



FISH- TAIL WEST

Velocette
Owners' Club
of North
America

April - May 2020
no.237



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

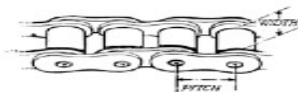
Club dues \$30 a year. Membership runs from January thru December. Notices go out by email in December to be paid by January. U.S. funds only. All new member and renewal information can be found on our website:

<http://velocette.org/the-club>.

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.

Front cover: If you have to ask...
Blodgett Experimental Forest, CA
© JP Default 2017

Back Cover: Social distancing means more time in the garage. Fred Mork working on a stretch Endurance.



Sympathy to DownUnder member,
John Earl who lost two Velos, a 1951 MAC and a 1953 MAC along with a Triumph 650, an AJS 350, an R80 BMW and their home in the November 2019 firestorm. News courtesy of the VOCA newsletter.

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.

Deschutes River Rally
July 5 through July 11, 2020
President's Message

Hope all of you are staying safe and healthy. Rally time is coming up on us already, just a few short months to go. Hopefully we will get through the shutdowns and all will be on the road to recovery long before the rally.

The down time has had a positive side as it has given me the opportunity to take care of all those little things around the shop that needed attention. Some things put off for years have now been taken care of. Have had lots of time to clean things up, and re-organize the shop. Also have fully serviced and taken care of all maintenance on the entire fleet.

You will find the Rally Registration form in this issue, as well as the agenda for check-in day and the information again on all the lodging in Maupin.

We want to encourage you to go ahead and register, and in order to help with any doubt of what the near future will be bringing us, we will issue a full refund for cancellation for any reason up to May 31. A full refund will be given in the event of a personal illness up to the date of the rally. Naturally if the Rally needs to be cancelled due to any closure orders, refunds will be made also.

When I was at Imperial River last week, they advised me that 2/3 of the rooms were already reserved, so it would be wise to make those reservations now.

If Imperial River Company is fully booked when you call, you can ask to be put on a waitlist if you wish. They take care of this and will call persons from the waitlist in the order they were added to it.

We are still looking for volunteers for chase truck/trailer duty. Contact me by E-mail or at the Rally.

IMPORTANT REMINDER: If you have a perpetual trophy it is your responsibility to get it to the Rally. If you cannot attend the rally, be sure to either send it or deliver it to someone who will bring it to the rally, so the next recipient can receive their award.

Also, if anyone has Velocette parts for sale, feel free to bring them for an informal swap meet on Saturday.

Be sure to bring your swim suit in case you want to go rafting in the River. We will have information on rafting possibilities at registration. Happy Riding
John



photo from 2014, the last time John Stanley was VOCNA president

Velocette Owners Club of North America
Deschutes River Rally
July 5 through 11, 2020

AGENDA:

Sunday July 5, 2020
2pm to 5pm registration
5pm to 6pm, no host bar
6pm: Buffet barbeque dinner at Imperial River Company

Balance of agenda will be furnished at registration.

HOTELS:

Imperial River Company
304 Bakeoven Road
Maupin, Oregon 97037

Phone 541-395-2404
E-mail: reservations@deschutesriver.com
Web: www.deschutesriver.com

The Oasis Cabins
609 S. US Highway 197
Maupin, Oregon 97037

Phone 541-241-8805
E-mail: oasiscabinresort@gmail.com
Web: www.oasiscabinresort.com

River Run Lodge
210 Hartman Avenue
Maupin, Oregon 97037

Phone 541-395-2747
Cell: 541-980-7113
E-mail: info@riverrunlodge.net
Web: www.riverrunlodge.net

Deschutes Motel
616 Mill St.
Maupin, Oregon 97037

Phone 541-395-2626
E-mail: info@deschutesmotel.com
Web: www.deschutesmotel.com

CAMPING: At City park, arranged through club rally registration only.



2020 Melo Velo in Southern California
Tim Kenney

It's old school time for the Melo Velo. I am bringing it back to Ojai, probably at Lake Casitas in a group campground. There are lots of motels and hotels for the well heeled.

First weekend in October 3rd and 4th. Dinner and camping on the 3rd, Breakfast and ride on the 4th.

Catering by Christine Creates (my daughter) for dinner at least. There is a cafe at the Lake.

Just a heads up.. to grab the date. More details to follow..

Cheers, Tim.

