

Well it has been a busy few months with opportunities to take part in numerous events, from runs, to rallies to racing. I hope that you all have a good time and I would love to be able to publish your Velo adventures and photos. Thank you to the numerous people who congratulated us for our last newsletter, the contributions of others were especially noted and also much appreciated by me. This newsletter is quite large, but apart from a few recent events I couldn't think of anything else that I wanted to leave until the next issue, so make a drink, sit back and enjoy your read.

NZ Velocette website: It is with great pleasure that I can announce that www.velocette.org.nz is up and running. The intention is that this website will be a portal for NZ Velocette related content. Keith Ballagh reserved this site several years ago and has been waiting for both the time and content to get it running and welcomes content to make it useful and informative. At present please send any content you would like to see, be it photos, articles, links, news items, stories etc or even ideas to keith@ballagh.co.nz and he'll do his best to put it onto the site in a reasonable time. He would really like to receive historical information. If possible he would prefer typed material but is willing to try to handle newspaper clippings. He does warn though that (in his words) "computer incompetence might mean we can't do everything you or we would like".

Hopefully in the future, once we are really up and running and organized, it will be possible for others to have access to enter information directly

Already by creating the website Keith's knowledge eclipses mine and I am sure that he would love to hear from anyone who might know what they are doing and is willing to offer some input.

Velo's at the NZCMRR Classic Festival Hampton Downs, February 7-9, 2014 This weekend saw numerous Velo's in evidence; most though were taking part in the racing, on display in the pavilion or being ridden in the 'Calvalcade of History' parades. Ernie Williams ('48 Mk8 KTT), Pete Butterworth ('34 KTT), Craig Pippin '37 MAC), Malcolm Anderson, wearing his amazing Naked Lady leathers ('48 Mk8 KTT & '30 Mkl KTT) and Neville Mickleson ('32 MkIV KTT) all took part in the parades.

Warwick and Patricia Darrow kindly picked up the tent from Paul Muir's, in Pukekohe and were on site on Friday morning. We then attempted to erect the tent with the able help of Pete Butterworth, Jack Mickleson, Martin McClintock, Keith Staples, Robbie and Nick Thomson but as soon as we got the tent up everyone realised that the wind was just too strong, so with some effort it was lowered, stripped and the roof frame left to mark our spot ready for the Saturday. Thanks for the help guys, sorry it was it was an exercise in futility.



Neville passes the Velo tent

Saturday morning saw Warwick and Patricia return and Angela and John Bryant arrive with their motorhome so it wasn't long before the tent was set up so that people were able to also watch the racing over the weekend. We had quite a few visitors, and even some new faces, but unfortunately we have since found out that people didn't know where to find us which might equate to the lack of Velo's on display. With newly purchased chairs and table those that did visit could watch the racing in comfort. One thought after the weekend is that we should use some of the clubs funds to get the roof skirt screenprinted with Velocette, so that it can be seen from far away.

Phil Price and the Velo team (Chris Swallow, Keith Staples, Nick & Robbie Thomson, Andrew Drake) had the Eldee, Big Velo, MOV, MACs and Venom in the pits garage along with some informative sandwich boards. See the articles on pages 7-11 about Phil's intention to take the Eldee to the Isle of Man TT Classic. Martin McClintock, Jack Mickleson, David Nance and Craig Pippin had their MAC's entered in the Pre-War class.

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Unfortunately the organisers had major problems with matching the right bikes, riders and classes. I know that while Chris was riding the Eldee to success in all races the programme and results, on the day, showed him riding a Bultaco? After the event the results were eventually posted on the NZCMRR website and I see that Chris is now on a Velo. I have taken these results from the website, and hope they are correct. Phil got a first and two seconds on his MOV, and is currently in first place in the 250cc Clubmans Championship. Chris took out all three races on the Eldee and is currently first in the 250cc Modified Championship. Phil and Robbie rode MAC's in the 350cc Clubmans Class; Phil competed in two races and Robbie only managed to compete in one, with them both gaining mid-field finishes, so they currently hold fifth and sixth place in the Championship. Andrew only managed to complete the first race on his MAC, achieving a third place and he now sits in fifth place in the 350cc Modified Championship. Velo's featured prominently in the Pre-War class and even though Martin McClintoch's MAC didn't manage to complete a race his Taupo points still see him currently in first place, followed closely by Jack Mickleson, who faired slightly better and managed to complete one race, coming in third. David Nance took out all three races, so is currently in third place in the Championship and Craig Phippen managed two third places and now sits in sixth place in the Championship. Unfortunately the Venom didn't manage to finish a race, so Andrew is currently third in the 500cc Modified Championship. Hopefully everyone's luck will change at the April Taupo meeting.

For future reference the trade and club stands, at Hampton Downs, are always located of the road/track edge overlooking the esses. If you are riding then take the pits road and keep going straight ahead when you get to the top of the hill and then veer right at the end, the road will take you straight to the right place. If you have parked in the spectators carpark then keep walking straight ahead when you get into the pits (from the underpass) and you will be in the right place.

NZ Velo Rally 2014, Whangamata Feb 14-15 (photo's by Kolene Warmerdam and John Bryant)

Well the weather was great and everyone had a good time. When we arrived at Roy and Jan's on Friday afternoon the boys from the VCC Waikato 'weekend away ride' were all there, having already had their afternoon tea. Then there was a changing of the guard as they left and the Veloist's arrived. The registration packs this year were full of donated/or made goodies thanks to Carryl Sanson; thankfully none of the first aid kits had to be utilised. Even the light sprinkling of rain while at Roy and Jan's for the BBQ didn't dampen anyone's spirits. Thanks to Jan, Roy, Lynsie, Jack, Paul, Jean, Molly, Ted, Adrienne, Keith and Bernie for their work and a great evening.

Unfortunately some miserable sods tried unsuccessfully to break into Jack and Lynsie Horton's home, so their rally only lasted the Friday night; a pity as they and their Thruxton were ready and rearing for action.



According to the instructions we were to meet at Roy's place at 9.30 for a 10am start. With such a brilliant day nearly everyone came quite a bit earlier so by 9.30 everyone was already positioned for the group photo. Roy tried, without success, to delay people leaving so that they wouldn't get to the KatiKati Heritage Museum too early. A consequence of this was that those who left first found out about the major roadworks as they encountered them (just over the brow of the hill); luckily no-one came to grief though several said they had a minor 'moment' or two. Then we had those who didn't realize that the Museum was the big place on the corner and headed on past the Museum until they reached the Naturalist Camp, they eventually came back disappointed as nothing was on display from the road.

The group was split with half having lunch while the other half split into four groups and were given a guided tour of the Museum. The guides even turned on some of the old machinery. The Museum is a great place to have a break and something to eat if you are passing. Then it was back to Whangamata via Waihi and the lookout over the Martha Mine. I must say that I was disappointed that our members were so law abiding. I was waiting poised to photograph a Mac being ridden (slowly of course) round the 4km track which circumnavigates the open mines rim.

