



FISHTAIL WEST

August & September 2020

no. 235

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**Submissions for
FISHTAIL WEST
due: last day of ODD
numbered months**

Club dues \$30 a year. Membership runs from January thru December. Notices go out by email in December to be paid by January. U.S. funds only. All new member and renewal information can be found on our website: ices go out by email in December to be paid by January. U.S. funds only. All new member and renewal information can be found on our website: **velocette.org**

The technical tips, views, and opinions expressed in this newsletter are those of the authors and do not necessarily reflect the position or policy of the editor or any of the other VOCNA officers.

Front Cover: Hiking stop while on Fishtail Ride, Oregon by Jeff Achenbach.
Back Cover: Motorcycle campers come together briefly, Oregon by Lanora Cox
WARNING: Correspondence regarding a certain politically charged phrase have been included in this issue to complete the subject. While the editor prints almost everything submitted, this newsletter is not the place for politics and the subject is not encouraged.



This newsletter often features items from older motorcycle magazines, including photographs, drawings, cartoons etc. Where possible I acknowledge their source. Often these items are often from "MotorCycle" and "MotorCycling", and the current copyright holders are Mortons Motor Cycle Media. I thank them for their use.

VOCNA into 2020 - AGM and our Officers

VOCNA Chairman Olav Hassel

These are extraordinary times we are living through and they are affecting just about everything we do including VOCNA. We had hoped to have a Club AGM, Ride and Rally in October at Tim Kenny's Mellow Velo Fellow Rally in Ojai CA.. Alas after much thought late into the night, consultations and gnashing of teeth; from an abundance of caution - it is canceled. It is likely that restrictions on gatherings will be continuing late into the year - particularly in CA..

Club operations must continue so that we can look forward to a 2021 Ride and Rally, conduct an AGM and have Board member officers to steer the Club in a positive direction. I do believe that Article V, Section 1 of the Bylaws, allows the Board to manage the Club including appointment of Officers. I will be in touch with the Board shortly to discuss these issues including postponement of the AGM and our Board members and President for the rest of the year into 2021.

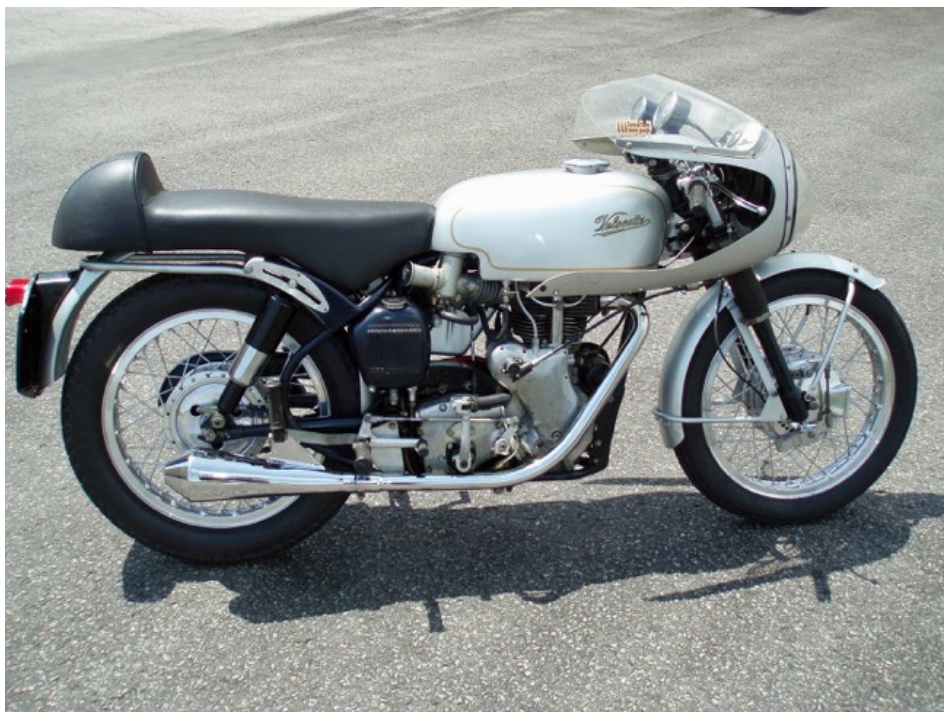
Persevere. Olav

NEW WEBSITE COMING SOON

<http://velocette.org/>



Above: A few days ago a couple of friends showed up here on their Venoms. Attached is a picture of Bob English (Venom), Rob Hunt (Venom), Gary McCaw (KSS/MAC). We went for a 150 mile ride here in eastern Ontario , Canada . photo by Gary McCaw



For Sale- 1968 Velocette Thruxton - RARE - original owner. Comes with factory fitted full Avonaire sports fairing and megaphone exhaust. Silver tank and blue frame, new Fishtail exhaust - never installed. All original manuals and documents, including a validation letter from Ray Thurston in the UK.