Velocette Owners Club of North America
Financial Statement
As of December 31, 2019

BALANCE SHEET

	<u>Dec 31 2019</u>
ASSETS	
Current Assets	
Bank of America Checking	10,995
Editor's Impress Fund	<u>1,000</u>
TOTAL ASSETS	11,995
 LIABILITIES & EQUITY	
Liabilities	
Prepaid Dues 2020	<u>1,454</u>
Total Current Liabilities	<u>1,454</u>
Equity	
Retained Earnings	12,353
Net Income	<u>(1,812)</u>
Total Equity	<u>10,541</u>
TOTAL LIABILITIES & EQUITY	11,995

PROFIT & LOSS STATEMENT

	<u>Jan - Dec 2019</u>
Ordinary Income/Expense	
Income	
Membership Dues	<u>6,304</u>
Total Income	<u>6,304</u>
Expense	
Awards-Aussie Rally	71
Filing Fees	10
Fishtail West	5,418
Internet	35
Office Supplies	135
Postage - Non FTW	19
Software	270
Web Design Services	<u>341</u>
Total Expense	<u>6,299</u>
 Net Ordinary Income	 5
 Snowy Peak Rally	
Rally Receipts	10,908
Rally Expense	<u>12,755</u>
Net I Snowy Peak Rally	<u>(1,847)</u>
 Net Income	 <u><u>(1,842)</u></u>

John & Sue Ray Most Cordially Invite You to Celebrate

***The THIRTY THIRD Annual
Velocette Owners Club of North America's***

Spring Opener

Saturday, the 16th of May, 2020

Rancho Veloce

1681 Partrick Road, Napa, California 94558

Schedule of Gala Activities:

- 9 am-ish: Start of the 100 mile Napa Valley Reliability Trial.
9:30 AM: Breakfast Buffet at Hop Creek Pub, Napa www.hopcreeknapa.com
1 pm-ish: Jovial Post-Ride Concours d'Oiligance.
3 pm-ish: Libations and Pub Grub at the Hop Creek with Silly Awards

Costs: \$10 per person for the event & libations at our place.

BREAKFAST: \$20 per person incl. tax & tip. CASH ONLY paid to the Pub.

AFTERNOON PUB GRUB: Order from limited (but oh-so-good) menu, payment directly to the pub.

RSVP

(707) 344-2221

e-mail: clubman@velocette.org

Directions: Google Maps (will get you close) or Email Us. Look for the cardboard house number sign "1681" and traffic cones marking the driveway to the barn.

IF YOU HAVE A LARGE RV OR BIKES TO UNLOAD, TURN INTO THE DRIVEWAY AT THE BARN. UNLOAD BIKES THERE. DO NOT BRING LARGE RVs OR TRAILERS UP TO THE HOUSE!!

(You'll have a struggle to get them turned around!)

Suggested Accommodations:

1. Our place. Space is limited, but we are happy to have overnight guests. Let us know.
2. Closest Motel: Embassy Suites 1-707-253-9540
3. Zillions of B&Bs and motels in and around Napa.

2020 SPRING OPENER UPDATE

With the COVID-19 related “Shelter at Home” situation ongoing with no definitive end in sight, and the Federal “guidance” for “social distancing” now extended through the end of April, several folks have enquired about the status of the 2020 Spring Opener scheduled for May 16th.

So here’s what we are thinking at this moment in time:

As we have done the past few years (although last year’s ride was a rainout), we are again planning (hoping?) to have a group breakfast buffet at our local pub, the Hop Creek Pub, followed by a ride, then a gathering at our place, then a 3:30 sit-down meal back at the pub, with follow-on merriment back at our place for those who wish to join us.

However, currently, like all restaurants in these parts, Hop Creek Pub is closed except for take-out orders. If the COVID-19 related precautions are lifted by mid-May, and the pub is open for May 16th, we will proceed as planned.

But if the pub is still not opened to accommodate us on May 16th, we will be forced to cancel the Spring Opener as planned. Perhaps we can morph it into a bit of a ride, if the “social distancing” orders have been eased.

