

Velocette

NEW ZEALAND
OCTOBER 2015

Well day light saving sees us with longer evenings now and hopefully you are thinking about getting the bikes out of the shed for a ride. This newsletter contains write-ups on other rallies, rides and race meetings along with various projects and your for sale and wanted to buy. Hope you enjoy.

IMPORTANT: VELOCETTE ART DECO RALLY, NAPIER FEB 18-21 2016 – LAST CHANCE

Thanks to all of you who have let me know that you intend to take part in our Rally. Now is the time to confirm things. The last page of this newsletter contains estimated costs and required details, so please complete the required details and return them to me. Email or post is fine.

It is with great pleasure that I can confirm that next year's rally will be held in the Napier region and will enable participants to take part in the Art Deco weekend. We will be basing the rally from the Napier Beach Kiwi Holiday Park (previously Snapper Rock), 10 Gill Rd, Bay View, Napier. The venue is right beside the beach and has an on-site café open for breakfast and lunch. **A WORD OF WARNING!** Accommodation in Napier for the Art Deco weekend will have probably gone by now. I have just checked with the Holiday Park and the units are fully booked, but some people may be willing to share so please let me know if you'd like to come and need accommodation or if you are willing to share your accommodation, and with how many.



Pete Hargroves rides in the parade this year on his lovely GTP. Photo by Jen Massey

While routes and places to visit still need to be totally ironed out the proposed schedule will be: **Book in on Thursday** and catch up before registration and a BBQ welcome dinner. **Friday** will be our first ride. Friday night is the opening Art Deco night down on Marine Parade with a vast variety of vintage cars, working vintage machine displays, street performers etc and is the night where lots of people head to town dressed up. *Napier has a very large SaveMart, along with various other 'op shops' so for those who want to dress the part you'll have the opportunity to go shopping.*

Saturday will be a 'free' day for you to experience the Art Deco. For those who want to take part you will be able to ride your bike down and put it on display prior to the event at lunchtime which kicks off with an aerial display and then hundreds of vintage/classic cars down Marine Parade followed by pedal cars, bicycles and motorcycles. There is an option to ride in the lunchtime parade but we wouldn't recommend it for Velo clutches as it is undertaken at walking pace. Even the steam train comes to town! Saturday night sees more concerts, street performers etc for those who want to hit the town. **Sunday** will be the **second planned ride, followed by our prize-giving dinner at the Westside Inn.** **Monday** is the final farewell day but there may be another ride, for those who still want more.

I will be doing all the administration work from Hamilton so please complete the details on the back page of this newsletter and email or mail it to me with your \$25.00 rally fee/EOI ASAP (definitely by the end of October), so that we will be able to finalise routes, places to stop and costs. Cheryl Mickleson: email: micklesonn@gmail.com or phone: 07 8493568

2015 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 2015 donation to: NZ Velocette Register, C/-Paul Hayes, 2/12 Bungalow Ave, Pt Chevalier, Auckland. *Donations over \$5 are carried though to the next year.*

Passing of valued members:

It is with sadness that we were told that Buzzy McCulloch, Aus, passed away in late September. Many of us will have fond memories of her and Mac at both our and the Australian rallies.

In early October we also received news that Rosalene Hunt had passed away. Rosalene and Wally will be remembered by many especially for their tireless work on the Rubber Duckies. Both couples together again.

Malcolm Gibbs, who attended our rally at Collingwood, also passed away at the beginning of October. Our condolences to remaining family; we will fondly remember all of our friends who have gone.

NZCMRR : Winter Classic at Taupo: April 25-26, 2015

Unfortunately this meeting will go down as one of most incident laden, and helmet killing, meetings we have held and most of those were in the practices! While most were minor, they caused major disruptions and the first race didn't happen until after lunch on the Saturday. Thankfully the rest of the weekends racing went fairly smoothly. How did our guys do?

In the **250 Modified Class Chris Swallow #32** rode Phil Price's Eldee to four first places

In the **350 Clubmans Class Stefan DeLacy #123** rode the Viper to three second places and a third.

