

I'm not too sure where the last several months have gone. Not a lot of bike riding, thanks to the weather, but hopefully some productive shed time. But things are changing. Tomorrow Neville and I head across the ditch to Melbourne, to pick up our loan BMW, (thanks GG) and then head over to Adelaide for the Good Companions Rally. With probably more than a dozen Kiwi's heading across for the rally this time no doubt it will be lots of fun. We'll arrive back in NZ just in time to get to Hampton Down's where Neville will be racing Pete B's KTT (along with his Briggo Jawa). Take a look at the upcoming events, and check out your local VCC website, there are now events practically every weekend that you can take part in. Remember it may not always be possible so get out and ride while you can!

This newsletter has been physically mailed out to everyone, in NZ, as it has important information regarding next years rally in Golden Bay.

**Velocette Rally Collingwood 2015: Friday 27<sup>th</sup> February - Sunday 1<sup>st</sup> March.**

**Expressions of interest have to be in by November 10** (just drop me an email or phone call). After this date I will send out a blanket email confirming receipt of your EOI. So if by November 20 you haven't received your EOI confirmation and you wanted to come, get in touch.

Please organise you own accommodation at Collingwood Motor Camp, William Street, 03 524 8149 or one of the other local Motels. All organised rally meals (Friday dinner and Saturday dinner/prizegiving and Sunday breakfast/farewell) will be at Tinkeys (aka the Collingwood Tavern).

The final rally fees will be set after I have received all expressions of interest. It will not be too much (probably in the region of \$130 per person – including the meals and museums).

Rally Registration will be at the Collingwood Motor Camp from 4.30pm on Friday, February 27th.



Saturday, there will be an organised ride around lovely Golden Bay visiting the Pioneer Langford's Store and Rockville Machinery and Steam Museum. There will be a show and shine on Saturday afternoon with a public vote on peoples choice of motorcycle.



Sunday we will be visiting a private Motorcycle Collection and Museum in Takaka and from there head on home.

There are plenty of other places to visit in Golden Bay like Farewell spit, Pupu Springs and Hydro station, the start of the Heaphy track, along with any number of Café's and specialty shops in Takaka.

**By the end of November I will either email or mail out, to every one who has contacted me, rally entry forms/costs.**

Any questions please contact

**Steve Carrington**, Vintage and Modern Motorcycles. 63a College St, Motueka, Ph 03 5284573  
[vintage\\_moderncycles@yahoo.com](mailto:vintage_moderncycles@yahoo.com)

[www.holidayparks.co.nz/collingwood](http://www.holidayparks.co.nz/collingwood) (accommodation), <http://www.tinkystavern.co.nz> (meals),  
<http://www.langfordstore.co.nz>, [www.goldenbaynz.co.nz/reflect/museums](http://www.goldenbaynz.co.nz/reflect/museums)

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## **One Auzzie Dude & the Lone Kiwi have Company – North American Velocette Rally July 2014**

Well here I am again back from another amazing North American Velocette rally.

Starting once again from Mick Felder's place in Hermosa Beach (thanks Mick) we spent a day getting the trusty Beamer ready for yet another marathon ride and replaced the well worn seat. We then hit the 395 early on Wednesday the 2nd of July. Our must get to destination was Laurel Montana by 10am Saturday where we planned to meet fellow New Zealander's Peter and Linda Hutton. After just over 1000 miles in three days, and with two very sore butts, we made it to Craige and Kathleen Whiteley's in Laurel Montana just in time to exchange one seat for another and meet Peter & Linda at the Billings airport. Thanks go to Craige and Kathleen for their hospitality and the loan of the BMW Peter and Linda rode.



Sunday: Back on the bike and with a bit of back tracking we headed for Salmon, Idaho, arriving later in the day to a very warm welcome and BBQ dinner from our US friends. Two of us still had very sore butts.

Monday and the rally kickoff: After a well delivered riders briefing we headed out and for the rest of the week we took in a lot of wonderful scenery and followed some amazing crystal clear rivers, The nights were spent with quite a few beverages and even more laughter as stories of the days rides were told. The rally had us staying in Salmon, Hailey, McCall, & Lochsa Lodge before returning to Salmon on Friday. Did I mention the two very, very sore butts Saturday was the Shine and Show day; some were up very early with their polish and cleaning cloths while others took the chance to have a very lazy morning and even lazier afternoon before the festivities started for the final evening. It was sad saying goodbye to our friends Olav, Eric, Dana Larry & Gil just to name a few.

After leaving Salmon Peter Linda GG and I made our way to Glacier National Park. It was amazing how much snow was on the ground; it really was a winter wonderland in the middle of summer. From there it was off to British Columbia, Canada, and Jasper National Park where we had close up encounters with a black and a brown bear. From here we made our way to Vancouver where a visit was made to Danny and Eileen Smith. Danny is an amazing person and has built a replica Velocette Roarer. Yellowstone National Park and Cody, Wyoming, were next on our list of places to see and would you know it we got a hat trick with the sighting of a grizzly bear.