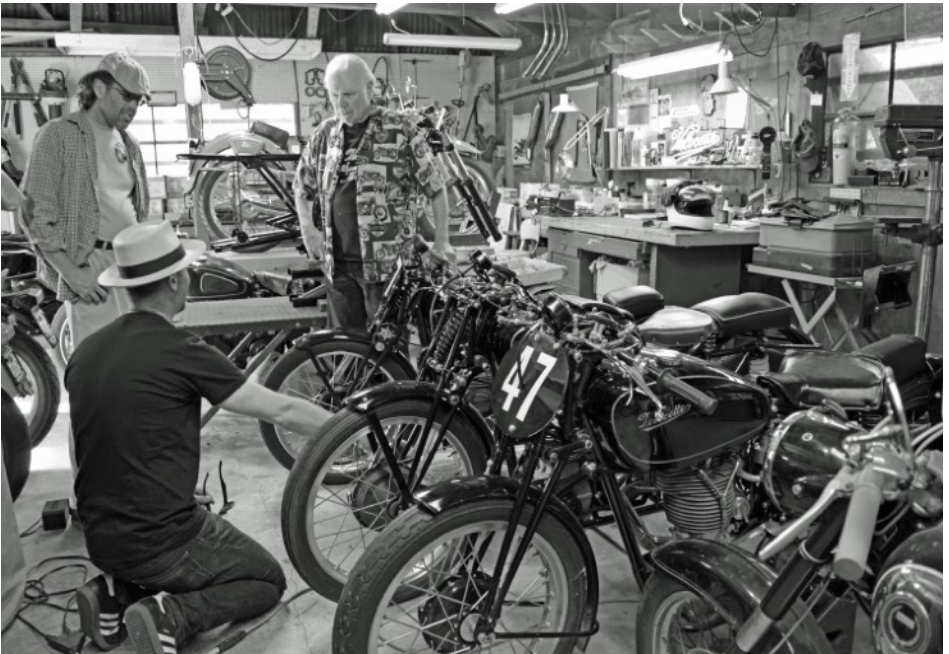
We of course will be monitoring the situation. My guess is that we will be making a final Go/No-Go decision about a week before the event, and I will update everyone via email. I have a Spring Opener email list with many – mostly Californian – club members on it, and I will be using that list to keep everyone updated.

If you have not gotten email reminders from me in past years but would like to be on my email list, please email me at veloist@sbcglobal.net and I will add you to the list.

Stay safe & health out there. We hope to see you in May!

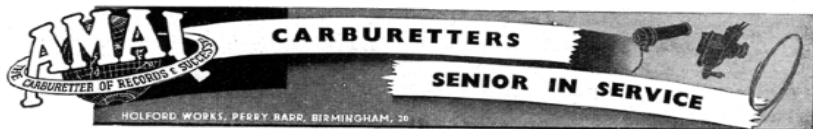
John Ray

Below: Inside the Spring Opener landmark, the big red barn, Scottie Sharpe and Blaise Descollonges talk with John Ray in 2018. photo by Lanora Cox





A 1983 photo of Ed Arnold, taken after his very last ride, which went from his house up Angeles Crest Highway and back. He was not feeling well, went into the hospital the next day, and passed away a few days later. The guy in the middle is Ed's friend since kindergarten and fellow Veloist, John Munoz, and the other one is an obscure poser who is still around annoying people. Paul Adams



Eastern News

Greetings from the East where tobogganing season is (just about) over and it is time to turn our attention to two wheeled enjoyment.

Except.....the state of emergency in Ontario has closed all restaurants, public buildings and banned public meetings so the Sunday morning vintage breakfast is off for the time being. Stay at home and avoid others is the message. The local bike shop is open but you have to telephone your order, stay in the carpark and they will bring it out to you. Most events are cancelled.

Nevertheless I am prepared, bought a case of 50W oil which is the preferred diet for the Velo. The only issue with the 50W is that during the cooler weather there is noticeably more drag when starting. It may even take two kicks to get things going...(!)

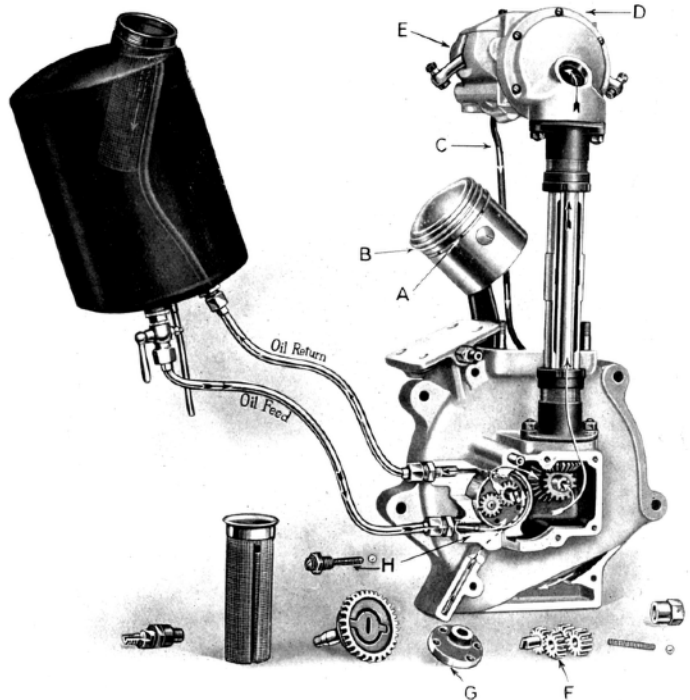
I enjoyed the article on forks by Stuart Hooper, very interesting, lots of food for thought. I have a single damped fork and will definitely try 130cc of oil this year. Stuart is correct that damping never seems to get the attention it deserves, even today most bike makers are focused on spring preload as the solution. While this can maintain ride height it also reduces suspension travel and does nothing to adjust damping. The Velo RS frame did have damping adjustment with the arcuate slots but again this did not help with ride height when carrying a passenger.