Also tools and a few spares. Engine Number VMT752. Very low mileage. Located in Picton, Ontario, Canada. Asking \$30,000.00 US. Contact - dearjohn@kos.net

Wanted: looking for a Mac350 engine and trans. Contact: Steve Eorio kegeorio@gmail.com

Wanted: Trade or Cash. Poster "Triumph Wins 36th Annual Big Bear Run". This old race win promotional advertisement from 1957 of Bud Ekins winning. Other similar posters wanted. Good copies OK. Anything on Big Bear, Catalina or Greenhorn races. Also "Motorcyclist" mags of 50's and 60s, and 11 X 11 Triumph brochure for 1965.

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Outgoing President's Message

John Stanley

Today was a great day, having ridden 2 loops of about 120 miles each through some of my favorite roads with a stop in the middle of it for lunch at Imperial River Company for Lunch. For those you who were on the Fishtail Rally you certainly familiar with it having just spent a week there. Sitting there at my table having lunch on the back patio, watching the rafters go by. Over to my left there were people playing volleyball, and to my right a large picnic being served to rafters who eventually went back to their rafts to continue down river. In short is a perfectly normal day of life along the river.

I missed much of my riding in the spring and early summer due to final planning of the rally and finishing up my Morgan Project to have it done in time for the Lewis and Clark Rally, a classic sports car rally, but now it is back to a somewhat normal riding season. Normally there would still be 2 or 3 more rally's to go to, but the only one left on the schedule is the Los Angeles chapter AMCA Rally at Fallbrook, CA in late October.

Thanks to all of you who attended the Fishtail Rally, who made it the successful event that it was. Thank you for the messages of appreciation. Knowing you enjoyed it is what made it all worthwhile. Some of you were concerned with how this worked out for me. When I decided to take this on I was looking at what it might cost to do. Originally I figured that there would be a loss of \$500.00 to \$1,500.00, out of pocket, and was willing to absorb that order to continue on with an event that many were looking forward to. As it turns out, with registrations, and a couple of donations the total came to a net of \$66.50, so all is well.

For those of you had lunch at my shop during the Fishtail Rally, you may recall the '56 Morgan that I restored last winter. Since then the interior finally arrived from Morgan Motors, and I spent week before last installing it.

I joined the VOCNA in 2008 shortly after restoring a 1949 MAC, and attended the Rally at Benbow. Have attended every rally since except 2013 and 2017 in which the dates conflicted with our anniversary. I also am honored by being elected to 4 terms as President of the club during this time. I have had a great time in this club and enjoyed putting on the rallies. Although my term will be ending soon, I will always be available with advice in planning a future rally.

Several members have contacted me to find out if there will be any future event of my own. If anyone wants to be included on a list to be notified in the event such an event may happen, just drop me an E-mail.

Hope to see many of you on more motorcycle events to come.

Happy Riding,

John



Hot Off the Pres.
Potential Incoming President:
Paul d'Orleans 2020

I used to be the kid in the gang; now I'm the boss. At least for this year, although we've had no AGM to date to confirm the matter. We're rolling on inertia here, assuming the momentum we launched in 2019 to hold the rally in California with myself organizing is still the plan. As the song said, 'Call me Maybe'. That you probably missed the reference might have something to do with the average age of our club membership being somewhere north of 60. It was not always thus. For example, I organized my first Summer Rally in 1996, at the age of 34, in Ashland, Oregon, where my parents had taken me every summer to see Shakespeare plus. I participated in my first Summer Rally in

1990, and assumed the mantle of editor of the newsletter that same year, as the tender age of 27. I vividly recall learning how Sam Jowett cut and pasted his newsletter together, as he had been editor forever before me, and was kind and generous enough to show me the ropes. Phil Schwartz sent a letter to the editor, wryly commenting that the strange young punk rockers he'd seen lingering around a Velocette at the Tulare swap meet in 1986 had come into the fold, and how his apprehensions about 'da youth' entering Veloland had been entirely misplaced. Food for thought.