In the **350 Pre-War Class Phil Price #197** rode his KTT to four first places, **Martin McClintoch** rode his Mac to one second and three third places. Jack Mickleson unfortunately had magneto issues with his Mac in practice, so that was unhappily the end of his racing weekend. Appreciation goes to the Maddock's for their swift repair and return of the offending item all in the following week,

Bike Of The Year show, Alexandra Showgrounds, Auckland August 14-16



Well Warwick Darrow did us proud, once again, and organised an excellent range of bikes and the display at the show. He and Trisha then spent most of the weekend manning the stand. The larger venue meant that it was possible to move around and get a much better look at the 400+ bikes on display, with something for everyone.

With 14 bikes in all on our display we managed to show a broad range of the different models of Velocettes. We would like to thank all of the following people for helping and arranging to bring their bikes to be part of the display and also often taking part in manning the stand, so that others could have a look around and Phil Price for sending us up the Eldee display boards.

Bikes and owners are listed in order of display (hopefully)

Tony Vaughan and John MeHarry - 1959 MkII LE's, Dallas Rankin - Valiant, Warwick Darrow - Viper, Barry Stanley - 1954 MSS, Roy Harvey - Mk VIII KTT Special, Neville Mickleson - 1966 Thruxton, Colin Bird - 1951 Mac, Paul Hayes - 1955 Venom Clubman, Jim Bird - 1953 Mac, Warwick Darrow - 1939 GTP, Nigel Fisher - 1937 Mk II KSS, Pete Butterworth - 1933 MkI KSS & 1912 Veloce.



Congratulations go to Jim Bird, the only person on our stand to win a prize. He once again won an award for his 1953 Mac; this year it was a second place in the Post 50 Class.



We thought that we may have seen a special award go to John MeHarry's brilliant policeman which was constantly being photographed but it wasn't to be. Congratulations go to John and especially his wife for creating the very realistic mannequin. Stuart Metge had his Mac on display with the Auckland VCC Club and took out 3rd place in the Post 60 Class. Congratulations also go to The Waikato Classic Club who took out the best Club stand. They turned their stand into a 1950's Milk Bar, along the lines of the Classic Car Museum in Hamilton



(from where they got some of their props), complete with Betty Boop, table and chairs a full sized mock juke box and black and white tiled lino. Dave Morley took out the Bike of the Year award with his newly finished McIntosh - Suzuki race bike which was truly amazing.

Unfortunately the PA system, wasn't working well and at prize-giving it was a bit hard to hear just whom was winning what, especially when the custom bike guys arrived to get their bikes and (I believe) not realising that we were holding prize-giving, behind the partitions started their bikes up. I think next year the prize-giving needs to take place nearer the exit, that way there will be no doubt that it is still underway.

The lone Kiwi and one Aussie dude by Carryl Sanson

Well it's that time again when our editor plies me with alcohol and convinces me to put my latest adventure down on paper for everyone to see.

Diamond Lake Oregon

I will skip the entire prelim and get straight to the heart of the tale.

July 15th and It was time to jump on the big bird again and wing it to the good ol USA. Where our good friend Mick Felder kindly picked us up from the airport and ferried us back to his humble abode in Hermosa Beach. Thursday being the day set aside to do the final maintenance on the bike before heading off early Friday morning to beat the LA rush and the heat of the Mojave desert; and early it was as I had a little trouble staying asleep and woke up earlier than planned so I convinced the Aussie dude that there was no point in waiting till the clock read 5am as we would just be sitting around doing nothing for an hour and a half. It was quite different travelling the Freeway in the dark and with hardly any traffic to contend with.

A pleasant days ride and we arrived at our first destination in Bishop around 2pm, 300 miles was far enough for the first day and it was starting to get pretty hot so it was off to relax and soak the sore unused muscles in the pool.

Saturday and staying asleep again was a problem so it was off at 3.30am for the next stage to Klamath Falls 500 miles, thinking we would beat the heat BUT NO It was that cold I'm sure my eyeballs were frozen and that I had icicles hanging off my nose not to mention that I could not feel my legs let alone my toes, breakfast was heaven with the warmth and multiple cups of hot chocolate in a bar in Bridgeport,

We arrived in Klamath Falls later in the day around 6.30, and it was as hot as it was cold that morning, only to find that our motel bookings had been lost and we had to take the last room in the town (Oh and apparently we did a no show when we went to sort it out the next morning).

Sunday just a short ride 60 miles or so to our destination of Diamond Lake, where we were to spend the better part of the following week amongst our American and Australian friends.