Back in the '70s many people (your scribe included) thought stronger springs were the answer and the Velo club made a batch of "sidecar strength" front fork springs which many of us fitted to solo machines.

Citroen actually solved the suspension and ride height problem back in the 1950s with their Hydropneumatic suspension. Very successfully as well, Rolls-Royce used it under license.

News from Britain at the end of January that Norton Motors had gone into liquidation. The BBC website ran a nostalgia 101 piece, pictures of the TT, end of a British icon, valiant effort blah blah blah. The Guardian had a very different take on the situation, financial impropriety, ill-advised government subsidies, misuse of pension funds, bikes paid for but not delivered. An even more gruesome tale can be found on Superbike magazine, who are running a three part expose on the whole sad business.

<https://www.superbike.co.uk/article/norton-was-it-a-fraud-from-the-start>
ride safely and stay healthy,
Andrew



Traditions die hard at VOCNA by JP Defaut

You all know better than me how American traditions run deep: July 4th, Veteran's Day, Memorial Day to name a few. Having relocated from London to San Francisco a few years ago to reduce my phone bills with Maña, I had yet to experience what I thought was the ultimate American tradition: Thanksgiving. Well, Kim Young, Lanora Cox, and Jeff Scott took care of that one, with all the trimmings, it was proper! We chatted and prepared food in the kitchen, then moved to the dining room where I was inducted by these epicurists to a "foodie" experience that I will savor to the grave. At some point, the conversation went from food to bees and inevitably to motorcycles. And then, wearing his hand-knitted navy sweater, gold logo scripted across the chest, out it came: "So you're coming to the Velo rally." Jeff said. "I don't have a Velo," I replied. "You don't need one," he confirmed, as he sat back in his chair licking the paper of his roll-up, "Just come." There was an affirmation in his tone. Like it was obvious to him that I would discover something I didn't know existed, something I'd enjoy, something that went beyond a motorcycle.

And that's all it took, a few Californians to introduce me to a motorcycle that was manufactured 104 miles from where I grew up. Sure, I'd seen them over the years in England at various bike events, but seldom on the road. When Verralls were still in Tooting, I remember the black and gold livery as I window-licked on my lunch breaks during my late teens. But prior to the internet and more recently social media, magazines and the occasional rare book was all you could hope for. Clubs had little visibility and knowledge to keep them going was scarce. On the other side of the pond however, the Velocette community as I've come to know it is something else. Eccentric, eclectic and above all, esoteric. Running a Velo requires all those adjectives and a few more. The fact that a Velocette requires so much attention is part of its charm, but that's not for everyone. "Don't buy a Velocette" they said, "It's a mechanic's bike. Buy a real bike like a Triumph or a Norton." It is widely thought that Velocettes were mostly designed at the Christmas party! How quintessentially British.



Kim Young's '“Veloginity slayer” Auburn, CA ©JP Defaut 2017



Another espresso moment, the Beekeeper post 50mph blowout! ©JP Defaut

There were many things that aligned that year: Paul D'Orleans generously opened many a garage door for my photographic exhibition/book on motorcyclists (launched in

2016), and the Thanksgiving banquet at the Young's residence which sowed a seed to dig deeper into the Veloce community. The cherry on the cake was, of course, the 2017 1000 mile ride in The Sierras. I can still hear PDO on the phone to Alan Stullberg of Revival Cycles in Austin: "There's nothing else like it! These guys are the real deal. We may not see this for much longer..." Needless to say, Alan packed the van with as much old British junk that would fit, and Josh came with him. I, on the other hand, rode Bavarian all the way from San Francisco on a borrowed R69s. Little did I realize the abuse that would follow: A Frenchman from London, riding a German motorcycle at a British motorcycle rally in California... Welcome to VOCNA!



If you don't stop and look around once in a while... you could miss it. Pioneer, CA ©JP Defaut 2017

As the week unfolded, the warmth from the club was infectious. A shared house with Paul, John and Sue, Debbie and Niel and the Revival crew was a great way to get to know people and discover the essence of the club. Frequent roadside pit stops, meeting other club members over a coffee or at a petrol station, getting lost on one day and clocking some 320 miles really broke me in! The scenery, the roads, a chance encounter with Dick Mann no less, the trees, the smells, the change in temperature and humidity were ... Well, you know. Maybe this was my Thanksgiving.