The 2021 Summer Rally will mark my eighth tenure at President/rally organizer, which only proves I'm OCD and like to have things done a certain way. Those of you who've been in the club a long while, which is most of you, will understand because you've been on one of my rallies: we'll have great and challenging roads, and the best food and accommodations I can find. And here's to hoping I can leverage the Evergreen Lodge in Yosemite to host us once again at a reasonable rate: perhaps the pandemic will soften their stance (and their rates) for next year. Otherwise, there's always the Benbow Inn, which I quite enjoy, with its proximity to the Avenue of the Giants and its spectacular old-growth redwoods, among the last such groves on the planet. Cut me some slack here: with so many potential rally venues shut down, I'll still do my best to get next year's rally location nailed down asap. And we will have a proper Summer Rally next year, right?



JP Default, Paul d'Orleans
and Scottie Sharpe on
2019 VOCNA rally

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Eastern News

by Andrew Harris

Greetings from the East, hope everyone out there is still healthy.

Congratulations to the editor for the picture on the back cover of the last FTW. I can now reveal this is a new high performance project at a top secret location. The extra fishtails utilise the Venturi effect to produce extra thrust and thus higher speed. Regrettably the bike shown is the beta test version which only gives extra thrust when going downhill.....Still Rome wasn't built in a day and a major research effort is about to start soon to rectify the deficiency. Funding is of course needed, send cash in a plain envelope.

Here in Ontario the summer is brutally hot again, combined with the humidity this puts the ick

back in sticky. Fortunately I have a spin-on oil filter on the Velo which holds an additional 3/8 pint of oil or so. Does not sound like much but it is over 10% of the oil tank capacity and so is a welcome contribution to keeping oil temperature down. The extra surface area of the filter is also a significant help in cooling.

I recently needed to replace the crankcase breather hose. As we all know this is a tuned length component to optimise the venting. Fortunately there is no mystery about the length – the parts book has the data (page 66 of the 1971 book) P/n FA138 Oil tank breather hose – engine to oil tank 21.375”.

I have been out and about on the Viper, providing an auditory antidote to my neighbours' visitor. This individual subscribes to the loud pipe philosophy with a bike which is not made in England. I suppose it takes all sorts but it's not my idea of a good time.

Those who want to buy a new 500cc single machine now have less choice – in fact I think they are sold as Royal Enfield have stopped production of the 500 Bullet. Seems the 500 will not meet the proposed Indian emission regs so RE are concentrating on the 650 twins.

Interestingly the 350 Bullet will stay in production with a reworked engine. No word on whether it will get to overseas markets (i.e. here) ride safely and stay healthy,

Andrew

Letters to the Editor:

I just received the June and July issue of the Fishtail & before I got to the end of page 3 I felt that I had to respond to the submission by our president. I heartily agree with the fact that we are all entitled to our opinions but as president of our Club when speaking in his official capacity John is representing all of us and I find that his referencing the Corona Virus pandemic as the China Virus is blatantly racist. I realize that sometimes what is considered to be politically correct can borderline on the ridiculous but given the circumstances of the past several months I feel that we should all engage in some soul searching to see what we can individually do to help and welcome others and to make our communities a better place for all of us. I know that John does not speak for me & I sincerely hope that he does not speak for the majority of our Club. If I find that he does I will have to seriously reconsider my membership.

Jim Romain.



photo by Jim and Debbie Carter

Editor Squeaks:

I do apologize for allowing what has been considered a specific political perception to creep in. I do not believe politics belongs in this newsletter at all.

I'm glad Jim spoke out. But what a difficult issue! As editor, my policy has been to not edit content beyond the correction of the spelling of names, punctuation and



formatting. People are allowed their own voice. Since the last issue, many people, have asked me to do more. That puts me in a tough position. I believe in Intellectual Freedom and the Freedom of Speech; I am not a censor. But I could ask more questions.

Typically I count the spaces between the end of one sentence and the beginning of the next while holding the cat (to keep him off the keyboard), doing laundry and cooking dinner. I can miss a lot.

The mission statement of VOCNA is “dedicated to the preservation and enjoyment of Velocette Motorcycles.” As editor, I have attempted to keep this focus. Priority for publication is that the subject be related to the marque of Velocettes, other motorcycle adventures of people active in VOCNA, and finally other marques. Technical information is always appreciated. Rides are a big part of the enjoyment of these old bikes and I am happy to promote them and to feature the write-ups and photos of Velocettes on the road whenever possible.