Back at Roy's, after a great ride, Jan laid on afternoon tea before we all headed off to get ready for dinner, at the Whangamata Club. After dinner Warwick Darrow and Paul Hayes ran the prize giving. There was a brief outline given by Warwick about Phil Price and his Eldee Isle of Man intentions and it was announced that those members who had exhibited their bikes at the Star Alliance Bike Show were all in agreement and \$300 of the \$500 Best Club Stand would be made available to Phil for this. Instead of having a raffle it was decided that the several donated items would be raffled off and all proceeds would also be added to the \$300. Nigel Inglis won a First Aid Kit for \$35.00, then a couple of tool rolls went for \$20 each to Jim Day and Trotty Collin before the big item came up: two Velo books given to Molly Fawcett by Don Winks; Velocette Spare Parts List and Velocette Instruction Book both for MSS Viper Venom Clubman and Scrambler models. Bidding moved around the room until Nigel Inglis, bidding against Jim Day and "to keep them in the country" won the two books for \$105. After the rally some of us owned up that we had intended to bring a 'duty free' 1.2kg Toblerone (courtesy of Bruce Phillips) to add to the auction, but forgot so we added another \$20 to the pot making the auction total up to \$200.00.

We then progressed on to the awards and they went to and were for:

Peter Johnson - the John Jones Memorial, Velocette Replica Trophy - as last years winner of the cup
Ernie Williams – the Hard Luck Prize. A reluctant starter and runner the scrambles bike finally beat them heading into KatiKati and spent the rest of the day on the back-up trailer.

Bruce Phillips - Best Other Bike for his 1986 Honda GB500

Pete Johnson – Furthest Ridden; 300+ miles on his 500cc KSS Special from Napier to the rally, the rally itself, then up round Coromandel and across to Clevedon and down the coast to Raglan before heading back home.

Pat Steer – Mechanical Excellence for his 1954 MSS

And then Roy took the floor and presented the John Jones Memorial Velocette Cup to Paul Hayes for his work over the years as both our Treasurer and for his assistance in helping to organise several rallies.



Paul and Jean with the Cup

Then Paul, with deference to the missing Keith Canning, read out his and Jean's:



Jacob Van der Walle and MSS ready to start the rally

Ode to a Velo

They came from near – they came from far
And all set out for Whangamata
Travelling by car and bike and motor home
A great many K's they all did roam

In ones and twos and a few of three
They had all gathered for much to see
Old friends were there and just a few
Would soon become – good friends brand new

This disparate group of eclectic mix
Were all gathered for our potent fix
No cricket bat/ ball or basket net
None of these folks – T'was a Velocette

Vipers & Venoms and Thruxtons too
KSS – KTT and good MACS too
MSS the Roarer the ubiquitous LE
And do please remember dear old Valerie

Muttered curses abound and frighten the pup
When the Velo refuses to fire up!
Bruised ankles and egos – air turned blue
Best call Peter B – he'll know just what to do

There are no indignities this thing won't bestow
With all its complexities impossible to know
So - much perseverance we all must show
As there's no better ride- than our old Velo

Jean and Paul Hayes

Little did Paul and Jean know, but the Aussies had been scheming from the time Keith's foot operation was confirmed, the reason he and Colleen wouldn't be joining the fray in Whangamata. When their accident in the States prevented them getting to the North American Velo Rally, they forwarded the Swagman Award on to the Rally along with a suitable ode for the recipient and delegated the presentation task to GG (Graeme Glover). This worked so well that they decided to repeat the exercise and the Swagman award was duly shipped over from Aus and the ode emailed through, printed and framed.

Swagman New Zealand 2014

The Swagman each year is our nod to a winner
Someone we Aussies think is a good mate and a grinner
This year after much thought, some cold drinks and even heated debate
We give this cherished reward to one who you will all relate

If we had the power we would make him a Sir or a Knight
But let's face it, Sir Pete Butterworth just doesn't sound right
He was part of the register when you kicked off the list
So you can count on one hand the things he has missed

He's campaigned so many Velos on dirt, tar or sand
His number 25 litters programs spread right across the land
A good one with a spanner, whether it be racer or a special
He can get them to go, you could say he knows how to fettle

His diet is a rare one, made of meringues and Bailey's Irish Cream
Both in large portions that is believed only when seen
So please take this token, our dear friend, our mate Pete
In our Aussie eyes you can never be beat

Keith Canning

With great ceremony and aplomb GG read the ode and Pete Butterworth was presented not only with the Swagman but also with the framed ode and an obligatory glass of Bailey's.



Thanks to everyone who had an input into another successful rally. Roy and Jan for their organising, route planning, hospitality and use of their home, Paul for dealing with all the entries and money and Carryl for creating the first aid kits and obtaining most of the rally bags contents and lastly but most importantly all the participants be they from near or far for making it all worth while. Remember you don't need to turn up on a Velo in order to take part in our rallies, it's your company and the opportunity to experience some new roads that we are looking to share. Think about it and we hope to see you next February-March in the Sunny Malborough. See the calendar on page 16 for details.

Paeroa Hacksaw Road Race, Sunday February 16, 2014

Quite a few of us stopped off at Paeroa to watch the racing of our return home from the rally. The day was hot before we arrived and only got hotter, so it was a case of going out in the sun to watch the race and then scuttling back to the shade. The modern sidecars leader had the first major accident of the day in the final practice incurring significant damage to his sidecar but luckily no injury. Andrew Drake was racing his MAC in Race 3, the Junior Classic class and won easily. Things proceeded well enough through the first round of racing until the modern sidecars came out again. Apparently someone stalled on the start line which saw several sidecars contact each other, it wasn't realised at the time but during this contact somehow one of the chairs received a puncture to the top of it's oil cooler tank (all hidden safely behind the bikes fairing), by the time the swinger realised and managed to get the attention of the rider it was too late and most of the chairs oil had been deposited on the track. The race was stopped and after an hour's consideration racing was cancelled as the circuit was deemed too dangerous. A pity as Andrew was keen to try and collect his second first place.

VCC Hawkes Bay, Napier Art Deco Rally, February 21-23, 2014

While not riding in the event quite a few of those at the rally decided to head down to Napier and experience the Art Deco Weekend, the highlight for spectators being the Friday evening concerts and Saturday when they have a car parade through town. It was estimated that there would have been around 300 vintage cars taking part in the parade, with most drivers and passengers dressed in period clothing and that was only the parade! Everywhere you looked there were people, of all ages, in costume! All those that went said that it was a 'must do' experience and would return again.

The slow speed of the parade explained why motorcycles choose not to take part so apart from the odd motorcycle on static display, including John and Angela Bryant's Venom, it was definitely a 'car' and 'costume' weekend. Maybe we could look at running a casual bike ride, on the Saturday afternoon next year, and entice some more people to see just what everyone raves about.