By day 4, that all went up a few notches. A spare Velo was available. A green Viper no less. Kick start routine explained followed by descriptions of “pinging” that might occur. “Be prepared to pull the clutch in quick before it throws you off. Let it cool off for 15 minutes and you’ll be good to go.” WTF? So they are engineered at the Christmas party. I forgot about the pinging thing. I was too excited to be finally getting my leg over Birmingham’s finest and set off. I think it was love at first ride. I was bowled over. This thing was light, handled really well on the Auburn twistys and was surprisingly quick. The thing also stopped when required. Since I’d had no expectations, it was easy to immerse myself. Above everything else, I needed to feel it. From the chassis vibrations to the throttle response, the sound of the engine, the noise of the exhaust and that single repetitive thud that drives you forward. Basic, raw but magical.

Unexpectedly, I found out about the pinging on a few occasions and remembered to do the necessary to save myself, and the Venom. In the late afternoon, after the 6th time, we agreed it was time for the truck before more damage was caused. And just like that, Kim Young broke my Veloginity...

As traditions go, the 1000 mile Veloce Rally is “in a league of its own”. A



wonderful experience of time travel, with interesting, kind and above all, generous people. The bug has bit, and I’m hooked on the rally as much as the machines. At a time when we are all distanced from one another, not just geographically, but now socially due to the COVID-19, it’s strange to think that such a small yet unique tradition hangs in the balance and is putting a lean on the community. Sure it’s just a ride, and can always be rescheduled. But in the modern world, where custodianship is dwindling, the importance of such a fixture which keeps these historical machines on the road, sharing time and knowledge still has purpose and meaning for us all. It’s all we have, why we’re here and that’s plenty.

JP Default fueled up & ready to go, 2019 Rally. by Lanora

Kim Young hoping she gets
her Venom back in one
piece! Pollock Pines, CA. ©
JP Defaut 2017

Winner
of the
JUNIOR TT



1926-8-9.

Pinging made way for many
roadside espresso moments.
© JP Defaut 2017



Paul D'Orleans, Dick Mann, JP Defaut and Alan Stullberg in Gardnerville, NV © JP Defaut 2017



Type to enter text



While the above boys were off joy riding, Olav Hassel kept up on the maintenance on his Thruxton. 2017 VOCNA rally



BSAOCNC Delta Ride

February 29 2020

David James did an excellent job organizing this annual ride. The weather was crisp and clear. The ferries were running. The roads, were mostly free of traffic and as described on the map. There is one gut-wrenching bumpy section that ends in a magical tree-covered section.

Although a simple jaunt up one side of the Sacramento river and down the other, I always feel lost and sometimes veer off the course. There is something about heading towards the windmills when you know you should be going north that is confusing.



Above: David James conducts the rider's meeting.

This was a gathering of about 30 vintage bikes, many of the usual faces as can be seen below, as well as some new to the group people.





Above: Nothing like being late for the boat. Most of the group is on the ferry going to the other side. Fortunately it has a quick turnaround.

BSAOCNC 2020 Delta Ride

photos this page by Jeff Scott

(Be sure to check the online calendar: bsaocnc.org/calendar for updates on future rides)

Below: Three Velocettes meet the Chinese Dragons! When we stopped for lunch in Isleton, we had to wait for the dragon dance to finish. Note that Jeff Ward jumped off his bike in time to get up close to the dragons and the music.



You Meet the Nicest People...

by Jeff Ward

(The following story was recorded in Fred Mork's studio on March 1, the day after the 2020 BSAOCNC Delta Ride.)

I was standing next to my MSS, getting ready to go when this old guy walked by. He looked like any other of us old guys, just wandering around looking at the bikes. I didn't pay much attention. He stopped at mine and gestured with his hand.

"I had one of those. I can't remember the name. It was a..." He spoke with an English accent.

"It's a Velocette," I said.

"Yeah." He struggled to find words he wanted to use. "But a different model. I put a metal screen on it. It was called a, uh, a uh, a Thruxton. I used to ride at Mallo-ry. You know I had a stroke, and I'm 91."

I said "all the Thruxtons come with that."

"Yeah," he said, "but I did that."

There was a pause and then he said, "I had a sponsor."

"Geoff Dodkin?"

"No. Nah, I remember him. I can't remember the fellow's name but uh..."

"Did you race at the Isle of Man?"

The man held up both hands and displayed seven fingers.

"Seven starts," he said and closed one fist, "two finishes."