My innocent hope was that our shared enjoyment of the Velocette marque was enough to give us a path and a method that would override other concerns so we could relate with each other about our bikes. Personally, I have enjoyed the variety of people this club has brought into my life. Lanora



photo by Jim and Debbie Carter

Response from Olav Hassel, VOCNA Chairman

Well, the political polarization in our nation has finally made its way into our Club! President John's use of a particular term for the virus ravaging the world has caused much consternation. This is compounded on top of the full range of opinions and upset caused by the Board's decision to not sponsor the recent Oregon Rally due to Pandemic restrictions. All in all, there is now a real danger to the Club's future based on these polarized standpoints.

I guess it's just too naive to ask if we can all just get along? Rather, we need to address this fully and do all to exclude politics from VOCNA.

Of course the Club has members from all parts of North American society and culture - it's only natural that there is a wide range of political views. In the current climate these are infiltrating and perverting our Mission and Purpose. Personally, I do not consider the term in question, as racist but I do consider it highly politically charged - it being used in particular by one faction. BTW - it also peeves me that it is strictly ungrammatical - another example of a noun used where an adjective is called for.

We are all gathered in our Club as we share a love and interest in an iconic, irascible and unique motorcycle. We have something very special in VOCNA - a Club that has survived over 5 decades with famed annual rallies despite an aging membership and the fact that Velocettes have not been manufactured since 1971! Over the years, the Club has created many long friendships, serious fun, technical help and trust. This is far too valuable to lose and we must not allow it to go. Let's focus on our love of Velos - above all else. Politics must be a personal thing and must not be part of any Club activity and gathering.

Remember - Proper Motorcycles, Real Riders. The Motorcycles are our Velos and the Riders are us - frail humans whose lives have been made better by the existence of VOCNA. The future is bright especially now that JP has drafted a great new, interactive Website. John Stanley put on his own superlative Rally in a great location - and all those who chose to attend were well rewarded. We will overcome this crisis and we will continue as a close family of Velocette enthusiasts.

Persevere. Olav, Chairman



photo by Jeff Achenbach

Response from John Stanley, Member VOCNA (Personal Statement)

“The risk from the China Virus is pretty minimal in Eastern Oregon”

The above line is a single line in my column in the last FTW announcing the details of my personally hosted “Deschutes Fishtail Rally 2020”. I am kind amazed that anyone would consider this to be a racist statement, and in so doing accuse me of being a racist.

I had always considered Jim to be a friend, and in fact he is the one who invited me to join VOCNA and sign up for my first rally. He should have contacted me about this directly rather than through FTW. I have tried to contact him twice by E-mail with no reply, and no bounced E-mail message.

China Virus is simply what many people call it. It is plain language and of course everyone knows what it is. At the beginning of the pandemic CNN was calling it the “Chinese Coronavirus”, and the Wuhan Virus. In fact many of the news outlets were and are using similar names.

Is the Spanish Flu racist? How about German measles or Japanese Encephalitis? Is Norovirus somehow hateful to the People of Norwalk Ohio which it is named after, or is saying Lyme disease disrespectful to the people of Lyme Connecticut? I could list at least 20 others without doing much homework, in fact my first draft had 25 listed.

On July 23, I decided to take a little “man on the street” survey when I went to the Post Office. I asked 5 strangers out front to read the line, then asked them their opinion on it. Each one of them read it and said they agreed with the risk assessment. 2 of the people went on to asked me why I was asking. I told them I had been the writer, and I had a libelous claim of racism made against me because it. One of them even read it a second time. And could not even imagine how such an accusation could be made. I repeated this with 2 local friends in person and with 2 fellow club members over the phone. It was not surprising to me that I got the same exact result from all of



them. Jim, next time you feel like making a serious allegation like this, perhaps you should run it by a few friends first. I would even suggest with such a potentially libelous allegation you should run it by an attorney.

You say “I feel that we should all engage in some soul searching to see what we can individually do to help and welcome others and to make our communities a better place for all of us.” Those are just words, it’s what you do that matters. Considering your letter you perhaps are only welcoming people you agree with. Your accusation call of racism certainly does not seem very welcoming to me particularly when you never made any attempt to discuss it with me.

Next time you do not like what you are reading simply the turn page, instead of attacking the author.