And from Across the Ditch by email on March 8 – Congratulations Stuart Hooper! 183.37mph



The Big Velo has run another year on the salt at the 2014 Lake Gairdner speed trials and ended the week with a new record run of 183.374 mph ...295.112 kph

It was not all plain sailing this year as dyno time was cut short by a last minute main bearing failure necessitating a new scratch built crankshaft. This lack of final tuning led to the first couple of runs being hampered by some massive nitro backfires almost stopping the back wheel around 150 mph. Luckily the engine is built like a tank and somehow withstood this brutal punishment. After 3 days of work searching for the correct set up and a salt surface that was very soft

and rutted like a sandy motocross track and an engine that was starting to show metal in the oil, a rear chain that was threatening to self destruct from the sledgehammer blows of the big supercharged single firing once every wheel revolution, the organizers opened a new track which gave us our one and only chance for a record run. The gearing was raised and the supercharger drive altered fuel changed back to straight methanol and with a last minute start line ignition timing alteration and fingers crossed we were off.

With very little warm up the almost 100mph first gear launched us down the track with a light hand on the throttle because on an earlier run, almost uncontrollable wheelspin had started a tank slapper and almost ended the weeks fun..... I short shifted into second and again into third at less than 150mph and did not use full throttle until well tucked in behind the screen and the bike started to dodge and weave across the ruts caused by some of the Hyabusas and big cars that had run before me. The revs started to creep up past 6500 as the engine temps approached melting point and the Velo started to waltz a little on the soft surface as the final mile marker flashed by and I reluctantly closed the throttle on another year on the glorious white expanse of the Australian salt flats.

The question now is.....Just how fast can a Velo go?

VCC Waitemata, Roycroft Trophy, Hampton Downs, March 8-9, 2014

Jack Mickleson once again took part on his Pre-War MAC and was once again awarded the Coleman Roycroft Trophy, given to the person with the biggest combined age of rider and bike/s.

Unfortunately information regarding how to enter for the event through the NZCMRR was harder to get this year and maybe as a consequence only 8 bikes (no sidecars) turned up to take part in the display rides. This years event appeared to be a lot smaller than last years and then a fatality on the Saturday, in a Cooper car, saw Saturday's events finish a lot earlier than planned, which rather put a damper on the whole weekend. Some vintage people I spoke to said that it appeared that the organisers were becoming a lot more stringent on what type of car was allowed to enter, maybe this contributed to the depleted fields and attendance. Hopefully next year they will have figured things out, as the 2013 event was great.

Christchurch "Keeping it on the LLevel" annual run, Sunday, March 9, 2014 by Alan Beuzenberg

On the inaugural annual "Keeping it on the LLevel" run, were 4 LEs (2 Mk2s and 2 Mk3s) and a Valiant. Of note, one of the Mk3s was an original NZ Police bike; very cool!



After introductions and a brief run overview, off we went, through the Lyttleton tunnel (the longest road tunnel in the country) and around the bays to Teddington, up over Gebbies Pass, and down through Motukarara and Greenpark, before descending on the historic Tai Tapu Hotel for 'Afternoon Tea'.

Of course, being Velocettes, we had no mechanical failures at all (although what needs to be remembered is that what goes on tour, stays on tour) and in any case, as one of the riders said, a run like this isn't a

real run without having to fix a few things along the way. What I learnt is that LEs self-heal! If they stop unexpectedly, you simply let them have a wee rest and off they go again, good as gold!

All riders (and bikes) completed the run and it was a good time to swap notes and stories. With requests for an 'interim' annual run, before the next annual run, who knows this may be the start of seeing these unique machines out and about regularly once more.

25th Taupo to Napier 'Mail Run' Saturday, 15 March, 2014

Well we were warned, or in some cases warned off. Jim Lord, the organiser for the Hawkes Bay Classic Club, sent out an email to everyone early in the week, as soon as it became apparent that Cyclone Luis was due to hit. 'If you can make it and choose to take part, it's really appreciated. If you decide not to travel, it's understood, and you would receive a refund on the dinner and your rally pack would be sent out.' I believe that most of us decided to wait until the Saturday in the hope that the storm would leave Taupo and Napier relatively unscathed. It had already been decided that we would trailer the bikes (to Taupo from Cambridge) on the Saturday morning and I would take the car and trailer through to Napier, as Neville was doing the long haul on Jack's 1929 197cc James, and one way would probably be enough for both the bike and rider.



The weather wasn't as bad as predicted but it did look very ominous. Around 45 brave souls donned their wet weather gear and headed off, including three Velo's; Roy White and Jack Mickleson both rode their KSS's and Pete Johnson was on his MSS. The rain held off until just before the lunch stop at Tarawera, and even then it wasn't too bad and cleared before the Esk Valley. At the conclusion of the ride the bikes were lined up in front of the Masonic Hotel, down on the water front, where they were greatly admired by a large number

of spectators. As luck would have it a cruise ship had arrived in Napier that morning and when this happens Napier puts on a show with vehicles and people dressed from the 1930-40's to match Napier's art deco style. Fully laden buses and trams passed by and stopped along with waterfront giving many the opportunity to come and get an up close look. At around 3pm, the wind started to get up so riders rather rapidly headed off before the rain arrived.

During the evening prize-giving/dinner photos covering the 25 rallies were shown and Pete Johnson received a special prize pack for being the first (by far) entrant and Roy was awarded the 'Furtherest Ridden' prize. Then both Pete and Roy joined the half-a-dozen or so 2014 rally participants who had also been at inaugural 1990 rally for a group photo.

Sunday morning was absolutely beautiful, so instead of heading home we spent several hours sightseeing and visiting friends. As such it was about 3pm when we got to the saddle, on our way back to Taupo, and the storm hit with heavy rain and strong side-winds making us extremely grateful that we were in the car. All in all a thoroughly enjoyable weekend and we may just be back next year – who knows our '38 MAC may just find it's way back out of the garage.

VCC Waikato, Mooloo Meander, March 29, 2014 with input from Christine and Ted Rippey and Pete Johnson.

The Velo's and Veloists certainly came out to play on a spectacular day. The sun was out but the clouds made for a very pleasant days riding. Not only were the regulars there, Ted and Christine Rippey (Venom), Angela and John Bryant (Venom), Jack Mickleson (Venom), Adrienne Gover (MAC), Pete Johnson (KSS Camy Special), but we saw some extra faces with Stuart Metge (MAC) and, Mike Wigg (Viper), both from Auckland and Kevin Mickleson (on Jack's MAC). There were also at least four other Auckland Velo Register members on other bikes; Paul and Jean Hayes, Mike O'Kane and John Caulfield, so of the 50+ bikes and one Morgan entered for the event Velo Register members certainly pulled their weight. Of the nine Velo's entered eight made the start line, unfortunately Pete Butterworth's MSS decided to be a little bit temperamental on the way down, from Auckland, so he decided to play it safe and headed back home. Neville had racing at Manfeild but I opted to stay behind and pillion with Pete Johnson and by some miracle we managed to take out the Post-Vintage class.