Nearing the end of our tour we had the Best of the Best to come, meeting up with Graige and his friend Blakey we rode the Chief Joseph and The Beartooth Pass, the roads being pure Velo riders heaven. Returning to Laurel Montana absolutely Knackered but ready to do it all again. All in all we covered a total of 5579 miles in just under four weeks.

Cheers from the Lone Kiwi (aka Carryl Sanson)

PS The new seat finally broke in around the 4500 mile mark which made two very sore butts extremely happy!

For more about the roarer: <http://motorcycho.blogspot.com.au/2013/04/rare-velocette.html>

### **Eldee IOM attempt August 2014**

The bike was only finished days before it left NZ, so unfortunately there wasn't the opportunity to fully test all the new modifications. I must say though that it definitely looked good. The following is extracted from the write-ups on the Velocette racing website.

It was with surprise and please that we received an email from Damion Hadcroft, Les Diener's grandson, who was currently in the UK and wOndered if he could catch up with us and the old bike. Damion had helped his grandfather work on the bike, so it was great to be able to have him with the team while they prepared the bike for the race.



Saturday 23 August . The Eldee had two practice laps around the 37.5 mile circuit while the crew tinkered with the carburetion mix to try and lift its speed. The best average time managed was 82mph, quite a way down from the 94-95mph of the leading contenders.

On the positive side Bill Swallow reported that the Eldee is showing tremendous race characteristics: revs freely in the 8-9000 rpm top end, beautifully balanced, handles really well, flies up the mountain at 8000rpm in 5<sup>th</sup> gear and always shows willing when tapped for extra torque throughout the power band.



Tuesday 26 August. The Eldee was competing for the 'Phil Read' Classic TT trophy in a shortened three lap race that combined the 250's race with the Okells 350cc race on the Isle of Man. Unfortunately it, along with many others, had mechanical problems and failed to complete the race. The Eldee developed two unexpected problems during the event: the rear wheel became tight for some as yet unexplained reason and the magneto gear stripped a few teeth clean off.

This time round we learned from both our short dyno testing, in Wellington prior to leaving, and from the Manx is that we are falling short by around 10 horsepower to be in the hunt for a podium finish in the 250cc class. We now have a very good steer on how to extract the extra urge from the engine and at this stage fully intend to try again in 2015. Check out the website [velocetteracing.co.nz](http://velocetteracing.co.nz) for updates on our progress.

#### **Rubber Duckie Rally September 2014**

Last year's atrocious weather appeared to have put some people off with entrant numbers down, only 51 entries and of these there were only four Velo's. There were numerous Velo owners present, but most chose one of our other bikes this time round. All week there had been numerous weather 'bomb' warnings and on the Thursday New Plymouth airport had been shut due to wind, so it was with some trepidation that I turned down the offered rides in vehicles and hopped on behind Neville to ride, from Hamilton, to this years rally on the Friday morning. However the weather gods chose to be kind to us. We did some scenic tiki-touring on the way down and managed to dodge around the rain and the wind was no more than the occasional stiff breeze. Others were not so game and many a bike stayed in vans or on trailers through Friday night as the heavens opened and tried to wash us all away.

At breakfast on the Saturday morning, while it was still pouring, I obtained our rally instructions and asked if the rally was going to be undertaken in the common room with maps of Taranaki where using coloured pens we would mark where we were supposed to have gone, but by 9am the heavy rain had departed and the 40+ who decided to take part headed off to cover some great roads. Apart from some brief showers, which luckily for most of us coincided with the morning tea and lunch stops the rest of the day stayed rain free; if I had realised this I would have taken my camera. This years route included 12 miles of very enjoyable good pioneer gravel road (where a Kereru flew along beside us briefly) joining the morning tea stop at Tarata Hall to the Forgotten Highway. Many of those who decided to opt to do the rally course in cars, instead of on their bikes regretted their decision, Unfortunately both Roy White and Pat Steer were unable to take part on their Velo's due to poor health and then Jack Mickleson's Venom's kickstarter decided to snap on the start line. This left Kevin, Jack's middle son, on Jack's MAC, the honour of being the only Velo to complete the ride.

Don Green took out the Wally Hunt best presented bike award for his beautiful 1930 Rudge Ulster. This event has been running for 37+ years and it's amazing how they manage to find new places to head to. Roy White has attended almost all of these and he enjoys it so much he keeps coming back – great roads, good organisation and friendly people, what more can you ask for?



The weather held off long enough for us to wend our way back home on the bike and unfortunately I have to admit that when you are going away on the bike, two up and carrying all your gear, it is kinder to take the R90S than to load up either the Venom or the Thruxton. A weekend of riding covering some 400miles of great roads; roll on next year, I wonder where they will take us then.

### **Pete Butterworth's Veloce restoration**

This is about Pete's restoration of the 1913 Veloce. Engine no 189.