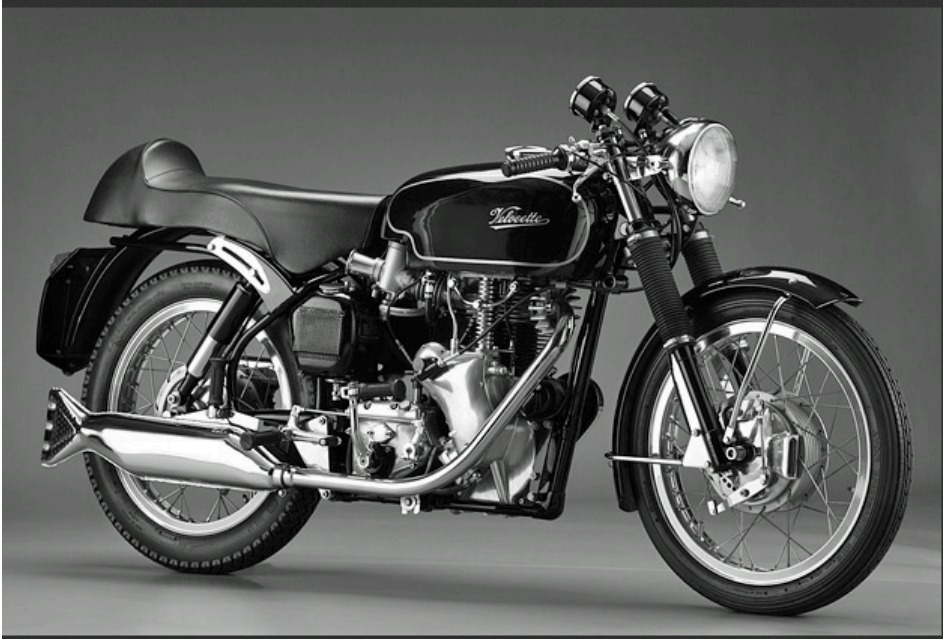
Then it was time to go and I never got his name.



Jeff Ward's MSS won the Best Velocette Award at the 2013 Clubman's. photo by El-Caganer.. For more see: photos.thecreeper.net

Velocette Fork Slider Soldering by Blaise Descollonges

For this and other articles see: Desco Blog at descoatelier.blogspot.com



Velocette has likely never been accused of copying engineering solutions from others. In fact, they seem to have come up with their own clever approach to designing these coveted motorcycles. The telescoping front fork of the later models is a good example of this.

Each of the lower sliders is made up of two castings soldered onto each end of a tube. It is the chromed part seen in the photo to the right.

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<https://www.facebook.com/Desco-Atelier->



by Blaise Descollonges



When faced with this on my own Velocette, I reached out to the experts around me to find out what they used for this repair. Most of the responses that I got lacked specifics and in turn I was not sure what procedure to use.

I reached out to a friend, Velocette owner and plumber. He offered to help me solder these up and pointed me to a flux and solder used for copper plumbing work. When the time came, he generously came to my shop to demonstrate the proper pipe soldering technique. It was a mess and did not work. The short story is that the solder was not adhering to the steel tube or casting.



So, I did some more homework and found a solution that I want to share in this article. I used Harris Stay Brite 8 solder with a Stay-Clean liquid flux.

1. The first step is to remove the paint from the slider assembly.
2. Once that has been done, it is time to separate the tube from the casting. The factory used a low temperature solder. In turn, it will not take a lot of heat to separate the two parts. I put the casting in the soft jaws of my vice and used a MAP torch to gently heat just the casting. With a welding gloved hand, I simply pulled the tube up when the solder has molten.

Once you have the tube out, you will see the lack of solder and the reason that it was leaking. Here are a few examples:





3. Properly clean both parts to be soldered. I have a glass bead blasting cabinet, so this makes for a quick clean up. (photo on right.)

4. Before an attempt should be made to assemble the parts, they should both be "tined". In other words, the solder should be applied to both parts and fully adhered. I use an acid brush to coat the part with flux and then I gently heat the part using my MAP torch. While heating,



I apply the solder and spread it evenly using a small stainless steel wire brush. One does not need to apply a lot of solder at this point, just enough to cover the part. Once tined, it should look like this:



5. Once both parts are tined, it is time to assemble them. I return the casting to the vise and partially install the tube. It likely will not slide down all of the way because the hardened tining solder will not allow it. I gently heat the casting until the tube drops down into place. Make sure that it does go all of the way down. Now I keep the heat on just enough to keep the solder molten and feed in more solder. It will take quite a bit and will form a nice continuous chamfer at the joint. If you feed too much it will likely come out on the inside, so be careful to avoid this. Should this happen, take it apart and clean up the solder on the inside. The flux should be removed with a gentle wire brush, soap and warm water. Here is the finished solder joint.