The zigzag route was relatively easy to follow and took us through 60 miles of very brown countryside to Tirohia School and the HG Leach Quarry and Landfill, just short of Paeroa, via the seemingly forgotten townships of Walton and Manawaru and past the only gas station enroute at Te Aroha. Once at Tirohia School the competitors all lined up on the grass adjacent to the playing field and outdoor seating area and enjoyed a leisurely opportunity for people to look at all the bikes and catch up while eating the provided lunch.

After lunch we were told all about the adjacent Leach Quarry & Landfill which you could briefly visit on the return leg. Unfortunately Mike's kickstart spring had broken so he needed a push to get going from the school, but this was to be the only Velo problem during the run. The homeward route saw us dog legging our way back, passing the huge Inghams Chicken plant, onto the seemingly never ending and quite wonderful Tahuroa Road and past the Hautapu Dairy Factory before we headed back to the Clubrooms, and afternoon tea. After a total of 110miles most people were more than happy to dismount and enjoy a drink and discuss the days ride.



Many of the roads covered and townships encountered were new to us, which just proves that while on a map a road may appear to be relatively straight it just may go up and down and provide some amazing views along the way. Congratulations go to the plotters and organisers, for another great day.

We managed to line up nearly all of the Velo's, back at the Clubrooms and Ted took the photo.

NZCMRR Meet, Taupo, 26-27 April

Velos were a bit thin on the ground at this event. Les DeLacy and the family had put a lot of work into the Viper since it's blow up at the first Taupo meeting and Stefan managed to ride it into three second and one fourth place in the 350cc Clubmans Class. Jack Mickleson and Martin McClintoch were the only other Velo participants riding their MAC's in the Pre-War class. Jack managed two seconds, a third and a fourth which now sees him currently in first place for the Pre-War championship while Martin managed managed two seconds before his bike blew up. Hopefully he'll be able to effect repairs before the next race in September.

Les Diener – Eldee Special

Velocette Eldee 2-3 heading to the Isle of Man Classic, August 2014

As previously stated not only did Phil Price get Bill White's 'Big Velo' back from Ivan Rhodes but in 2012 he also acquired one of the two Les Deiner Eldee's from Australia. Eldee 2 was hardly out of the crate before it was handed over to Nick Thomson, to ensure it was running well, and then to Chris Swallow to race as often as possible and boy could it race!

After visiting the Isle of Man races last year, for a look, Phil now wants to take Eldee 2 over there, with its new motor, and see just what it can do with Bill Swallow as its rider. Unfortunately the lightweight 250cc class has been dropped so the Eldee will be now competing against under 500cc bikes, but given its lap times around the NZ tracks, while under the control of Bill's son Chris, it will be worth a try.

At this stage he is aiming to take the bike over there for each of the next three Isle of Man Classic Events. He has estimated the costs of getting himself, Nick (as mechanic), and the bike over to the UK and then the Isle as being around \$20K per year. In order to achieve this goal Phil is looking for financial support either via small donations or large scale sponsorship. Phil has set up a website <http://velocetteracing.wordpress.com/> which has lots of details about the bikes, team, aspirations and how you can help them achieve their goals.

As stated in the Rally write-up Register members have already agreed to help Phil this year to the tune of \$500 so far. The members that displayed their bikes at the Star Assurance Bike of the Year Show, Back in February and won the best Club Display, have agreed to contribute \$300 of the \$500 prize money and at the rally donated goods were auctioned raising another \$200. At the rally I donated some tool rolls, which I had made, for the auction and then Neville generously stated that we would donate the proceeds from each tool roll subsequently sold towards the cause. I am selling these tool kits for \$20 plus postage and \$15 from each remaining tool roll (after out-of-pocket material costs) will go into the Eldee fund. One of the rally attendees contacted me soon after the rally and ordered 2, so there is an additional \$30. See the for sale items for details. I can supply a photo of a fully stocked one that Neville is using.

Phil and his team have definitely been raising the profile of the Velo racing with an article on The Big Velo 5001 featuring in Bikerider Magazines April issue and now the Eldee 2 story featuring in their May issue. Congratulations Chris on your articles.

The next four pages are dedicated to hopefully *helping the team achieve its IOM goal. Images and photo's from the website have been used in this section.

Les Deiner and the Eldee story – Part I: edited extracts from article written by Chris Swallow and featured in Bikerider magazine May, 2014. Photo ex Keith Hamilton's collection on Dennis Quinlen's blogsite.

Les Deiner began racing with the South Australian Atujara MCC, in 1938 as a teenager, predominantly in scrambles and beach racing and showed a certain speed and deftness from the off. The KCR Velocette was sold in 1939 and replaced by a 1934 model 250cc MOV Velocette which became his main interest for the next fifteen or so years as a racer and his lifetime interest as a tuner. Despite many wins and South Australian championships, Les realised he could extract no more power from the MOV's pushrod configuration and so gave some serious thought at the end of the 1952 racing season to convert his beloved MOV into a double overhead camshaft racer, inspired no doubt by Sid Wallis, who had grafted a DOHC factory Velo head onto his 250cc Velo racer in the 40's: thus Eldee 1 was born in 1953.



Les Diener and the Eldee at Fishermen's bend, 1956

The engine retains the standard MOV bore and stroke of 68mm x 68.5mm and the double overhead cams (camshafts made from 60 ton steel, cams from oil hardened 12% chrome steel) are driven by a series of nine Velocette timing gears, with the inner timing case being welded to the crankcase. Oil reached the cam faces via a .030 inch jet and drained through the distinctive 'Y' pipe to the sump. Valve timing variation of three degrees is catered for by vernier adjustments on the final gear wheels (more on this later....), a two piece crankpin dissects a Symco rod and is hugged by Les' turned mild steel flywheels. Exhaust valve was sodium filled and the inlet chrome-moly, both running in bronze guides and brought back to seat by 140 pound springs. Valve to piston clearance was minimal at just six thou', and tappets were set at eight thou' inlet and fifteen thou' exhaust with Les practicing and racing without checking matters as he was confident, "that with the double-knocker engine, they were guaranteed to stay put." The piston (made by Ted Carey) is a slipper type running a "moderate hemisphere up top and a compression ratio of about 10 or 11:1," (on methanol).

Les had problems initially with the alloy cylinder he made to couple with a cast iron liner. He found he was losing compression under load as the motor got hot. He worked out that the iron liner had no flange to sit on top of the alloy cylinder and due to the cylinder head joint being partly on aluminium and partly on iron, as the variable expansions occurred, compression pressure was being lost down between the two metals until the engine cooled again. He related this back to Veloce Ltd in the UK who promptly sent him a patented Alfin barrel with a bonded in liner; end of problem.