Diamond Lake resort I will describe as a no frills resort but very tidy with the camp ground just down the road a bit and 80 odd cabins spread out amongst the trees not forgetting the beautiful Lake.

It was one of these cabins that would be home for The Aussie Dude and myself, along with Olav Hassel



and his 20 year old son Eric. We were lucky to have a snoring room in the cabin and Olav was very quickly shown the door to this room. Accommodation and registration sorted it was time for the opening dinner and general catch up which was held out on the terrace just a stone's throw from the Lake. Great to see so many familiar faces Gil, Olav and Eric, Lenora, Jeff, Sue and John, Keith and Colleen (AUS), Mick, Paul, Larry and Ella; to name just a few as there are too many to mention.

Monday: An 80 mile short ride but a longer ride in hours Taking the East Rim entrance we rode clockwise around the rim of Crater Lake with many stops to take in the amazing views, lots of lovely roads but being a National Park there was a lot of traffic and the speed was well below the posted limit.



Tuesday: Diamond Lake to Gold Beach 236 miles, Fantastic day, lots of swooping roads amongst some lush green farmland and easy on the eye coastline. Spending a lovely afternoon in a small coastal town of Bandon where we just wandered around the old fishing village soaking up the sunshine and taking in the many sculptures along the waterfront. Time sure does fly; as before we knew it we were still in Bandon when we should have, about that time, been rolling into the Turtle Rock resort in Gold Beach. We may have been late, but not too late for the tasty baby back ribs bbq dinner that we all enjoyed very much.

Wednesday: Almost unheard of for this duo but we opted not to do the scheduled ride and instead take the second option on offer and take an 80 mile jet boat ride up the Rogue River along with about 15 others. Not an easy decision as I don't do boats. What a blast! We had a very entertaining skipper who could have given Billy T a run for his money and the ride up and down the river was exciting, educational and very, very wet.

Thursday: Gold Beach to Diamond Lake 225 miles. Beautiful day again and some really awesome roads with a mix of coast and lush farmland along with a large contingent of pine trees. Making our way back to Diamond lake and we only got lost the one time but we were not the only one's as we waved to Olav on his way back after he had turned around, this is not easy to do on an Interstate as you have to wait for an exit



and hope it has an entry on the other side as they do not all have them. So after losing most of our travelling companions we made our way to Gold Hill where we met up with Jeff Ward and Amy Thigpen and Olav and Eric and spent a pleasant time sampling the local micro brews. Oops there goes the chase truck; did we finish our last glass?

Friday: Diamond Lake to Butte Falls and back to Diamond Lake 184 miles; Riding back through Crater Lake National Park and out again on the flat farmland stopping for morning tea then having lunch in Butte Falls. Imagine a little settlement with half a dozen shops and a dozen or so hungry riders arriving at the one and only café in town at

the same time. I think the sisters, brothers and cousins were all called in to ease the serving pressure. For those of us who went and viewed the Falls it was quite entertaining with the locals showing us their base jumping skills. The roads after lunch back to Diamond Lake were true Velo roads with a mix of winding and swooping bends and lots of them.

Saturday: Finally a sleep in day! Or not for some who have just got to get up before everyone else and make lots of noise cleaning their bikes for the coming display. As the saying goes if you can't beat them - join them.

Dinner and prize giving went without a hitch as usual with a finish time of around 9.30-10.00 o'clock so it was decided by a few that it was party time at cabin # 62 and dare I say it payback time for those early risers. Cheers for now The Lone Kiwi.



NZCMRR : Winter Classic at Taupo: September 5-6, 2015

This was one of the coldest meetings we have had in years. It was forecasted to rain but thankfully it was fine but overcast, apart from the occasional brief shower. Appreciation really goes to the marshals who stuck it out for both days despite being frozen. A lack of incidents and the weather forecast saw us even advance into Sunday's race programme on Saturday afternoon, just in case the predicted storm arrived, but Sunday saw a repeat, if even colder repeat of Saturday's weather. As such we were finished and most of us almost home before the storm arrived. How did our guys do?