After the interest shown in the bike at our last annual Rally at Roy Whites, I thought it was about time to do some constructive work and get it going again. The engine's early history is unknown in New Zealand. The late Frank Panes, who was a works racing mechanic at Velocette, emigrated to New Zealand and we got to know each other very well. He found the engine on a home made rotary hoe at the Brayshaw Museum, Blenheim, when we were down there at a Rally. At the time he did a swap deal with a cut away cammy Velo engine. Unfortunately there was no frame or cycle parts, but Frank had the bones of a damaged 1913 Humber, which was similar. This was repaired and modified to take the Veloce/gearbox unit. The finished bike created a lot of interest, even before it was started up, at Roy's Velo Rally, held at his then place in Ranui, in the early 1990's.



The first thing to do was to strip the engine unit which has an overhead inlet and side exhaust design. Incorporated is a two speed gearbox, the gears being of a cone clutch design, operated by a rocking pedal, all quite simple with the gearbox being in front of the engine which runs backwards. A couple of bearings were replaced so the shafts could be set up correctly. It all appears to work well, on the bench at least.

Apart from the odd tidy up, the rest of the bike has been left as Frank did it. All I am doing now is the painting and plating. The bike could never be original without the correct frame and guards, but according to the picture I have it looks pretty similar. There is a running and complete bike in the U.K. which is a good running example.

To read an interesting article about Veloce M5054: <http://sump-publishing.co.uk/dave%20masters.htm>

Also see Ivan Rhodes Book Technical Excellence Exemplified. Page 12-13.

Some technical information: Engine - 276cc approx, Horsepower - 2.5, Piston - original iron. Oil system - mechanical pump - vane type, Gearbox - two speed, Clutch - cone type, Transmission - belt to rear wheel, Brakes - belt rim brake to rear wheel – Front - stirrup type, Lighting – nil, Carb - Brown and Barlow, Ignition - magneto.

### **Playing with Velo's** by Pete Butterworth

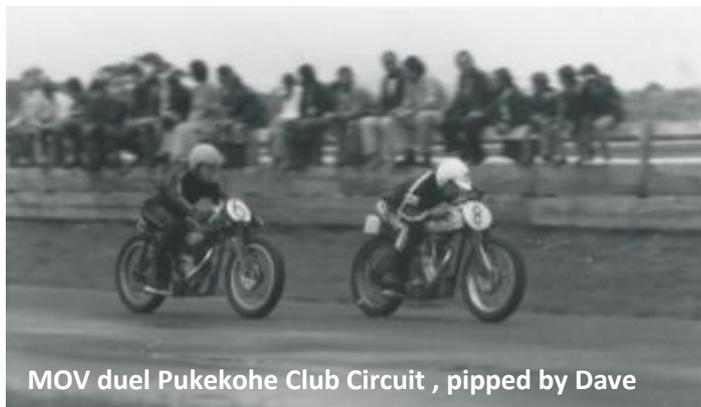
Dave Rogers (nudge, nudge) in the last newsletter got me thinking about what I had done playing with Velo's, successfully or not. I bought a '37 MOV in 1953, it had been used as a hack bike on a bomber station in England during the war. Tested in '37 it had a top speed of 72 mph. All the usual work was done to improve performance like lightening valve gear, bigger inlet port, 1 1/16 new valve springs, 10.1 MAC piston which gave about 8:1 in a 250, and TT carb. I was pretty green when it came to race tuning but I was getting a lot of help from Frank Panes, Velo factory race mechanic.

The first speed trial was on Murawai Beach, flying ½ mile and did about 80mph. The bike was being used for everything; beach and grass racing and the odd road race. We were playing around with cams at this time, grinding the back off standard cams for more lift also trying 17/6 and 17/8 cams. Paul and Peter Clarkson also had MOV's and the three of us all dropped the head off exhaust valves until we fitted N80 steel exhaust valves from Gold Stars. There was not much between the three bikes and on speed trials days at the beach always did around 92-93 mph this was quite good as we could loose about 10% on sand. I had read about squish bands and decided to try it. Welded the top of the piston and machined it to match the head, keeping the same compression of 10.5:1 and petrol benzol the speed went up by 5mph and rev'ed better to 8000rpm.



While all this was happening Frank had decided to build his own engine with the idea of more power lower down the rev range, I was always looking for more revs, we used to swap engines and I found on road circuits around the country Frank's engine was always better on tight circuits and mine was better on the longer ones. I don't know what Frank had done but I only rev'ed his to about 7300 at that time. In 1958 I converted the frame to swing arm which worked well and about this time went to a flying ¼ mile meeting in the Waikato. This was the first time I had seen a Jap 2 stroke competing. I did 97mph in the ¼ and the Jap went through at 96. This was too close to my speed so I went up a tooth on the final drive and worked out if I did 8000rpm through the ¼ it would give me 100mph. I actually did 101 mph; very satisfying and opened a few eyes.