The chassis was in Les' words, 'the best of two worlds' being a home-made frame with a front end dimensionally similar to McCandless' 'Featherbed' and the rear end similar to that of the 7R AJS. With a single top tube favoured instead of the Featherbed's twin rails Les hand beat a 4 gallon tank into what I consider a lovely, svelte and tapered shape allowing the jockey to get himself 'tucked right away'. Forks were from a BSA C10 but shortened by four inches to keep the whole head assembly low and then fitted with Les' own design of damping rods. The gearbox was four speed with original Velocette ratios as standard, though Les had alternates that could be changed depending on the circuit.

At Mildura, in 1956, Eldee 1 was resplendent in a full dustbin fairing, copied directly from Moto Guzzi's works bike. In this guise, Les clocked a very admirable 116mph (186.6kph) at 9,000rpm down the mile and a half long straight. He also records how 'streamlining was all very new to me,' and how 'when I put on the biggest front sprocket I could find [a 21T up from his usual 19T, overall gear ratio of 5.1:1] I didn't realise at all how fast I was going,' until he left his braking far too late at the end of the straight and 'up the escape road I went!' A year later and a major race crash at Port Wakefield, on a 350cc Manx Norton, saw Les decide to quit racing. Disillusioned he loaned the Eldee to Ken Rumble, to race, until it was sold in 1961.

Twenty six years later the racing bug bore back into Les' psyche and he picked up where he left off, with the Atujara MCC in 1983, on an ex-Tom Medlow 1939 Velocette MOV rigid racer, winning most races he entered in the post war class. However, it was 1987 and an invite to be guest rider aboard a newly restored Eldee 1 at the New Zealand Classic Racing Register's festival meeting that links most to this story and the subsequent construction of a replica: Eldee 2. Part 2 below

Early NZCMRR Racing and Les Deiner memories: by Dave Rogers

After getting the Mk 3 KTT up and running for the first ever NZCMRR meeting at Pukekohe (1980?) my long dormant love of road racing was re-ignited. I hankered after a 250 to race alongside the KTT, and managed to persuade Frank Panes to part with the remnants of an MOV engine which he had been tweaking a quarter of a century earlier. The story behind this engine is really Pete Butterworth's to tell, and I hope that will happen before it is too late. In fact, there is a treasure trove of stories there!! (Are you listening Pete? *nudge nudge*)

My 250 appeared at the second ever Register event and Jean Hayes will attest to the bikes speed around the circuit, once I had sorted the gearing out. It raised a few eyebrows, mine included. The 'Bristol Itarian' was inside that engine. Pete B and myself had a lot of mighty battles. Happy days!

The name Les Diener came up frequently. Last century Les was the builder and pilot of the hugely successful Eldee special. This was a DOHC 250 which had started life as a humble 250 MOV Velo, and evolved into an Aussie legend. It was inevitable that Les would be caught up in the phenomenal resurgence of interest in classic racing. Eventually he appeared on the grid at Pukekohe on an MOV, and it was a thrill to share the grid with him.

By now I had been corresponding with Les, and knew that he was hankering to build another DOHC engine. He still had the patterns for the castings after all these years, but the stumbling block was the very special 'Carey' aluminium cylinder head. A small number (6 from memory) had been cast by a mad-keen Australian engine builder 50 years earlier. They had long since vanished. Unobtainium - Not quite! Les didn't know, but I had a 'Carey' cylinder head sitting in my workshop. Truth to tell the head belonged to Pete B, and had shuttled back and forth between us down the years, as these things do. Pete agreed that Les was a worthy recipient, so I wrapped it up in a brown paper bag and left it on the doorstep of the Clan Perry unit in Dominion Rd, where Les was staying at the time. A surprise present and to say Les was overjoyed when he stubbed his toe on the parcel next morning is a bit of an understatement....

Les kept me posted of the construction progress of 'Eldee' #2, and (many years later) the bike is now in the hands of Phil Price, Christchurch and I hear, from Paul, that the bike is due to make an appearance in the IOM later this year. I know Les would be super proud of that.

Nb. 'The Bristol Itarian' explanation: Frank Panes had a cleft palate, which together with his Bristolian accent, made his speech interesting at times. Frank joined the Velo factory pre WW2. Willis was still alive, and ever the joker, named the young Frank 'The Bristol Italian'. 'Itarian' was Franks rendering of Italian. It sounded perfect.

Les Deiner and the Eldee story – Part 2: edited extracts from article written by Chris Swallow and featured in Bikerider magazine May, 2014 photo Highside Photography

Twenty four years later and that head, from our own Pete Butterworth and Dave Rogers, arrived back to New Zealand but this time full of life as a component part of Les' fantastic replica of his original machine. I am proud to say that I am intimately familiar with Eldee 2 having being trusted as jockey on such a remarkable racing motorcycle by owner Phil Price. With Nick Thomson on the spanners and in the workshop, I feel we've done a bloody good job of holding true to Les' objective of getting to that chequered flag first. But more of that later...



Original patterns for the cam box and timing cover castings were in the hands of Adelaide enthusiast Peter Westerman who proffered them for use for the replica, or Eldee 2, at the start of 1987. The timing side crankcase is standard MOV with obvious modifications to accept the train of gears, which were originally modified BSA items but now completely re-made and hot from the Thomson workshop, all running on needle rollers. The drive side crankcase is a cast item recreated by Adelaide foundry Castech in CP601 aluminium alloy, perhaps not as elegant as certain Italian items, though the webbed ribs on the outside do offer strength to accompany the heat treatment. Security of camshaft to gear is via a pin vernier, an item we have had fail, resulting in a bent exhaust valve (soon to be turned into my wedding ring...) and sheared the key locating the gear on to the camshaft. Nick has re-engineered the camshaft to accommodate an oversize key in addition to an increased diameter pin into the final gear and initial runs show good. Valves are Superalloy now, replacing the Eso Speedway components Les fitted, the exhaust being 1" 7/16 and the inlet 1" 1/2. Les' notebook detailing the early tests of Eldee 2 show a plague of oil from the coil valve springs (on the advice of Bill Lomas, valve

spring seat pressure was set at 90lbs resulting in 160lbs pressure at full lift, showing horsepower increase and no loss of valve control) a problem which we suffered from too. Nick has been successful in curing this problem by making eccentrically turned caps to accommodate and enclose the valve gear, springs and exposed pushers, in addition to fitting an oil feed to drain pressure from the now capped area.

The con rod is a hefty titanium number that wouldn't look out of place in a 350; it is 'I' beamed and trimmed substantially and connects on the southern end to a big end needle roller pressed between high tensile steel flywheels balanced to a factor of 80%. We feel gains could be made upping the balance factor, finding a significant 'roughening' and increase of vibration at around 8,200rpm. The engine will rev to 9,000, but is discernibly smoother below 8,200 and seems to labour more obviously after this point. The little end connects to a piston recovered from some Les 'made back in 1956' and when he set up the engine for initial testing it was on petrol with a compression ratio of 8:1. It is now on methanol with a compression ratio in the region of 10:1. With a large dome and fairly long skirt, the piston shows extensive working inside to remove excess material, clearly the work of a dedicated tuner. The piston resonates in the same 'square' bore dimensions as Eldee 1, 68 x 68.25mm, the barrel being the favoured Alfin type, modified in this instance from a later 350cc MAC Velocette component.