6. Now you are ready to repaint, reinstall and go for a ride.
Cheers,
Blaise

**Instructions for Dismantling Velocette Dowty “Oleomatic” Fork.
from: F236/4R Mk. II OHC Instruction Book 1950**

Lift front of machine and place a suitable block under crankcase so that fork may fully extend with the wheel just clear of the ground.

Remove inflation valve dust cap and slightly depress valve stem, allowing all air pressure to release. (Do not depress the valve stem too far, as this may damage the spring and impair the sealing qualities of the valve.)

Disconnect brake cable, remove wheel and mudguard with stays complete.

Slacken off 5/16 -in. B.S.F. bolts on fork crown fitting.

Grasp outer tube PD 1701-4A or PD 1701-4B with both hands, and by careful twisting and pulling slide down off the top static seal PP 17-22. This operation is to be performed carefully, otherwise the seal may stick to the tube and tend to jump out of its groove. If this does occur, the ring should be carefully replaced, making sure that it is not twisted.

At this stage, it is advisable to place a piece of stout, greased paper around the top portion of the outer tube, to prevent the paint from being scratched on withdrawal of the outer tube through the holes in the fork crown fitting PD 1701-19.

With a special spanner engaged in piston PD 1676, unscrew same by holding spanner and twisting axle fitting (right-hand thread). Inner and outer tubes may now be lowered and removed. The inner tube should not be withdrawn from the outer tube unless it is intended to examine the shroud and scraper ring, as it is impossible to re-insert the scraper ring over the inner tube without damage, unless the former together with the shroud is dismantled from the outer tube. If this is the case, slide the outer tube off the inner and remove the greaser P. 6B and screws PD 1811. The shroud PD 1682 will now slide off, together with the packing seal PP 16-15 and scraper PP 16-14, leaving the bearing exposed.

Unscrew nut from centre tube and remove flat washer and buffer PD 1701-30. The piston complete may now be withdrawn.

Remove split bearing PD 1677, spacer ring PD 1685 and gland ring PP 12-23M.

To Reassemble Forks reverse the above procedure.

It will be noted that all the above operations may be carried out without disturbing the fork crown fitting PD 1701-19 or the handlebar clip lug PC 1701-5. If it is necessary to remove these items, proceed as follows :-

Remove handlebars, speedometer and drive, etc.

Unscrew steering damper knob PD 1502-10, and withdraw complete with rod.

Remove damper nut PD 1701-26.

Unscrew nut and slacken off cotter bolt PD 1701-23. The handlebar clip lug may now be lifted off and the fork crown fitting withdrawn through the headstem of the machine. Care is to be taken not to lose the balls from the steering races.

When re assembling the fork, precautions should be made, so that all parts are scrupulously clean. It is advisable to smear glands and sealing rings with a little high-grade lubricating grease before reassembly.

To avoid the lengthy process of pouring oil through filler plug holes, the forks may be refilled in the following manner :—

After the piston has been assembled to inner tube, extend inner tube until there is approximately one inch gap between bottom of piston and lower buffer. Then, with outer tube about one and a half inches below the bottom of the top internal fitting, attached to the handlebar clip lug, pour in oil until full. Push outer tube up over static seal and tighten the clamp bolts on the fork crown, taking care that the small air vents

on the outer tube are in their correct relative positions. Assemble mudguard, wheel and brake cable and lower machine to the ground.

With a suitable can held beneath the inflation valve, unscrew the valve core by means of the Schrader cap and allow the fork to close fully, surplus oil being collected in the can. Use only one of the following recommended grades of oil: Mobiloil "Arctic," Single Shell or "Castrolite." Replace valve core and inflate with tyre pump. The fork is correctly inflated when, with the rider mounted and balancing against some convenient support, the red marking dots on the inner sliding tubes are in line with the bottom edges of the shrouds PD 1682. A fork which has been completely dismantled is prone to "settle" slightly in the first few miles. It should be re-inflated to the correct position. Thereafter, the fork should require even less attention than that given to the tyres. Apply six shots from the grease gun to the greaser on each leg before road test.

When Fitting a New Fork Complete, as Supplied by the Makers, it is not necessary to disturb any of the air seals, if the following procedure is adopted:-

Remove damper knob and nut, and slacken off cotter bolt PD 1701-23. Unscrew filler plugs PD 1678. The handlebar clip lug may now be withdrawn from the fork. Place balls (38k-in. balls top and bottom) in the lower race of steering head on machine, using grease to make them adhere. Push steering tube of fork up through centre of steering head and hold in position whilst the top ball bearings, ball race and dust cover are mounted. Replace handlebar clip lug in position, and screw damper nut PD 1701-26 up finger tight.