I do not care if others call it China Virus, Wuhan Virus, Wuhan Flu, Chinese Coronavirus, Covid 19, or absolutely anything you want to. It is your choice and you would never hear a complaint from me.

In my near 70 years of life and 35 years in business, being on various boards, associations and clubs, this is the first time I have experienced such a personal attack. Naturally in life not all people agree, that is normal and healthy to the free exchange of ideas, but baseless personal attacks are never in order.

This is written in my individual capacity and not in any capacity related to VOCNA, its officers, members, or anyone else for that matter.

John C. Stanley



My Two Cents Worth . . .

Dear Club Members,

Having joined VOCNA in 1982, when I purchased my first Velocette in Seattle (my usually trusty, but then very rusty, VM Clubman), having served as a club officer for many years, and with my wife Sue having hosted many events for club members, I have developed an appreciation for the club and a lasting affection for our many friends who are members.

My view is that the unique value of the VOCNA goes beyond our collective dedication to the superbly engineered but admittedly quirky machines we preserve and ride. For Sue and me, it is really more about the people – the friendships, the shared experiences: Whether the pleasure of a fabulous shared ride on a smooth and bendy “Velo Road”, or the “agony” of an all-night wrenching session to get a bike running for the next day, or a shared meal with a pint(or two) among friends after a good day’s ride.

Despite having members with very diverse political orientations, in the course of all this we have always, and in the main successfully, focused on our enjoyment of the machines and each other’s company, while avoiding airing politically provocative and polarizing issues in FTW. It is certainly true that we occasionally have one-on-one or small group discussions about politically-charged topics, but in my experience, these are usually over beers in a bar after a good day of riding, where the folks involved have been respectful of each other’s viewpoints.

I have also learned in my business career and personal life that written communications – emails, texts, “social media” postings, and yes, even letters to a newsletter -- can engender far more acute reactions than an in-person discussion among friends of the very same topics, where people can judge facial expressions, tone of voice, and body language to provide a personal context to the mere words.

With this in mind, I am concerned that we may recently have let this “genie out of the bottle” in the midst of a time of rather acute national public health and economic stress in the USA. If left un-

addressed, this has the potential for damaging what is so special about the VOCNA: the relationships among members and friends. This would be a most unfortunate outcome, indeed.

So, I am humbly urging all of us to help keep FTW from becoming another vehicle for competing political viewpoints by scrupulously avoiding the use of politically-charged verbiage in our newsletter. Please, let’s keep it focused on the “preservation and enjoyment” of Velocette motorcycles. I am not suggesting that anyone change their personal viewpoints, (not that such a suggestion would do any good, anyway!) but this club, this VOCNA, and the relationships we have forged through it, deserve our collective care, thoughtfulness, and forbearance.

John Ray





photo by Scott Hegan

**John Stanley's Fishtail Rally
July 5-11 2020, Maupin, Oregon
by Jeff Achenbach and Rita Mac**

Jeff Achenbach: Preparing for rally, bike is running well. Pack some tools, spare inner tube, patch kit, pump and tire irons. A couple extra quarts of oil and we're off.

Rita Mac: Dust me off, load me up, I'm ready to go! Jeff Scott has made some changes, but my rider chooses to commute on a modern bike.

Arrival:

Jeff Achenbach: Arrived in Maupin, set up camp. Nice location right by the river and easy walk through the RV area to the hotel. Great. Lots of opportunity to visit with everyone. Unload the bike for a quick ride to make sure all is well (really, how could riding in the back of a truck make anything go wrong). The ride up and



down the hill right by camp is a nice set of twisties. Could easily spend a few hours just riding up and down it.

Rita Mac: Arrived at 1630. Gary and Debbie Roper were the first people we recognized. Camp is a strip of lush grass between a parking lot and a tributary. River is at the far end of camp. Other camper include Dan McCaffery, Jeff Achenbach, Jack Saunders, Leroy, Jerry and the chase truck drivers, Jim and Debbie.

We enjoy a welcoming buffet dinner outside with about 26 other people, including all of the above plus Scott Hegan, Dave Jorgenson, the Eorio's, Olav Hassel, Larry Layman, Terry Wolpert, Hayward Giraud, Richard Vincent, Paul Adams, Frank and Elizabeth Recoder, Carl Greenlund...