Hubs and brakes were cast to 1938 Mk VIII KTT Velocette specification after Les had a chance encounter with a retired pattern maker who offered to assist with the project 'for a challenge'; the resulting aluminium items are laced to 18 inch Akront alloy rims shod in sticky Avon rubber. The twin leading shoe front brake is lined with high grade centrifugally cast iron and works very well indeed, the pads being green in colour and probably not worth inhaling near. The entire rear hub is made from the same material and it too works very effectively: soft and progressive and none too harsh. Such castings would perhaps have been better in magnesium as they are bulky affairs with great wall thickness and the choice of aluminium weighs heavy for a 250cc: the overall weight of the bike is around 270lbs (122kg).

The chassis is sprung sufficiently on the rear by heavy Koni items and up front are Norton forks, with beautifully crafted lightweight alloy yolks and taper roller bearing head races. The original fork springs have been discarded in favour of heavier weights, as Les must have been somewhat lighter than me and we have also added adjustable dampers supplied by Lansdowne Engineering in the UK, giving us effective control of both compression and rebound damping. The front end has always felt vague to me, with a tendency to patter exiting corners, despite many efforts to cure this. We made a fork brace which helped, but I think the weight of the lumpy front hub plus a not quite sorted spring rate is accentuating a bounce, but we'll get there. The frame is a modified Norton International model, sporting Les' own rear section, nickel-bronze welded to the front cradle and resulting in a lowered seating position, a factor that may also contribute to the unsettled front end with my heftier bulk aboard. At the back it sports a standard cased Velocette gearbox, hiding 6 speeds to keep the little gem on the bugle. A low level exhaust pipe stays clear of the track and protests by cracking when secured at the original three mounting points, so we leave mounted at the head and before the megaphone taper and it seems happy enough.

Sparks are provided by a Les Diener wound magneto that now accepts an electronic triggering device from a Mitsubishi car and such sparks set fire to a mix brought in through a faithful Amal 1" 5/32 carburettor, with a number 5 slide and jets to suit circuits. Needle is a Dave Kenah component with additional adjustment slots for height positioning. The fairing is a double bubble Morini item shrouding an aesthetically pleasing package, contributed to by the light blue 12 litre tank made by UK company Lyta, held down along the middle by Les' own tank strap and decals proclaiming 'Eldee Velocette' in a familiar insignia.

All in all, it took a retired Les Diener a little under two years of beavering away in his small workshop to create Eldee 2. Taking to the track again aboard this faithful replica must have been some thrill for Les who at 69 years young showed he could still do it, racing to forty exceptionally well earned trophies inscribed with either 1st, 2nd or 3rd. At the age of 73 Les suffered a heart attack while out riding on his Italian Gilera road bike, never getting the chance to gather up some more silverware but leaving one hell of a legacy.

As I mentioned, it has been a proud privilege to add to the history of this bike and the lineage of the Eldee marque. We started racing Eldee 2 in 2012 and have won two NZCMRR 250cc modified titles since then, only missing out on the third title as in the last round I felt it wasn't a bad idea 'to have a go at the 350s', so rode out of class to some 2nd positions behind Nev Bull's rapid short stroke Manx Norton. Eldee 2 has started the 2014 racing season in winning form already and it is to the future and Eldee 3 that this story ends.

Eldee 2 was in no doubt a more modern yet faithful replica of Eldee 1. With improved materials and greater knowledge of methods and concepts, Les improved on what was already very good. Eldee 2 was made over twenty years ago, and in that time 'modern classic racing' schools of thought have advanced in leaps. The

prospect of developing the tried, trusted, proven and tuneable gear driven, DOHC engine format was something that our small team began to relish with more vigour as the results from the race track, in both performance and reliability, mounted up. Thought was given to really giving matters a proper test and there's few places one can go to do that. One is the Isle of Man TT circuit. And to go over there for the 2014 Classic TT we decided a new motor was in order, with the tried and trusted Eldee 2 due for a refresh to serve as a back up. And we also decided a man of experience would be welcome in the saddle. So we gave my Dad a ring, who is still to this day the fastest man around the TT circuit on a 250cc single cylinder (98mph average), 350cc single cylinder (102.23 mph average) and 500cc single cylinder (108.03mph average) machine.

Nick Thomson has been a busy boy. Whenever I visit, the piles of swarf are ever higher. Since Eldee 3 was conceptualised, he has whittled a shoe box size lump of aluminium into a beautiful cam box. He has made the 9 gears to drive the camshafts adorned with his own cams. The con rod has been crafted and is away for heat treatment. The piston is due to be forged shortly. New 'old' stock crankcases have been modified to accommodate the gear train. Murray Aitken (instrumental in the development of John Britten's iconic motorcycle) has designed and is about to cast a new head. The new motor will be housed in the existing Eldee 2 chassis with some subtle alterations to suspension and wheels in the interests of handling, safety and weight saving. A carbon fibre fairing has been designed, wind tested, sculpted to channel air across heat build up areas and is due for production soon. A new larger capacity oil tank has been fitted and an ergonomically designed 19litre tank is on the cards to allow the rider to get wrapped tight to the bike without having to make a fuel stop in the four lap race.

We're under no illusions that the Isle of Man can find you out! But every effort is being made to leave no stone unturned in our quest to see the Eldee finish the Classic TT 2014, and to that end I'll finish with a plug for support. We are a small team of dedicated enthusiasts, not doing anything for profit. Support has come from some areas already but this project could do with more to see it achieve it's potential. We are seeking sponsors to help in these aims so please visit our website <http://velocetteracing.wordpress.com> where you will find loads more information, photos, merchandise (including these teeshirts) etc and hopefully you will feel inclined to email piggytank@velocetteracing.co.nz to help us achieve our goal.

CLASSIC TT RACES 2014 ISLE OF MAN AUGUST 18TH - 31ST

JUNIOR RACE SCHEDULED 25TH AUGUST

BILL SWALLOW TO RIDE ELDEE 2 250cc DOHC

LES BIENER'S FASTEST HOME-MADE LIGHTWEIGHT VELOCETTE SPECIAL FROM THE MID 50s

Eldee 1, with Les Biener 1954-57, wins at Port Wakefield, Mildura, Victorian GP Ballarat & Fishermen's Bend. Eldee 2, with Chris Swallow 2013-14 racing in NZCMR wins Lightweight Modified class two years in succession. Eldee, the most successful lightweight Velo special from downunder.

BILL SWALLOW still holds the fastest ever average laps around the Isle of Man circuit on single cylinder machines: 1990, 250cc Aermacchi, 98mph. 1996, 250cc Aermacchi, 102.23mph. 1999, 500cc Max Norton, 108.03mph.