Well Phil Price was our only competitor and he managed 4 x 1st in class on the '39 KTT in the Pre War Class and a 3rd and 2 x 4th in class on the '39 KTT in the 350cc Modified Class

VCC New Plymouth: Rubber Duckie September 19-20

53 hardy entrants and many partners arrived at the Fitzroy Top 10 to take part in this year's rally including four Velo's but quite a few more Veloists: Neville and I on our '67 Venom, Jack Mickleson on his '39 KSS, Pat Steer on his '54 MSSe, Ted and Christine Rippey on their '68 Venom and Terry Bracey on his '54 MSS (see his story later). Pete Butterworth, Jean Hayes and Roy White came along in vehicles while Mike O'Kane had his '52 BSA Goldflash unit and Paul Hayes rode their '55 BMW R69S.

Several stormy fronts have lashed the region over recent months, which saw some opt for the Hawkes Bay Rally instead, but luckily for us the heavy rain headed over to the East Coast early Friday morning only leaving behind the odd shower for participants to encounter. It was obvious, by the numerous slips on farm land and roadside that we saw, that we were very lucky. It was with some relief that we arrived only slightly damp to say a quick hello at the camp before we headed to Pat and Olga's, who were generously accommodating Terry and ourselves for the weekend.

Whether it was due to the cold and remaining damp many of us had issues getting our bikes started throughout the weekend. Dave Williams, who was the second bike off, on his 1928 Harley Davidson provided the early entertainment value when on his second attempt to get the bike going it backfired and coughed out what appeared to be feathers, he rode up to the start line unaware that he appeared to have a ladies feather boa trailing from his exhaust.

The ride through to morning tea was a repeat of one covered in torrential rain at another rally. It's amazing just how much more enjoyable it is when you can see the scenery and you're not wet through. Both the excellent morning tea and lunch were at the Otaki Hall. It must have been confusing to the late morning tea arrivals to see bikes coming towards them; as they were coming in bikes were heading out for the pre-lunch coast hugging route. We disobeyed the instructions and went off-route by a couple of hundred metres to take in the Cape Egmont lighthouse and get a great photo of Jack and Neville with their bikes beneath it. We even got the offer of a tour which we declined as we didn't feel like taking our wets off; in hind-sight we should have taken the opportunity. The after lunch route was another coastal dogleg before we continued on the highway back to the camp.

Another thoroughly enjoyable rally ride followed by some catching up and a great dinner and prize-giving at the Golf Course. Neville and I managed to get second place in the Post 60 Class. Unfortunately the rain hit on Sunday morning and it was an uncomfortable and very wet ride home for most.

Even worse than that, between a camera chip malfunction (maybe due to the very wet ride home) and being unable to find the usb stick I used at Pat's I lost all the photos I took.

Hawkes Bay Classic MC Club: 57th Annual Rally September 18-20 by (Pommie) Pete Johnson

Held at the Girl Guide Rissington Camp, 108 bikes were entered to take part in what was unfortunately going to be a wet weekend. Only three Velo's participated, myself on my MkIII KSS, Garry Sye on his 1950 Mac and Freddie Timmo with his 1954/55 MSS, which has just hit the road again after being tucked away from many years at the back of his garage. Fred has a very original 1925 1000cc Harley Davidson sidecar outfit which is totally unrestored, he removed the sidecar and the big V twin was used to transport his MSS to the rally site – now that's the way to make an impression, it caused quite a stir. He's promised to do the same for our rally in February.

Riders ran into some rain on Saturday's run, the highlight of which was the excellent lunch stop at Tony Wass' farm where there was clay pigeon shooting for those who wanted to try.

Unfortunately the anticipated storm arrived on Sunday making it very wet for everyone returning home.

UK Trip/Velo Rally edited from a summary sent by John Bryant upon their recent return

John and Angela have travelled back to the UK many times over the years to not only avoid our winters but also to catch up with their numerous motorcycling friends and take part in as many rallies and swap-meets as they possibly can. This year their itinerary started with taking part in the Velo rally at Burtwood, north of Birmingham, then the Founders Day MC Rally and swap meet at Stanford, and the International West Kent Run in Aylesford, along with visiting a large private Velo collection, family and friends followed by a sightseeing before a week's jaunt to Tenerife before heading home via a three day sightseeing stopover in San Francisco.