I later fitted a 350 MAC in the frame and used it on the grass, all I did to the engine was upped the compression to 12:1 and a 17/8 cam and had a lot of fun until the modern 2 strokes took over so I retired from the grass. The alloy MAC engine I put in a rigid frame and with a KSS cylinder fitted the capacity was 420cc. I struggled to get the compression down to 14:1. This engine had wonderful low down power and in a light rigid MAC frame was good for beach racing until it broke a gudgeon pin so retired again. The flywheels have been rebuilt with a MkVII rod and fitted to an early cammy crankcase, for a future project maybe.

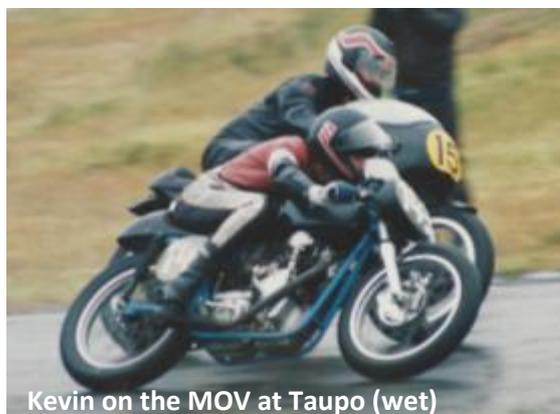


When classic racing started I managed to build up a couple of KTT's, a Mk IV and a Mk V; these are just standard KTT's. I also dusted off the MOV engine, this was showing signs of stress so eventually I made a one piece crankshaft with a plain big end and a Triumph con rod, this worked well so a second engine was built so Kevin and I could have some fun. One engine was fitted to a frame I bought from Dave Rogers and is a nice bike which goes well, the other engine was fitted in my original modified frame. These engines ran 17/4 or 8 cams 11:1 squish pistons and an extra return oil pump to take oil in the timing chest

straight back to the tank instead of into the sump.

Kevin went very well in later classic racing on the 250 competing against bigger bikes.

The last bike we built is what we call a Venom it's been built from bits, the frame is a Macandless replica with an Ariel swing arm, engine, gearbox and rear wheel are Velo, forks are a set I made up back in the grass track days in 1958, a mix of Norton, Velo, Royal Enfield and my own, front brake is Triumph modified, still single leading shoe. The clutch which is belt driven is all alloy and light to use. Engine has straight tooth timing gears, 12:1 squish piston on 100 octane and twin plugs, goes OK but I think it should go better.



More thoughts:

In the early 60's I restored a 1934 GTP, this was a rare mag model, it was always hard on plugs until Dave re-sleeved it and the mag was done up. I did a lot of miles on it until it was sold. Wonder where it is now.

The last year the MOV was run it was revving to 8500 and at times 9000; really should get it going again.

After the 100mph run in the Waikato I thought I would put a fairing on the bike and have a go at the NZ Beach record, it was around 100, but on the day the beach was not good and a bit of wind was blowing. I broke the record but not by the 1% margin required. The Auckland Club who ran Murawai used to award stars on speed trial days. Bronze Star for 250cc at 80mph later upped to 85, Silver Star for 350cc at 90, later upped to 95 and Gold Star for 500cc at 100mph later upped to 105. My aim was to get all three stars on the MOV alone. I managed the first two before beach racing was stopped. The first effort with a 500 was long stroke flywheels in later crankcases, it was about the same as a long stroke Manx, not good enough.

I know others would have done more and better things than I have done but in the 50's we had to make or make do with what was available; but it was a lot of fun.

Pete B

### **Alton Electric Starter Motor For Velocette Motorcycles**

We personally know of three members who have fitted Alton Electric Starters to their Venom or Thruxton this year, so thought we'd ask for an article about how one of them has found the experience. From what we have heard and seen in action Neville is now considering getting one (or two)!!

Having owned the Venom for some years I gradually became aware that it was no longer the "firstkick" starter it used to be. An ankle injury from my service days was beginning to make itself felt and kick starting the Venom didn't help the situation. I recalled reading articles in the English "Fishtail" magazines (Nos 365 and 408) about electric starters so looked into the possibility of fitting one.

I have always made riding enjoyment a priority over originality and had already fitted a 12volt electrical system 'replaced the magneto with points and a coil, fitted Koni rear shocks and a Mk11 Amal concentric carb - all of which mods can easily be reversed and - all of which in my opinion - add greatly to the pleasure of riding the machine - which of course I'm sure, we all wish to continue to do.

Googling "Velocette Electric Starters" produced a number of sites the most of which featured the French produced Alton unit and one short video clip in particular featured an elderly chap asking his wife if she could help start their Velocette to which she readily agreed – she strolled over to the machine and pushed the red button and bingo – it started instantly!! So – no more stiff ankles for me says I and sent off a quick email to Lyell Williams at NORCOMCYCLES in Belmont Queensland who promptly dispatched the unit which arrived at NZ customs one week later. Having paid the duty and GST (as we do) it was dispatched by courier to us next day and the fun of installing it began.