Help us fill the Piggy-tank, donations and sponsorship please.

Eldee Velocette
piggytank@velocetteracing.co.nz



Further to the Bikerider Magazine articles and advertisement the team have also placed quarter page advertisements in upcoming Classic Racer and Old Bike Australasia to spread the word.

Good luck guys!

And in the 'Oh no!' category: a sorry tale from Michael Greig

I hadn't used the MSS for a while so after fitting a new carb (concentric) the 9th Feb. saw me pushing it down the drive, to get a better turn over as one does. I tripped, it fired once and suddenly I was looking at the sky mid-driveway and unable to sit up. After a few minutes mulling over the options I started calling for help and finally one of the neighbours heard me and arrived on the scene. I asked if she could help me up, as I had to go to work that afternoon, she instead phoned 111. The rest of the day was a drug induced haze which involved two ambulances, and various CT scans, MRI and X-rays, culminating in a 12 cm gash to the head with nine stitches and a dislocated right shoulder and resultant rotator cuff tear of tendon and muscle. Two days in hospital, two months off so far with a month delay for surgery as I have complications with the flu and an estimated three months recovery after surgery. If it does not repair then it is a new ball and socket in the shoulder. Injury to MSS you ask? A broken Bakelite steering dampener!

I feel so guilty about joining the statistics on motorcycle injuries with out even getting to the road.

As a result of this action I have for sale..... 1978 SR500 Yamaha

Two owners, 40,000 km. New Givi screen, new electrics, seat, muffler, tyres, braided hoses, original carrier with Craven style fibreglass boxes, new piston and valves, cam chain and gel battery. Has Vintage car club VIC card and competition log book. Original hand books and workshop manual and purchase receipts (City Motorcycle Centre, New Plymouth, 29 June 1978). Starts first kick! Comes registered and WOF. A useable black bike for the collection (the wife will not notice another black bike in the shed - said Russell Ward), designed at the time as a replacement for the lack of English singles, model ran from 1978-2008, still going as a 400 single in Japan and the parts still off the shelf thro' the net and the cafe racer of choice for retro milk bar cowboys. Useable power band and touring capability. One to start the kids on before they progress to the real bike. Road tests welcomed. Michael Greig, 09 4456760, 027 2455786

Venom back on the road: We received an email from Paul Greet (Auckland) the other day saying that his Venom had been out for its inaugural ride, down the coast to Raglan, then across to Cambridge before returning home. Unfortunately the gravel road got the better of bike and rider but Paul was thrilled to have had his "first experience of a Velo somewhere near operating correctly, and it is just so good, better than I could have imagined, just superb handling and matching engine characteristics. Really looking forward to getting it back on the road." Congratulations Paul and hope the ribs heal soon.

NZ Velocette Register Annual Rally, Nelson Region, February 28 – March 2, 2015

Have you filed your expression of Interest yet? If not then please contact Steve and Maxine, they need an idea on numbers in order to decide just where we go and what we do.

Expressions of Interest (all you need to include at this stage is your contact details).to: Steve and Maxine Carrington, Vintage and Modern Motorcycles, 63A College St, Motueka 7120. Email: vintage_moderncycles@yahoo.com Ph: 03 5284573 Mobile: 0272259916 (note please either control+click or copy and paste this email address as there is an underline vintage_modercycles which is hard to see.

Steve and Maxine will confirm receipt of your EOI either by email or phone

By the time the next newsletter comes out, in August-September, the final date for you EOI will be stated and I am sure that most of the planning will have already been done. After the final EOI date events and venues will be finalised and costed. At that stage Rally Entry forms will be sent out to those who have registered their expression of interest. See up-coming events for more info.

In memory of: If you know of someone who has passed away and would like to put together an obituary, or believe that one should be done, please let me know, thanks Cheryl.

2014 Annual Donation Now Due: Your (\$5.00 or more) donation normally covers the year in which you make it. Thank you to the people who have donated their \$5.00, or more to cover this year. If you would like to assist in covering our printing, postage and associated expenses and have the option of receiving your newsletters in hardcopy form please forward your 2013 donation to: NZ Velocette Register, C/-Paul Hayes, 2/12 Bungalow Ave, Pt Chevalier, Auckland. *Donations exceeding \$5 are carried though to the next year.*

Finances

Since the last newsletter our bank balance now stands at \$4534. Well we purchased the chairs and a tarpaulin to add to the tent at Hampton Downs for \$123. The last newsletter, which was posted to nearly everyone and also given away at the tent cost \$345. As stated earlier it was decided, by those who took part, that \$300 of the \$500 first prize from the Sun Alliance Classic Bike Show, for best Club stand, would be made available to Phil Price for his Eldee Isle of Man Classic TT project.

This \$300 along with the \$200 made at the rally auction have been deposited into Phil Price's Isle of Man account.

Ideas wanted on how to spend our money.

After Hampton Downs it was suggested that we look at getting the Velo tents roof screenprinted so that it can be seen easily.

Hard copying all newsletters to everyone?

Subsidise the costs of Kiwi rally attendees who travel large distances to attend a rally?

Create our own Velo race trophy and certificates, awarded at each rally to those members who have raced their Velos in the previous year. Possible categories – most raced bike or most successful bike throughout the year.

There you go now comment, critique or add to at will.

Newsletter: We attempt to put out a newsletter 3 to 4 times a year. Newsletters are normally only posted out to those people whom have forwarded their donation however they are emailed to everyone that we have email addresses for. We are always interested in receiving any news or articles for publishing, ideally with accompanying photographs. Most newsletters are emailed wherever possible to reduce costs and this gives people the added advantage of getting the photographs in colour and being able to magnify the newsletter if required. Exceptions are newsletters with rally information which are posted to everyone in NZ and non-email overseas past rally attendees. This newsletter was emailed out on **22/05/14**. If you have an email address and did not receive it via email, or your address details have changed, please email me at micklesonn@ihug.co.nz with the subject line of *Velo Register email address update* or Ph 07 8493568 so that I can update your details. Thanks, Cheryl Mickleson, NZ Velocette Owners Registrar

Velocette rebuild videos/DVDs available for loan

We now have a DVD and video copy of both a Viper gearbox rebuild and a Viper engine rebuild as demonstrated and narrated by the late Dave Allcock (UK). These are available for any Register member to borrow, with the only costs incurred being a \$10 refundable bond per item and the cost of any postage.

Please contact John Bryant email: jbryvelo@gmail.com or Ph: 09 445 6483

Upcoming Events: not a lot happening over the winter period

VCC Canterbury, MC Rough Run, May 25, 2014

NZ Velocette Register Annual Rally, Nelson Region, February 28 – March 2, 2015

To be held in sunny Golden Bay, Nelson at Collingwood motor camp and hosted by Steve and Maxine Carrington. Planning is underway with a myriad of options available: Sand Spit, Museums and Colonial Kitchens, World class Motorcycle Museums, Private motorcycle collections, Cafe's and Pioneer Shop, Pupu Springs, Great beaches and brilliant weather. Please make your own arrangements with Collingwood Motor Camp, William St, Collingwood, Ph 03 524 8149 for accommodation, Meals will be at Tinkeys Hotel.