Slacken off clamp bolts on fork crown fitting. Replace filler plugs and screw up tight. Tighten damper nut PD 1701-26 until correct adjustment of ball races is obtained. Tighten cotter bolt PD 1701-23. Tighten clamp bolts on fork crown fitting. Replace damper knob and adjust.

Editor's note: I discovered another useful site. For more articles from the old handbooks, check out dunhackin.com

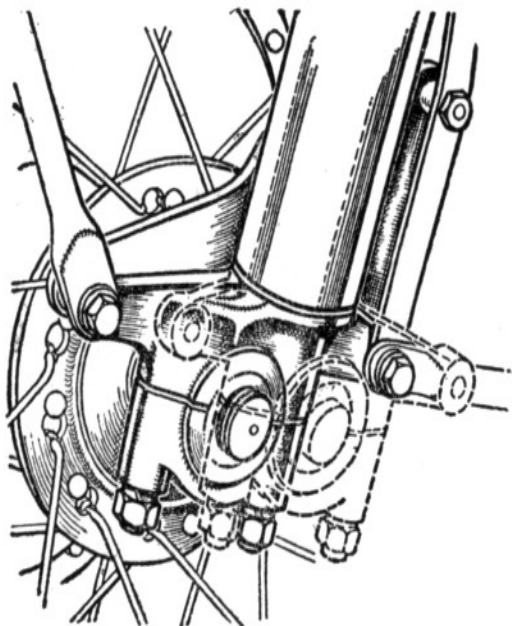


Fig. 112. With the Panther-Dowty "Oleomatic" front fork the bottom members could be turned through 180 degrees to provide either solo or sidecar steering. On other makes alternative bottom members are available

Dowty Oleomatic Forks Repair Table:

Fault.	Cause.	Remedy.
Fork is stiff in action	Lack of lubricant on bearings	Apply grease gun (six shots).
Ditto	Wheel spindle incorrectly adjusted	Slacken clamp on axle fitting. Bounce fork a few times and tighten.
Ditto	Fork crown clamp bolts so tight that the outer tube becomes distorted and presses on piston	Slacken bolts until fork moves freely.
Ditto	Split bearings PD 1677 have been assembled with foreign matter beneath them, causing tightness in bore.	Dismantle split bearings, and remove high spots.
Malalignment		See instructions on Removing Front Wheel.
Fork is stiff in action	Outer or inner tubes damaged accidentally.	Replace.
Insufficient damping	Lack of oil.	Top up.
Ditto	Viscosity of oil too low in tropical climates.	Replace oil with Mobiloil BB or Castrol XL.
Damping too fierce	Oil too viscous.	Replace oil with recommended grade.
Fork “bottoms” readily	Lack of air.	Inflate to correct position.
Ditto (fork correctly inflated with air)	Lack of oil.	Top up.
Fork hammers on full extension	Over inflation.	Deflate to correct position.
Fork loses air pressure (oil traces on lower sliding tubes)	Leaking gland ring.	Replace. Examine bores for scores. If these are too deep to be polished out, replace outer tubes.
Ditto	Leaking static seal PP 17-1	Replace faulty seal.
Ditto (oil traces around top of outer tube)	Leaking static seal PD 17-22 on top internal fitting.	Replace faulty seal.
Ditto (no oil leakage)	Leaking inflation valve core; or Leaking inflation valve washer PD 1561-43, or Leaking static seal PP17-22; or Leaking static seal PP 17-17; or Leaking balance pipe.	Replace faulty part.

As the new host of the VOCNA website, I'm both updating and curating content.

I'm looking for club history, stories, photos, technical advice and all things Velo related.

There will also be a Classifieds page for selling bikes, parts, literature and anything Velo.

webmaster@velocette.org

JP Défaul

Would you please note my new e-mail address

['normtrigg12@gmail.com'](mailto:normtrigg12@gmail.com)

Would the editors ensure the new address is shown in the newsletter and magazine.

My phone number remains the same.

Regards, Norm Trigg



**Online Velocette parts store -
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- **'Clubmanised' Venom bikes**
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Classics Ltd.



**Public Service Announcement from OverHeard Kami:
DON'T DO THIS AT HOME!**

To everyone sheltering in place: This is a great time to get into that garage and get to work. You have no excuses. Now is the time to get to all those projects that you don't usually have time for.

Just remember to wash your hands often.

And don't touch your face. Those grease marks will give you away.

Hope, pray, visualize or whatever you do for good riding weather in the near future.
Kami



Meet the youngest member of the club:

Miss Huxley Carpenter Default showed up on
12.01.2020 at 03.36 am

8lbs 4oz, and Maïa and baby doing great.

JP is thinking about a sidecar...!

Huxley in Velocette pit crew livery...!!