Whilst the installation is relatively uncomplicated and is aided by the written packing list, fitting instructions, 3 wiring diagrams (one for magneto ignition and two for coil ignition systems) and relevant photos that are supplied with the unit; you will need a soldering iron for soldering connections to the heavy duty cables supplied to ensure conductivity – sufficient hand tools to enable you to remove the original generator, crankshaft nut, cush drive assembly etc and an electric drill for mounting the 12volt solenoid and rectifying regulator unit. You will also require a 12 volt battery with a recommended minimum 12 ampere-hour capacity although I used a lithium iron unit rated at 16 ampere hours as this unit is half the size and weight of a standard lead cell battery

The unit functions well and my long suffering ankle is eternally grateful!!  
Cheers Paul Hayes

### **Velocette Starting Procedures**

And on the other side of the coin John Bryant forwarded these reprinted tips from recent issues of Fishtail

**“Straight from the Factory:** Recently our Chairman Jim Plant lent me a series of “Velocette Service Bulletin” dating from the early to mid fifties. I assume that these were issued to dealers and agents to advise on modifications, problems and offer advice. There are a lot of entries relating to LE modification and upgrades, but also useful information on the singles, some of which I have not seen previously.

For starters, here’s what Veloce had to say about difficulties in starting your Velocette, this is the most comprehensive description I’ve yet seen of the Velo starting drill.

***From Service Bulletin No37, January 1955 :-***

### **ENGINE STARTING – MAC AND MSS MODELS**

From observations that we have made it is clear that some riders are not getting their engines to start as easily as they should, and this is due to ignorance of the correct procedure. We have outlined this in the instruction literature relative to the models concerned but experience has shown that slight modification to the instructions is desirable. As the various books become due for re-printing the alterations will be made.

In the meantime any customers having difficulty in starting – particularly from cold – should be advised to employ the following method.

Flood the carburettor until petrol is seen leaking out around the mixing chamber. Close the air lever three-quarters of the lever travel (leaving the air valve only a quarter open). Operate the kickstarter with the exhaust valve lifted and draw in mixture in the ordinary way. Return the kickstarter to the top and depress it firmly, with the valve lifter released, and as soon as the piston is felt to come up against compression return the kickstarter to the top. Lift the exhaust valve again and slowly depress the kickstarter for the full stroke. This must be done slowly to avoid spinning the mainshaft further than is needed, and it is important to stress this.

Release the exhaust valve lifter and allow the kickstarter crank to return to the top. Now engage the ratchets again and force the kickstarter down as rapidly as possible with a good steady swing. This should turn the mainshaft briskly over the next compression stroke and should give a quick start.

As the action of kickstarting usually causes the twist grip to be opened involuntarily if the hand is kept on it when starting, it is best to set the throttle carefully beforehand and to keep the hand off the grip during the starting operation. The throttle valve should not be opened more than one eighth of an inch in normal circumstances.

And a possible cause for hot starting difficulties

*From Service Bulletin No. 4 October 1952 :-*

### **CARBURETTOR FLANGE JOINT – MAC MODEL**

The feedback of heat from the cylinder head to the carburettor mixing chamber has been found in some cases to interfere with the slow running and to make re-starting difficult when the engine is hot, due to the petrol boiling in the passages of the pilot system.

To reduce the flow of heat, a flange joint packing of insulating material is now fitted. The carburettor flange gasket K180 is accordingly cancelled and is replaced by K180/3 carburettor flange gasket. The heat insulating gasket may be used on any engine previously fitted with the original K180 gasket.

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At the dates, these bulletins were published, MAC and MSS models would have been fitted with Amal Type 6 carburettors, but both Monobloc and ConcentricMark 1 carburettors have fundamentally the same jetting and cold starting arrangements so the above should be equally applicable to later models.

I find it rather odd given the statements above on updating starting instructions when manuals are re-printed, that when we look at the red factory Service Manual for Viper, Venom, MSS and Thruxton there are no starting instruction in the manual except for a brief paragraph in “Special Instruction for Scrambler Model”. Perhaps they were worried about putting off potential customers.

### **Back on the road again**



Peter Hargroves, of Napier, acquired this GTP this year, restored but not registered. Well it's now road legal thanks to the VOC and their archivists in the UK who hold the dispatch records from the Velocette factory. They supplied Peter with info on how many bikes came out with his, on the same invoice, plus the year that turned out to be a 1936 and not 1937 the cost for this was \$25. The VTNZ were happy with the paperwork supplied and the re-registering was relatively painless. Look out for it, around Napier and at the next Taupo to Napier Mail Run. Peter is after a GTP piston 40 thou over size, conrod and crankshaft for a spare motor. Evening time is

best to contact Peter on 06 8432331 or email: [pjhargroves@xtra.co.nz](mailto:pjhargroves@xtra.co.nz)

Allan Hamilton, from Oamaru, has fired up his MkII KSS, which has been off the road for around 50 years. Now (in his words) there are just a few bugs to iron out and then the painting and cosmetics and it will finally be finished. We look forward to an update.

