames19@ntlworld.com

KTS 1938 in superb condition with spare engine, spare gearbox and other parts. Massive file, Log Books, parts books, receipts, history and much more. Restored by a very skilled retired engineer. **VERY CORRECT NUMBERS**. Anti sump tap fitted. Everything looks in near mint condition and runs beautifully. The spare Engine gearbox etc must be valuable on their own but are being sold **WITH** the bike. Message for full details or phone, I will always ring you back if out. Museum quality bike, I am sad to sell but have a very good reason to. £14,000 Offers invited. Kerry **01462 817 218** or kmd007@btinternet.com

SUNDRY PARTS Thruxton cylinder head, Amal T5GP2 carburettor and M274 induction manifold. +0.020" cylinder barrel, NOS gasket set and other parts. Offers sought. Located Wiltshire, though can ship if required. For further details or photos: Sam 07790 900 704 bristol410@gmail.com

KSS MKII and MSS **HEAVY WEIGHT WEBB FORKS**. Single side damper - good condition as taken off bike - with stand. £2,000 Paul 07544 015 139

MAC 1948 - £4000 Rigid frame/Iron Engine. New tyres, rebuilt magneto & speedometer. Recent oil change & rewire. Runs nicely - oily rag condition 07894 468 100 (East Devon) antmanuk@hotmail.com

VARIOUS PARTS Norton owners club badge new £5.50. Norton Dominator 500/600cc gasket set new £20. Velo flat belt dynamo engine pulley and castellated nut £22. 2 Velo engine shock absorber springs £15. Velo engine shock absorber splined half £15. 16 Clutch springs £8. Velo rear shockers (need painting) springs showing £38. 2 Side stand springs £4.50. 2 Lucas type 39 rear lights new £20. Lucas 7 inch headlamp glass and rim £12. Mk2 concentric carb 32 dia +flange and rubber R2932-300 £150. Mk1 concentric carb 25 dia R626 300 £55. Complete 7 plate clutch with thrust bearings £90. 12 clutch springs + 43 clutch replacement corks £4.50. 2 chrome fork top nuts £16. Triumph rear no. plate £5. 1953 Triumph dual seat base £7.50. Double ended buffing machine 3200 rpm + compound and pads £185. Size 38 one piece black

race suit cost £750 £150. Size 8 Frank Thomas classic boots as new £20. Books and manuals Triumph, BSA, Norton, AJS, plus others - offers. All items plus postage. Walt 07484 696 462

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.

WANTED...

'Wanted' ad's are only accepted from current VOC members.

ANY PARTS FOR HONDA QA50 & Z50 Bob bobwoof41@gmail.com 07919 064 123 / 01524 735 039.

CHALLENGE Ancient KSS and rider (just) seek skilled person. We have a KSS petrol tank complete but now in three pieces! Yes, underside cut out in the mistaken belief we could weld them back in place when we got round to it. Gas welding set included with tank set. For details please ring 01932 562 992 Ask for Dave.

TO DE-THRUXTONISE A VENOM Standard footrests, brake lever, gear lever, mudguards and stays, nacelle and headlamp brackets, top yoke. Also good straight MKII KSS, in use and girder forked. Don Daly 01787 477 045 (before 9 pm)

GIRDER MSS in excellent / restored condition. Simon Davey. 01395 276 567 / 01395 578 393 simon@theexchangevinyl.london

FRAME FOR 1928 MODEL U It is similar to that of a GTP but has tank fixing lugs on the lower cross-tube and the lower part of the frame has a full loop - no gap. Might consider project! Brian Kennedy **01243 641 226**

FRONT MUDGUARD FOR A KTS MK2 fitted with 19 inch wheels. Any condition better than mine (rusted into 2 pieces) considered. **07973 322 904** tvorchess@aol.com

MK1 KTT please. I am still looking to find a genuine machine, preferably in one piece. A project would be acceptable provided that all the correct major components are present. Mindful of the Covid 19 situation I am happy to delay finalising things but would welcome contact please. **01886 880 270** richard.boldry@btinternet.com

MAC/MOV frame 566 DUMMY SPINDLE for rear wheel. Mike Herriott **07956 789 478** (Kent)

FOR THRUXTON/MK 2 VENOM CLUBMAN Gear Lever + linkage etc. Pete, **01394 410 157** petevearey@hotmail.com

MILLER DVR DYNAMO Dave Masters **01424 211 873** maggirose@hotmail.com

PROJECT BIKE WITH V5C Please contact robert.colley@sky.com **07403 666 105 / 0114 2467 958**. South Yorks area ideal but not necessarily.

The **EXTRA-CRANKED KICKSTARTER** to clear my Clubman's rear sets. George Sampford (Rugby) **07816 448 494** or peckhampoppy@hotmail.co.uk

WHERE IS IT NOW?

1959 VIPER 308 BYA



This bike belonged to my late Grandfather Pat Manley. I was wondering if it is still about? All I know is that it was brought new from Yeovil Somerset and when it was sold on it was involved in an accident. My nan is keen to find out. Ryan Jeffrey rkjservices82@gmail.com

VENOM 649 FBB

My dad owned the bike in 1969 and sold it when I came along in 1971. I located the bike in 1995 in a state of part renovation in Sheffield but unfortunately the owner did not want to part with it. I note from the DVLA MOT checker that it has not had an MOT test since 2006.

I was wondering if the bike was within the Club or someone was aware of its location. Any help would be great in pointing me in its direction!
Rob Emanuel **07946 536 112**

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Thruxtons	Ray Thurston , 7 The Laurels, Bletchley, MILTON KEYNES MK1 1BL 01908 641 149 <i>norricia@talktalk.net</i>
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