Monday:

Jeff Achenbach: Monday, running well. Turn left on Reservation Road and after a few miles come to a sign "Local Traffic Only". We decided to be local traffic and rode on. Nice mellow road, mostly gentle sweepers and excellent views. In Madras, stopped by the air museum. Closed Mondays. Oh well. On to Antelope and Shaniko, with a really nice set of uphill curves leaving Shaniko. A nice gentle gallop across the highlands and then curves dropping back into camp.

Rita Mac: 9 a.m. Rider's meeting covered the usual facts and reminders, the chase truck phone number, be safe, etc. There will be a rider's meeting every morning. In them I learn all sorts of things like how in a "real" English rally, you are not provided with a map or mileage, just directions.

Although good maps, mileage and clear directions were included in the rider's packet, I'm not feeling orientated to Oregon. We follow John Stanley across the bridge, through Maupin, and then left on Reservation Road. We came to the "Road Closed. Local Traffic Only," and decide to turn back.

Good thing we were on a main route. Dave Jorgenson's BSA stopped running. Dirt in fuel tank? Whatever the cause, it was more than a roadside fix. Fortunately he was able to trade bikes and catch up with the group later.

Grateful to follow someone who knew how to get us back on the route, we continued to the Palton Dam turnoff. Then we encountered another road closure sign, "Palisades Park Road closed in 5 miles." We continued on and found a great lunch stop

with outdoor seating right on the waterfront. A little further, the road really was closed; a large chunk of road was missing due to a road slide.

We backtracked and carried on, fueling up in Madras and taking the OR293 turnoff to Antelope to the Shaniko ghost town. Then a quick romp including 15 miles of newly laid oil and gravel back to camp. Bikes are running well!

Tuesday - Detroit Loop

Jeff Achenbach: Tuesday, started off cool and as we gained a bit of elevation was getting downright cold. Why'd I wear a mesh jacket? Didn't I make that same mistake on a trip last year? I had intended to carry my rain suit today, which would have added substantial warmth, but forgot it. Debated turning back for a time. After a couple stops to warm up finally reached Detroit at 56 miles??? Seemed a lot longer when freezing. The gas stop had hot coffee, sandwiches and tasty pastries, so it was a good chance to get warm. On to Sisters, which may have been a good place for lunch but was so overrun with tourists (I know, I am one, but.....) it didn't seem worth it. The road out of there was very nice little country two lane. Coming into Madras from the south on US97 I had to do a U-turn to check out the most wonderful used car lot. Well, very used. It has 3 1926 Dodges, 2 coupes and a roadster, a 1934 Dodge coupe, a 1936 Dodge pickup and many others, all Dodge. The owner was very interested in the Velocette and owns 2 Norton Commandos (one was chopperized years ago) and a Matchless 350 (also customized way back when) that he is slowly putting back to stock.



Rita Mac: At the gas station man with four dogs in the back of his pickup told us, "You can't get lost. Just stay on the pavement." Ha ha ha!

Freezing! Today's route included beautiful paved forestry service roads through a dense drizzling forest. It's like a secret forest with a narrow one lane ribbon of asphalt winding it's way through the trees. There are signs indicating that private groups host parties tucked in unexpected places. Fortunately the road name, NF42 was spray painted on the asphalt.

Everyone made it through this initiation although Frank Recoder on a Thruxton and Leroy on a modern bike did spend some time lost. They did not get the warning to stay on the pavement or notice the spray painted street signs.

On to Sisters, which was full of tourists! I heard all sorts of languages including German and Spanish while Jeff looked at an oil leak on my bike.



In Sister's one young enthusiastic tourist told us, "a real adventure requires a little disaster." I hoped that wasn't a prophesy of what was to come! At a gas stop later a young man rode up on a rough restoration of a 1969 Honda to talk to us. I didn't notice he was wearing a vintage helmet until he rode off.

We stopped in Madras for coffee and it was a good thing we did. The coffee kiosk shared a parking lot with Les Schwab... and Jeff's Endurance had a flat rear tire. He talked one of the guys into using his tire gauge and the pressure didn't come up to the lowest mark. We didn't find any cause for this, like a nail, and didn't hear any gushing out when air was put back in, so we continued on, but we chose to repeat Monday's route through Shaniko rather than stay on 97 to 197.

Below: Frank Recoder in Shaniko





Wednesday - Hood River Loop

Jeff Achenbach:

Wednesday morning didn't get far before seeing a sign for White River Falls. Had to stop for a look and it was worthwhile. Very pretty. On to Dufur and their Historic Society exhibit. Officially closed, but as many items on display were outdoors it was still interesting to look around at the old farm and ranch equipment. At Hood River, we gathered at John Stanley's shop for lunch and I got to drool all over his Morgan Plus 4. A very nice shop, good lunch, and did I mention a Morgan Plus 4?