In recent years they had been able to successfully arrange campervan exchanges however this year John said, not long before they left, that things weren't looking good this year as he'd now reached 'that' age where the UK owners were unable to get their insurers to cover him. In hind sight maybe that would have been better than the campervan they 'luckily' found just before they left on their trip. While shocked at first sight at state of the van they were assured that it was 'all good' by the 'Del Boy' owner. At that stage they really had no other option so they took the campervan and persevered with it through most of the UK portion of their trip until the leaks, brakes and other major faults, found by the garage, eventually got the better of them.



At the Velo rally Roger (the new Chairman of the Club) and Jane Franklin, friends from a previous trip, offered John and Angela a MAC for the rally which they rode and thoroughly enjoyed. We even got to catch up with Ivan Rhodes and Wiffing Clara! After the rally John and Angela stayed with them and Roger and Jane took them to Coalbrookdale and Ironbridge 'Birthplace of the Industrial Revolution'. Lovely couple!

At the International West Kent Run, John and Angela managed to get a rally ride on a loaned Gilera scooter, the only modern bike, and enjoyed a couple of superb rides around the narrow Kentish roads, stopping at the Bredgar Steam Railway complex.

While their campervan experience and some of the weather may have put a dampener on this trip, it sounds like the people they caught up with and the things they got to see

will make the good memories outshine the bad and who knows we may see even more visitors from the UK heading down here as a consequence.

Restorations – back on the road again

'54 Major Submersion Survival story by Terry Bracey (photo's Pat Steer)

During the middle of this year I decided to shout my favourite Velo, 1954 MSS, a belt drive clutch from KTT Services, UK, and have a general look over the whole bike. It had been 21,000 miles since anything major was done so I felt it was time for a mechanical tidy up too. I do not have the time or the competence to do this but Grant Cleve, Wanganui, good friend, ex scramble champion, road racer and a clever mechanic offered to do the work.

The MSS was duly despatched to Wanganui only to arrive just in time to be caught in the big June floods. It along with nearly everything that Grant owned including his vehicle fleet of cars, motorbikes and camper van spent four days under seven feet of silt laden river water. His home had four feet of water through it, ruining everything. Grant escaped with only a bag of clothes and 1 car. Absolute devastation and it will be many months before he will be able to move back home to live.

A couple of calls with fellow Veloists and Pat Steer, New Plymouth, offered to mechanically rebuild the MSS. As soon as he could he swiftly relocated the bike to New Plymouth and started work. He even beat Bernie Bolstad and myself, who made the trip down from Auckland the following weekend and spent two and a half days water blasting Grant's workshop and the contents. Everything we could get to was washed in a diesel/oil mixture to try and stop corrosion; during the process both Bernie and myself caught "Delhi Belly" as there was also sewerage in the silt.

Pat found that the silt had got into every possible (and even improbable) void space, including the rolled edge of the wheel rims, cables, speedo, wheel bearings, gear box, frame (which he had to drill holes into), forks and motor. Surprisingly, to me anyway, the sealed battery was still not only fine but also fully charged. Mechanically the bike was not too bad with only the drive side main bearing, a valve guide, rings, cables and the exhaust baffle needing to be replaced and the magneto and generator rebuilt. Pat also tidied up some of my



less than professional engineering including getting rid of all the silicone that I use in lieu of gaskets and replacing the over width head gasket that the piston was clouting. There was a bit of "tut tutting" going on!

Pat must have worked fairly tirelessly, as in only a couple of months, I received the news that the bike was ready. So, with much gratitude, I was able to go to New Plymouth to collect the MSS, give it its first decent 'post submersion' run in the "Rubber Duckie" rally, and drop off my AJS for Pat to play with.

The MSS was a first kick starter and ran really well apart from the to be expected clutch adjust. A tribute to Pat Steer! I am looking forward to lots of future MSS miles. Thanks a lot Pat (and Olga).

'54 MSS story by Barry Stanley

Members may remember Warwick penning a piece about **Barry Stanley's barn find** for our September 2012 newsletter. Well here is the write up that Barry sent me in May, now that the project is complete. *Unfortunately I didn't have a 'as restored photo' to print in June's newsletter so I decided to hold the article.*

I purchased the Velo in August 2012 from a barn in Coatsville. Original Mileage 44,225 and last registered in 1968-69. The motor was seized, there was no exhaust system, but everything else seemed to be there. It would not have lasted another year in its very damp surroundings, the cases and timing cover were heavily corroded (even after heavy polishing there are still signs on the timing cover), the wheels had been under water over the rims.