We saw Paul Greet recently, at the Rubber Duckie, on his BMW, and forgot to ask how his ribs and the Venom were progressing (see the last newsletters article), but hopefully we'll get the opportunity to see him and the Venom out soon.

This year has been a good one for both acquisitions and finalisation of restoration projects. We look forward to seeing them on the road and hope to be able to print more photographs and stories in future newsletters.



### **Possible events and runs:**

**LE Run Christchurch:** His plan is to leave the city at 10am, lunch at The Hororata Cafe and then on to Terrace Station. Have a look at [www.terracestation.org.nz](http://www.terracestation.org.nz) to view beautiful gardens and veteran cars. Leave there around 3pm-ish and home by around 5pm. No firm date is planned so if you are interested get in touch with Alan: [Alan.Beuzenberg@gmail.com](mailto:Alan.Beuzenberg@gmail.com)

**VCC Canterbury Girder Forks Motorcycle Rally: Saturday October 18 – Sunday October 19**

**VCC Waikato Motorcycle Run: Sunday October 19**

**Hamilton Classic Bike Club Swap-Meet and Displays at the Classic Car Museum Hamilton, 11 Railside Rd: Sunday October 19.** Everyone who went to the inaugural event last year was amazed at the variety of things to do and see. This event now runs all day and includes numerous displays (including the Britten), demonstrations, trade and food stands etc. Spectator entry is by gold coin donation and sellers pay \$15 and on top of that entry to the museum is half price for the day. So if the weather is nice think about getting a group together and making a ride of it. You won't be disappointed!

**Mike Pero Barry Sheene Motorcycle Classic: Hampton Downs: Friday October 24 - Sunday 26:** Classic and Post Classic Bike and Sidecar Racing with several of our members on the track with their Velo's. Camping/entry for the weekend is \$60, Spectator entry for the weekend is \$40 or \$10 for Friday and \$25 per day Saturday or Sunday. For more info: <http://www.barrysheenetranstasman.co.nz>. Pre-buy Tickets @ <http://www.hdticketing.co.nz>. Or they were looking for marshals, so you could not only go for free, but they will also supply you lunch and the koha should cover your petrol expenses to get there. If you're interested in being a marshal contact: Brian Deadman at [bikevault@clear.net.nz](mailto:bikevault@clear.net.nz)

**NZCMRR Classic Racing, Manfeild Spring Classic: Saturday November 1 - Sunday 2:** Classic and Post Classic Bike and Sidecar Racing with several of our members on the track with their Velo's. This is the final round of the year and fingers crossed we may just see some Velo's amongst the championship winners.

**Warkworth area ride – Sunday November 2?**

Jim Bird has been talking to his friends Ken Campbell and Graeme Crosby about the possibility a running a ride which would incorporate visits to see their garages and collections. Ken has restored vintage and classic bikes for many years while Croz specialises in more modern (1970's) Japanese bikes.

Croz will be launching his new book from October 25 – November 2, so the ride date has tentatively been set so that you could also possibly pick-up a copy and get it signed by the man himself. To register your interest in attending this ride and for more information contact Jim Bird 09 4222 632

Jim and Ken are also discussing organising an annual ride – we'll keep you posted but let Jim know if you'd like more information about this too.

**VCC Northland Motorcycle Run: Sunday November 2**

**VCC Canterbury Annual Motorcycle Rally: Saturday November 8**

**VCC Nelson Top of the South Veteran and Motorcycle Rally: Saturday November 14 – Sunday 15**

**VCC Southland Arrowtown Motorcycle Rally: Sunday November 15 - Monday 16**

**BURT MUNRO CHALLENGE, SOUTHLAND** [www.burtmunrochallenge.co.nz](http://www.burtmunrochallenge.co.nz)

This is one of those events that you have to go to at least once to experience the atmosphere; a week of all sorts of motorcycle events to choose from and thousands of motorcyclists across the ages.

**BMC NZ Longtrack Champs and GP, Ascot Park Raceway, Invercargill: Wednesday November 26**

**BMC Rally, Oreti Park, Otatara, Invercargill: Thursday November 27 – Sunday 30**

**BMC Hill Climb Champs, Flagstaff Rd, Bluff: Thursday November 27**

**BMC Honda Super-X Champs, Oreti Super-X Track, Winton: Thursday November 27**

**BMC Beach Racing Champs, Oreti Beach, Otatara: Friday November 28**

**BMC E Hayes & Sons Teretonga Circuit Racing, Invercargill: Saturday November 29**

**BMC Oreti Park Speedway Spectacular, Otatara: Saturday November 29**

**BMC Wyndam Street Races: Sunday November 30**

**Cams 25<sup>th</sup> Southern Classic Festival, Levels Raceway, Christchurch: Friday December 5 - Sunday 7:** [www.cams-racing.org.nz](http://www.cams-racing.org.nz)

**THE NEW ZEALAND CLASSIC BIKE FESTIVAL 2015: www.classicbike festival.co.nz**

Harking back to the old days at Pukekohe, of Classic trials and the Red Rooster Rally, the Classic Racing Register has reintroduced other types of classic motorsport into its mix once again this year, now even giving the racer/riders and spectators the opportunity to also take part in both race and rally events over the course of two weekends.