Left: Olav Hassel in front of John Stanley's shop

Below: Carl Greenlund owes Kami a letter.

Rita Mac: Lots of open space and variety in the roads. Beautiful countryside.

Today featured a catered lunch at John Stanley's shop in Hood River and a visit to the Western Antique Aeroplane and Automobile Museum, (WAAAM).

As usual there were navigation challenges, but, once found, the roads were great. NF 49 had some giant vehicle-eating potholes, but they were all marked with white paint.





Just before reaching Maupin at the end of the day, Richard Vincent crashed. He passed a few riders at a rapid rate of speed. When they came around the corner they saw a long skid mark in the road, a bike upside down and Richard in the road. He was okay, bruised all over though. Supposedly the bike locked up. Hopefully healing will be quick and the Triumph can be repaired.

photos by Jim and Debbie Carter; chase truck drivers extraordinaire.





photo by Jeff Achenbach

Thursday - Fossil Loop

Jeff Achenbach: Thursday morning was beautiful and no high elevations. We can stay warm! Nice road, this time going downhill through the curves to Shaniko. Pretty scenery and good roads with a stop at John Day fossil beds. Into Condon and stop for lunch and can't get the bike started. With a push from Gary Roper I'm on my way but need gas. Luckily the gas station is on a bit of a hill, so I fill up and it's an easy bump start to be on my way. Made another stop in Grass Valley and again had to push start. Between Grass Valley and Maupin, road construction. Flagger said 10 minute wait, so shut it down and pushed it back up a slight grade to prepare for a bump start. No sooner got there than the pilot car showed up. Got lucky and bike started with one kick. Back in camp, changed spark plug to one I had cleaned and bike started right up so I figured I was good to go for Friday. But something didn't look right. Front chainguard mount was broken. As the brake light switch mounts to the chain-guard I didn't want to just remove it, so I made a fender washer from a beer bottle cap and it seemed to secure it fairly well. Good to go?

Rita Mac: The rear tire on the Endurance is flat once again. Jeff decides to change it and we get a later than usual start.

Signs have been added to the 15 miles of loose gravel between Maupin and Shaniko just for us. These say, "Motorcyclists use caution." We catch up to the construction crew who are very relaxed and wave us to split lanes between the working construc-



tion vehicles!

Later in the day, the chase truck drivers Jim and Debbie flags us down to tell us that there's new road works on 216 that have necessitated a route change. This translated to going across the Columbia, heading directly into the wind, back across the river and a dash on 197 through light rain. Fantastic!



photo by Paul Adams

Friday - Glenwood Loop

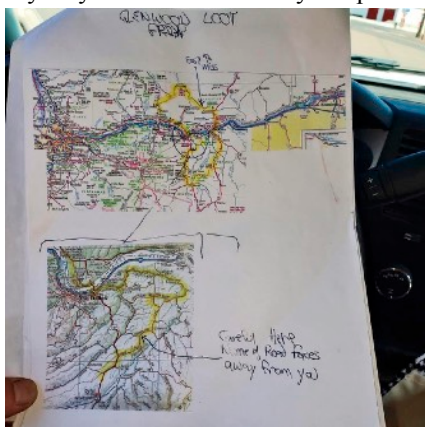
Jeff Achenbach: Friday morning, backed bike out of parking spot and chain was rubbing the chain guard. Figured I'd look at it after the rider's meeting. Started over that way and chain guard rear mount let loose, so I then had to remove it. After the riders meeting bike wouldn't start, so I scraped the electrode of the previously removed spark plug with my pocket knife and reinstalled it. Jeff Scott said he had a new plug at camp and would bring it by if I didn't get there first. Bike started easily, went about 50 feet and was freewheeling. Stopped to look and the chain was laying on the street. Paul Adams was sitting on the back of his van and immediately volunteered a master link, spare piece of chain and chain breaker. Turned out the master link was all that was needed and I headed back to camp. Got the spare plug from Jeff and was on my way. The rest of the day I kept hearing "I get by with a little help from my friends"

over and over, alternately Beatles and Joe Cocker. Could do worse.

Jeff Achenbach: 5 days, 1,000 miles and got to ride my Velo every day. Success!