I didn't do anything for about six months and due to lack of space it was stored at my son's. As I was contemplating retirement I thought I had better get A into G as this project was not going to be a cheap exercise. The wheels were checked for offset, the rims complete with tyres were cut from hubs with bolt cutters, the motor and gearbox were stripped to the last nut and bolt and the frame checked for straightness then off to the blasters. All parts required came from Grove Classics (UK). The only part I could not source was the primary case band. I should have brought a screw up chain case but will do that at a later date. The motor has new big end, mains, small end, new liner in Alfin barrel and of course new piston and rings. Stripped the oil pump, surface ground plate, reassembled and as it would pump Kero turning by hand was deemed Ok. Original valves used with light grind, carb was not reusable so have fitted a Monobloc. All the gears in the box were good so only fitted bearings, although I should have adapted a seal in front of the sleeve gear, Instead I chose steel plates as used by Velo. As the clutch was stuffed and would have required a new unit I adapted a KTT Services belt drive with Yamaha clutch, have also fitted an Alton Electric Start - well worth it.



Some Panel Work was required on the toolbox, mudguards and headlight shell; all done by David Tomkins.

Bottom half of motor and gearbox were fitted December 2014. It was decided to do it this way to protect the paint as the motor is a reasonably tight fit in frame. Pete Butterworth said the factory assembled then as one Motor Unit/Gear Box, but you would require 4 Big Brummies and a Lad to put the bolts in. After finishing assembly the motor was run on electric rollers, with plug out and oil banjo loose, to pump up oil to the top end. Refitting plug and tightening banjo, motor started easily. A run for 250 Miles, oil was dropped and reset tappets and timing. With 400 new

miles on the clock, the bike was ridden from Auckland by Carl, my son, to Otematata for the Brass Monkey Rally. Apart from a burnt out headlight switch and cracks in the rear guard it made it but unfortunately on the return trip the magneto packed in at Kaikoura.

Last of all many thanks to the following people for their help and expertise:

Peter Butterworth, Warrick Darrow, Wayne Simons at Henderson Automotive, Wayne the Painter, Steve at Auckland Speedos, Paul Hayes, Carl (My Son), Dan, Pete Leahy, Colin at Waikumete Car Upholsterers, Norm and Lynda Maddock, John the Plater and Franklin Car Services.

I hope I have not left anybody out, my apologies if I have. Barry Stanley

Nb Barry kindly let us use his bike on the Velo stand at the Bike of The Year Show held at the Alexandra Showgrounds, which is where I took the finished photo. Well done Barry and we all hope you get to enjoy the fruit of your labours and look forward to seeing you at future events.

Armistice Day Celebrations November 7-8 at Lake Karapiro Domain

This could be the cheapest, and most interesting, day out you will have had in ages. Now the biggest military commemorative display there is something to interest everyone. Normally the weather is great so make a weekend, or day, of it, and maybe even get some mates together for a ride to the venue (you'll get to park a lot closer). In the past, it cost \$10 per person and if you had, and wore, a military medal you got in for free. Check out the website www.armisticeincambridge.co.nz for more details.

Possible events and runs:

Pukekohe NZCMRR Classic Festival – Red Eye Run and Velo Display: 6- 8 February 2016

Planning is now underway for next year's Classic event at Pukekohe. The aim is to head back in the years and bring back an old time festival atmosphere, complete with spectators and club displays.

Ideas at this stage are that we want to get as many of the bike clubs involved as possible, not only displays but also taking part in the Red Eye MC rally. The Red Eye has in the past been a no-cost early Sunday morning run, (without any timing or check-points) so that participants get back to the track in time to take part in the display and watch the racing. Riding in the Red Eye has in the past automatically got you one free return entry to the track.

The Register in the past has always had a good display with our tent, display, clothing for sale, bike and gear minding and we want to do this again. In the past we have received several 'free' weekend passes for those who are willing to volunteer to man the tent over the weekend. If you are interested contact Cheryl Email micklesonn@gmail.com or 07 8493 568. As further information comes to light I will send it out.