**NZCMRR Taupo Classic Racing and Dirt: Friday January 30 – Sunday February 1**

Round 1 of the 2015 season and hopefully we'll see more Velo's back on the track for the new season.

These two events being run at the same venue mean that you'll have even more spectator action and variety.

**36<sup>th</sup> Annual NZCMRR Classic Racing Festival: Friday February 6 – Sunday 8**

Round 2 of the 2015 season. There is some discussion as to just where this will be, Hampton Downs or back at Pukekohe. We'll update you as we find out. The rumour mill says that the Americans are coming over in force.

### **VCC National Motorcycle Rally - Otago: Saturday February 21 – Sunday February 22**

This rally is normally followed by a week tour, but I have no information on this yet.

### **NZ Velocette Register Annual Rally, Nelson Region, Friday February 27 – Sunday March 1, 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](mailto:vintage_moderncycles@yahoo.com), Ph: 03 5284573 Mob:0272259916,

### **Roycroft Trophy, Hampton Downs Race Track: March 14-15, 2015**



The Waitamata VCC is looking to add something extra to this event and are willing to provide us with several free entry tickets should we wish to erect our Velo Register tent and plan something around the event. This is a two day event featuring Vintage and Classic Car and Bike racing (from the early years right up to the 60's) with the aim of also having spectators come to the event in or on their Vintage and Classic Vehicles which are then parked/displayed in the skid pad area of the pits where prizes can be won.

How about arranging to meet up with others and have a scenic ride to the event watch some entertaining races and then make your way back home.

Cost of entry to the event is \$20 (for I believe your pre-1970 vehicle & up to 2 people). This is the daily gate price or for the whole weekend if purchased online as Early Bird tickets at <http://www.hdticketing.co.nz>. If you are interested in taking part email (preferably) me at [micklesonn@ihug.co.nz](mailto:micklesonn@ihug.co.nz) or phone me on 07 8493568 and I will put you in touch with each other.

For more information regarding the event see <http://www.roycroftvintagefestival.co.nz>.

### **Hawke's Bay Classic Motorcycle Club Inc 'MAIL RUN': Saturday 21st March 2015**

Open to all girder fork motorcycles and rigid framed, sprung saddle, up to and including 1950. Other period machines are welcome, but will not be eligible for prizes Entry forms will be sent out early in the New Year, but if you need to book accommodation-do so early!

All enquiries to Jim Lord: 021 3547386 06 8750391

### **NZCMRR Taupo Autumn Classic: Saturday April 25 – Sunday April 26 2015**

Round 3 of the 2015 season.

### **NZCMRR Taupo Winter Classic: Saturday September 5 – Sunday September 6 2015**

Round 4 of the 2015 season.

### **Barry Sheene Motorcycle Classic Hampton Downs: Friday October 23 - Sunday October 25 2015**

Round 5 of the 2015 season. Classic and Post Classic Bike and Sidecar Racing.

**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 \$4517. The last newsletter expenses were \$173.25 Ideas are 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 **06/10/14**. 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](mailto: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](mailto:jbryvelo@gmail.com) or Ph: 09 445 6483

#### **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](mailto:bob.anderson@woosh.co.nz) Workshop facilities available. High quality backpacker styled accommodation. Lodge details are on the BBH website [www.bbh.co.nz](http://www.bbh.co.nz).

**Gibbston House** [www.GibbstonHouse.co.nz](http://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](mailto:dave@qmotor.co.nz)

**NZ Velocette website:** Keith Ballagh has been starting to load information, photo's and articles onto the website [www.velocette.org.nz](http://www.velocette.org.nz). 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](mailto: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".

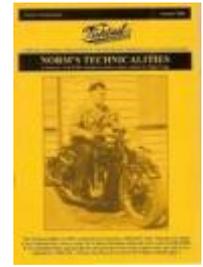
Hopefully in the future, once we are really up and running and organized, it will be possible for others to have access to enter information directly. By simply creating the website Keith's knowledge eclipses mine and I am sure that he would love to hear from anyone who might know what they are doing and is willing to offer some input.