Please send your Expression of Interest to Steve & Maxine Carrington, **Vintage and Modern Motorcycles** 63A College St, Motueka. Nelson 7120, vintage_moderncycles@yahoo.com, Ph: 03 5284573 Mob:0272259916,

Accommodation available with Velocette Owners

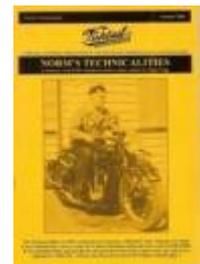
Bob & Maxine's Backpackers, 20 Paton Pl, off Oraka St, at the start of the Milford Rd. Te Anau, Ph 03 9313161 email: bob.anderson@woosh.co.nz Workshop facilities available. High quality backpacker styled accommodation. Lodge details are on the BBH website www.bbh.co.nz.

Gibbston House www.GibbstonHouse.co.nz for anyone wanting B & B accommodation in a vineyard at Gibbston Valley, Queenstown. Contact Dave Kendall on Ph: 03 4413999 Mob: 0223156001 or email: dave@qmotor.co.nz

Velocette Blogsites and Websites to look at: We now have two kiwi Velo websites of our own up and running <http://www.velocette.org.nz> run by Keith Ballagh and <http://velocetteracing.wordpress.com> Phil Price's NZ Velo racers site. These amazing blogsites and websites are full of articles, photographs and information on Velocette's, along with other classic and vintage bikes, that have been set up by very keen and knowledgeable Velocette people. For those with youtube access you can experience Malcolm Anderson's run, on the 1948 Ex Bob Foster KTT, up Rod McMillan's drive, at Haihei, during the Leadfoot rally in July 2012. <http://www.youtube.com/watch?v=Fn6LA8Wh9KQ>. We also suggest you look at: <http://www.thevintagent.blogspot.com> run by Paul D'Orleans (USA) and <http://velobanjogent.blogspot.com> run by Dennis Quinlan (Australia) who is also the editor of Fishtail Downunder, <http://ozvintageracer.blogspot.com> run by John Jennings (Australia), <http://occhiolungo.wordpress.com> run by Pete Young (San Francisco), <http://homepage.ntlworld.com/david.gibbison/v-tec> run by David (Dai) Gibbison (UK) for an exceptional source of Velocette general, technical and parts information on line, <http://www.lancsvelo.com> for an excellent regional Velocette website with members photos and write-ups, <http://velogb.tripod.com> run by Ed Gilkison (USA) including parts supply, <http://www.rob.evotech-performance.com> run by Rob Drury (UK) specialising in Mk VIII information, <http://www.velocette.org.au> run by the Australian Velocette Owners Club, <http://www.velocetteowners.com> run by the British Velocette Owners Club which includes a spare parts list page, <http://www.velocette.org> run by the North American Velocette Owners Club, <http://www.le-velocette.co.uk> run by Alan Britch, <http://owensvelos.co.uk> run by Owen De'Ath includes 1400+ parts drawings details, 5 speed gear clusters, valves and valve guide parts, for a good source of bike photos and information of various marques www.cybermotorcyle.com. www.motorradrestauration.de is run by Christoph Axtmans site, based in Marxzell Germany and makes and sells bits for Velos Vincents and Triumphs, www.feked.com is a comprehensive UK site for 'new original and replica classic parts for British and European motorcycles. www.kttservices.co.uk, for those wanting to look at some special race Velo's and parts. Let us know of any other websites or blogsites that you think should be passed on.

For Sale:

Norm's Technicalities: \$20.00 (+ \$3 pp): It you would like to order a copy contact: Cheryl Mickleson at micklesonn@ihug.co.nz, 07 8493568, For more information about this book see Dennis Quinlan's velobanjogent.blogspot.com site [Norm's Technicalities'...the latest in Velocette technical information.](#)



NZ Velocette Owners Clothing: Last year we had a new run of clothing made. These include the short sleeved Polo in Black and Gold with a striped button area @ \$35.00ea in S, M, L & 2XL, long sleeve Summer weight crew neck Polo ideal for under riding jacket @ \$25.00ea in M & L, Black baseball style caps, including two bright red caps @ \$20.00ea. oval Velocette patches with NZ Velocette Register on a gold outline @ \$18.00ea. the ever popular woollen Beanie @ \$18.00ea, and the Bucket style hats which provide ear protection from the Sun @ \$20.00ea. All have the famous Velocette logo embroidered in Yellow. Quite a lot was sold at the rally so it would pay to contact Warwick to check that we still have your desired item in your size. When ordering please also add to cover the postage cost; \$5.00 for shirts and hats and \$1 for badges. Make cheques out to the NZ Velocette Register. C/- W Darrow, 10 Standen Ave, Remuera 1050, Auckland. Ph 09 520 2882 Email: waktrish@vodafone.co.nz.

Velo instruction book for models MOV, MAC an MSS, March 1948 and Norm's Technicalities, soiled but good. Contact Jeff Bryant, email: jeffandgrace@xtra.co.nz or Ph: 03 352 0471

Rigid MAC oil tank. Contact John Bryant Ph: 09 445 6483 or email: jbryvelo@gmail.com

Carburettors: 626, 928 and 932 Amal carbs and a 27mm mono block Amal carb.

For details contact Ashley Southgate, email: ashleys@farmside.co.nz Ph: 03 612 6644

Tool rolls: Made from black vinyl. \$20.00 plus \$5.00 post. \$15.00 of each tool roll will be donated to the 2014 Eldee IOM Racing fund. Contact Cheryl for photo email: micklesonn@ihug.co.nz Ph: 07 8493568

Wanted to buy

Venom primary case gasket My name is Dave Kendall from Queenstown Motorcycles and Golf Cars and hope someone can help me with my Venom. New to the Velo Register I welcome any Velo owners to come into the dealership and pass some time. I also have Gibbston House www.GibbstonHouse.co.nz for anyone wanting accommodation. Contact me on Ph: 03 4413999 Mob: 0223156001 or email: dave@qmotor.co.nz

Pre-War MAC Girder Forks Needed to help finish 1938 MAC.

Contact Sam Croft email: thecrofts@paradise.net.nz

Pair of rigid riders footpegs and sidestand for pre-war MAC. Contact Trotty Collin Phone: 07 5768416 or Email: trotty@nettel.net.nz

Rigid MAC back wheel (or hub) and brake plate. I am able to rebuild the wheel if necessary.

Contact John Bowkett Phone: 09 838 7036 or email: john.bowkett@xtra.co.nz

Velo Swing arm footrest. Contact John Bryant Ph: 09 445 6483 or email: jbryvelo@gmail.com