Here are the future events I am currently aware of:

23-25 October - NZCMRR Shorai, Hampton Downs MC Racing

30 October – 1 November Manawatu Classic MC Rally Contact Ray Charrington

Email ray.charrington@xtra.co.nz

31 October – VCC South Waikato Dam Run for bikes and cars Starts at Tokoroa Club

Contact John Patterson 0274 492 581

31-1 October-November - NZCMRR Manfield Spring Classic Racing

November TBC VCC Wairapa Gold Medal MC Rally

November TBC VCC South Canterbury MC Run

6 November VCC Chelsea (Sugar) Hill Climb (alternate day 15th if wet)

6-8 November Tauranga Class MC Rally Contact Dot Reeve 07 543 0046 email lido@xtra.co.nz

7-8 November Amistice Day Celebrations at Lake Karapiro, Mighty River Domain

20-22 November VCC Auckland MC Rally and swapmeet

26-29 November Burt Munro Challenge, Southland

26 December Boxing Day Racing, Wanganui

6-7 February NZCMRR Pukekohe Classic Festival & Red Rooster MC Rally and display

18-21 February NZ Velocette Rally, Napier

21 February Hacksaw Circuit Racing, Paeroa

13 March VCC The Roycroft Cup, Hampton Downs

19 March Hawkes Bay Mail Run Taupo to Napier MC run

20 March NZCMRR, Hampton Downs racing

Finances

Our bank balance stands at \$4001.00 after purchasing some more copies of Norms Technicalities, printing the last newsletter and costs involved in our display at the BOTYS.

Before February we will be looking at purchasing more clothing.

Ideas are still wanted on how else we can spend our money.

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. 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 18/10/15 and will be posted out to nearly everyone on 20/10/15** . If you have an email address and did not receive it via email, or your address details have changed, please email me at micklesonn@gmail.com with the subject line of *Velo Register email address update* or Ph 07 8493568 so that I can update your details.

In the future I intend to run special articles, when I have room, – I am collecting files of all the articles and photo's I can get on various bikes and riders and intend to use these to create these articles, I have a stack of late 80's Megaphones to start with. We are always interested in receiving any news or articles for publishing, ideally with accompanying photographs. If you have previously published articles and photographs and can provide updated information I would love to receive them. I will scan and return any originals sent to me. Thanks to Wilson Hawke for sending us through two books which I intend to utilise in the future. Email micklesonn@gmail.com or post to 69 Ashurst Ave, Pukete, Hamilton. Thanks, Cheryl Mickleson, NZ Velocette Owners Registrar.

NZ Velocette website: Keith Ballagh has been starting to load information, photo's and articles onto the website 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 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> 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 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. www.motorradrestauration.de - 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.

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

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

Wanted to Buy

MAC Cylinder head for 1954 Velocette MAC - happy to do valves, guides and seats if required and **KSS Velo Decals and badges** - nearly finished my KSS and would set it off nicely

Contact Steve Carrington at vintagemoderncycles@yahoo.com , mob 0272 259916 or ph 03 5284573

Centre Stand F293 for swing arm models. Contact Alan 03 3858 698 aldiforg@clear.net.nz

MAC/MOV alloy rocker cover & bolts required contact Craig Phippen southernstar@vodafone.co.nz or Ph 0212 954 711.

For Sale

Three LE Velocettes One is a MkII (sort of). It has a three-speed hand gear change and a hand starter, but has a non-typical Lucas ignition system. Recently had new rings and barrels honed. It is professionally painted, warranted, registered, and in good going order. (See photo)

Number two is a MkIII, with four speed foot change and kick starter. It has original Miller electrics. Chrome rims and good tyres. It is in the final assembly stages.

Number three is also a MkIII. It is still in bits, and is lacking a silencer, but otherwise complete as far as I can tell.

I feel I am getting too long in the teeth to complete this project, and would like to sell the lot, complete with a few assorted spare parts, manuals, parts lists on CD, and various magazines etc including several years of the UK LE Velo magazine called "On the Level".

The buyer would need to pick up in Dunedin, or arrange own transport.

Contact Mack Holmes at mackh@kinect.co.nz Ph 03 477 4121

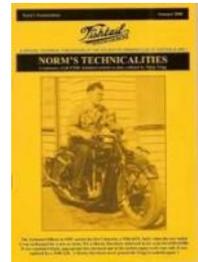


Norm's Technicalities: \$20.00 (+ \$5 pp): I have managed to get another 5 copies. If you would like to order it contact: Cheryl Mickleson at micklesonn@gamil.com, 07 8493568, For more information about this book see Dennis Quinlan's velobanjogent.blogspot.com site

[Norm's Technicalities'...the latest in Velocette technical information.](#)

NZ Velocette Owners Clothing: We still have some clothing left. These include a couple of short sleeved Polo in Black and Gold with a striped button area @ \$35.00ea in S & XL, the ever popular woollen Beanie @ \$18ea, and the Bucket style hats which provide ear protection from the Sun @ \$20ea. All have the famous Velocette logo embroidered in Yellow.