#### **Velocette Blogsites and Websites to look at for information, articles and parts:**

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. 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> - Paul D'Orleans (USA) and <http://velobanjogent.blogspot.com> - Dennis Quinlan (Australia) who is also the editor of Fishtail Downunder, <http://ozvintageracer.blogspot.com> - John Jennings (Australia), <http://occhiolungo.wordpress.com> - Pete Young (San Francisco), <http://homepage.ntlworld.com/david.gibbison/v-tec> - 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> - Ed Gilkison (USA) including parts supply, [www.groveclassicmotorcycles.co.uk](http://www.groveclassicmotorcycles.co.uk) for parts, <http://www.rob.evotech-performance.com> - Rob Drury (UK) specialising in Mk VIII information, <http://www.velocette.org.au> - the Australian Velocette Owners Club, <http://www.velocetteowners.com> - 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> - Alan Britch, <http://owensvelos.co.uk> - 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.cybermotorcycle.com](http://www.cybermotorcycle.com). [www.motorradrestauration.de](http://www.motorradrestauration.de) - Christoph Axtmans site, based in Marxzell Germany and makes and sells bits for Velos Vincents and Triumphs, [www.feked.com](http://www.feked.com) is a comprehensive UK site for 'new original and replica classic parts for British and European motorcycles. [www.kttservices.co.uk](http://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](mailto:micklesonn@ihug.co.nz), 07 8493568, For more information about this book see Dennis Quinlan's [velobanjoagent.blogspot.com](http://velobanjoagent.blogspot.com) site [Norm's Technicalities'...the latest in Velocette technical information](http://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](mailto:waktrish@vodafone.co.nz).

Many early **GTP parts** in average condition available. Three engines, frame, webb girder, wheels, good tank, complete clutch etc Contact **Pat Steer** Ph: 06 7573022 or email: [p.o.steer@xtra.co.nz](mailto:p.o.steer@xtra.co.nz)

**MSS 1954, project bike** but all there and assembled. A fairly easy restore as in good condition all round, has stainless guards. **Phone Phil 027 2941160** - bike in Christchurch

### Wanted to Buy

I am restoring a **Velocette iron MAC** and am short of the **rear mudguard extension which carries the number plate frame**. Contact **Malcolm** ph: 03 3138900 or email [gibbsmn@clear.net.nz](mailto:gibbsmn@clear.net.nz)

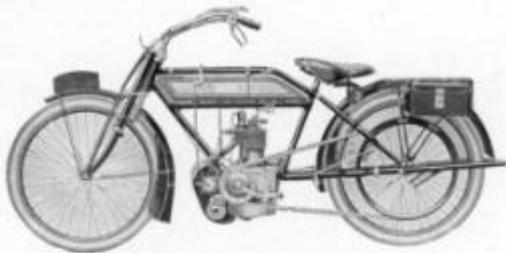
I am after a **GTP piston 40 thou over size, conrod and crankshaft** for a spare motor I have. Evening time is best for contact 068432331 **Peter** or email: [pjhargroves@xtra.co.nz](mailto:pjhargroves@xtra.co.nz)

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

**Velo Swing arm footrest**. Contact **John Bryant** Ph: 09 445 6483 or email: [jbryvelo@gmail.com](mailto:jbryvelo@gmail.com)

**More Veloce:** From Dennis Quinlan's blogsite a page from his 1914 original Veloce catalogue and from Pete Young's blogsite his newly restored Veloce and the original M5054 owned by Dave Masters.

### Velocette 2½-H.P. Patent Motor Cycle.



#### SPECIFICATION.

<b>Engine</b>	Velocette patent motor with two-speed gear in one unit. Mechanical lubrication, bore and stroke 70x76 mm. Stream line valves. (Inlet overhead). Large pulley 6in. diameter.
<b>Frame</b>	Built of heavy gauge tubing with specially strong brackets for motor.
<b>Forks</b>	Druid patent.
<b>Carburettor</b>	Amac.
<b>Ignition</b>	U.H. Waterproof type.
<b>Silencer</b>	A double outlet design made of steel.
<b>Transmission</b>	¼in. Dunlop belt.
<b>Tyres</b>	26 x 2¼ Dunlop B.E.
<b>Stands</b>	Front and back.
<b>Tool Bags</b>	Two pannier bags with full set of substantial tools.
<b>Saddle</b>	XL. All.
<b>Belt Shield</b>	Our own design, which really protects the belt.
<b>Footboards</b>	Cast aluminium.
<b>Tank</b>	Large capacity, 1½ gallons, made of heavy gauge sheet steel with large filler cap and priming tap over the compression tap. (We have no oil compartment in our tank).
<b>Kick Starter</b>	A substantial pattern with no small parts.
<b>Mudguards</b>	Of generous width and with large side wings.
<b>Brakes</b>	Front, Bowden rim brake.
<b>Wheels</b>	Both detachable by unscrewing two nuts each.
<b>Gear Control</b>	By pedal.

**Price - 48 Guineas.**



Dave Masters and I just before the start (of the 2014 Pioneer Run England). It was his invitation that brought me and my 1913 **Velocette** over to ride the Pioneer this year. He had the bright idea last year that we should pair my Velo and his 1913 Velocette for their 100th birthdays. The snow and ice delayed the party, but we were able to ride the bike together along the route this year. His bike, M5054 is the only complete example of Velocette's bike that had their IOE motor type, complete with a two speed gearbox. Mine is the more conventional sidevalve layout. It was a lot of fun to have two of the three remaining pre1914 Velos on the road together.