Rita Mac: Again we're advised to avoid 216 due to roadwork so it's a quick trip to the Columbia, across it into lush Washington. Trees, wildflowers, horses...beautiful countryside.

The route back includes a jaunt through the open spaces of Oregon and my favorite direction, "Careful here, name of road faces away from you." Actually it was easy to spot a street sign with nothing on it.





Above: Paul Adams shared his cleaning tips. What are yours?

Below: Some riders completed a day's route and asked for more. John Stanley was happy to share some great views and even a little dirt road. photo by Paul Adams





Above: Jack Sanders rode everyday and had stories to tell back at camp. photo by Jack Sanders

Winner
of the
JUNIOR TT



1926-8-9.

Right: Jeff Achenbach working on his Velo. photo by Jeff Achenbach





Above: Jerry and his MSS. photo by Jim and Debbie Carter

One of the campers at the Fishtail Rally, Jerry showed up with a rigid MSS that he had inherited. His father bought this bike in 1966 for dirt tracking. He didn't know how to start it and so leaned it against a fence where it stayed until Jerry claimed it. While Jerry was able to start the bike, the battery basically exploded on the first day. The cause may have been an incompatibility between the type of battery and the charging system. Fortunately Jerry had another bike to ride, a Moto Guzzi.

Saturday - Awards

Best Cammy - Terry Wolpert
 Best Rigid - Lanora Cox
 Best Standard - John Stanley
 Best Sports - Frank Recoder
 Best Special - Steve Eorio
 Best Non-Velo - Scott Hegan, Vincent Comet
 Hard Luck - Richard Vincent
 Long Distance/Road from Home - Jerry from
 Whidbey Island
 Special Organizer's Award - Lanora Cox
 (for inspiration!)





Above: Hayward Giraud warms up. photos by Jeff Scott
Below: Frank Recoder in front and Scott Hegan on the other V bike





New Member Steve Andrews: Dad's MAC

Like me, my Dad got bit by the motorcycle bug quite early in life. I can't say exactly when, but by the late 1940's he was a member of the Highlanders motorcycle club in NE Los Angeles and had secured a position on Dutch Mueller's race team which was sponsored by Ed's Cycle shop in Highland Park (owned by Dutch at the time).

A few of his friends on the team (Ed Arnold, John Munoz and Sal Colura) were avid Velocette fans and even though he usually raced Matchless and AJS bikes he always wanted a Velo. But home, marriage and children were priorities

and a new Velocette was out of the question. So he decided to visit Lou Branch and asked if he could buy parts from his scrap pile.

He found a rebuildable alloy MAC engine and a rigid frame, some wheels and a tank and he was on his way. Over time he collected all the parts he needed, even if some of them were not original (or in some cases not even Velo) but they certainly looked right. By the early 60's he had a presentable Velocette that he could ride with his friends and enjoy.

It then came as a complete surprise when he passed away from a heart attack in 1967 at the age of 39. I was only 9 years old at the time and the bike sat in our garage collecting dust until I was 16.

Mom knew I was already a bike nut, and rather unwisely gave me the MAC. I figured out on my own the starting procedure, and rode that bike all over Glendale and Pasadena until one day the rear brake anchor bolt fell out, the wheel locked and I cracked the frame right where the adjuster goes through it.

One of Dad's friends gave me a spare frame, and I patched up the bike the best I could as things broke. I moved to Santa Barbara in the mid 80's and met Velo owners Terry Peddicord and his Dad Pat. I was at one of his "Mellow Velo Fellow" events when Pat let me ride his coveted Thruxton. What a blast! It was there that I met Ed Gilkison and Olav Hassel. Ed Arnold Jr. brought a few of his Dad's bikes and nearly got arrested for trying to start his Mk VIII in front of Pat's house.



Over the years I would ride the MAC a few times a year to keep it exercised, but it was always looking a little more beat up and getting hard to start hot (an aging magneto) and would sometimes idle fine and sometimes not at all.

In 2018 I realized I had owned the bike for 44 years and it was high time I brought it back to the condition I received it in, so I tore it completely down except for the engine (if it ain't broke.....) and started the restoration process. I decided to spring for alloy wheels and fitted a Monobloc carb but otherwise kept it as my Father built it.



Ed Gilkison rebuilt my magneto and now it starts hot or cold and idles as well as one could expect from 1950's technology.

So it seems there has been a Velocette in my family's garage since I was born, and I'm sure at least one will be till I'm gone. Hmm, maybe it's time to get the other one running.....