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.



And just to finish – thank Keith Canning for this joke which arrived in my inbox, and congratulation on the arrival of his and Colleen's first grandchild, Wyatt.

The ranchers widow and the cowhand

A successful rancher died and left everything to his devoted wife. She was a very good-looking woman and determined to keep the ranch, but knew very little about ranching, so she decided to place an ad in the newspaper for a ranch hand. Two cowboys applied for the job. One was gay and the other a drunk. She thought long and hard about it, and when no one else applied she decided to hire the gay guy, figuring it would be safer to have him around the house than the drunk. He proved to be a hard worker who put in long hours every day and knew a lot about ranching. For weeks, the two of them worked, and the ranch was doing very well.

Then one day, the rancher's widow said to the hired hand, "You have done a really good job, and the ranch looks great. You should go into town and kick up your heels." The hired hand readily agreed and went into town one Saturday night. One o'clock came, however, and he didn't return. Two o'clock and no hired hand. Finally he returned a round two-thirty, and upon entering the room, he found the rancher's widow sitting by the fireplace with a glass of wine, waiting for him.

She quietly called him over to her. "Unbutton my blouse and take it off," she said. Trembling, he did as she directed. "Now take off my boots." He did as she asked, ever so slowly.. "Now take off my socks." He removed each gently and placed them neatly by her boots. Now take off my skirt." He slowly unbuttoned it, constantly watching her eyes in the fire light. "Now take off my bra.." Again, with trembling hands, he did as he was told and dropped it to the floor.

see overpage for the punchline

Then she looked at him and said, "If you ever wear my clothes into town again, you're fired."

Nb. I didn't see it coming, either! I was waiting for "And you thought you were gay"

IMPORTANT: VELOCETTE ART DECO RALLY, NAPIER FEB 18-21 2016 – LAST CHANCE

Refunds will be given, wherever possible, if you have to cancel. See page 1 of this newsletter for more details. While routes and places to visit still need to be totally ironed out the proposed schedule will be: **Book in on Thursday** and catch up before registration and a BBQ welcome dinner. **Friday** will be our first ride. **Saturday** will be a 'free' day for you to experience the Art Deco. **Sunday** will be the **second planned ride, followed by our prize-giving dinner at the Westside Inn.** **Monday** is the final farewell day but there may be another ride, for those who still want more.

I will be doing all the administration work from Hamilton so please complete the details below and email or mail it to me with your \$25.00 rally fee/EOI by the end of October, so that we will be able to finalise routes, places to stop and all associated costs. Cheryl Mickleson:

email: micklesonn@gmail.com , phone: 07 8493568, postal 69 Ashurst Ave, Pukete, Hamilton 3200

Your EOI fee can be deposited to our Velocette Rally account 38 9012 0036650 00 if desired, use your surname as a reference.

Once we have confirmed the details we will send out the finalised entry forms, at which stage we will ask you for details on the bike you will be bringing and who else you will be bringing.

Entrant Name: _____

Number attending in your party: _____

Contact Details:

Address: _____

Phone No: _____ Email: _____

Please indicate the likely number who will be taking part in each event.

1 Rally entry Fee \$25.00 (covers route maps, rally packs, associated costs)

____ Thursday BBQ \$10 per person at the Napier Beach Motor Camp

____ Friday ride (depending on numbers a lunch and venue visit may be arranged)

____ Saturday ride to put bikes on display at Marine Parade

_____ Sunday ride (depending on numbers a lunch and venue visit may be arranged)

____ Sunday Prize Giving Dinner at Westshore Beach Inn (to be confirmed - approx \$35 per person). This will depend on the number of special meals required.

Dietary requirements/allergies (per person – name & requirements):

1 _____

2 _____

Where you will be staying in Napier (and if you have any spare accommodation - for how many). I will put you in touch with anyone still needing accommodation.
