

The Newsletter of the Velocette Club of North America August & September 2019 no.233 Chairman: chairman@velocette.org

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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: Snowy Peak Rally. photo by Colleen Canning.

Back Cover: Some time in Oregon.

photo by Jeff Scott.



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.

Prez Sez By John Stanley

Thank you for electing me as President of VOCNA again, it is truly an honor to serve the club and plan out the 2020 rally.

Special thanks to John Sims for his work organizing the 2019 rally. These rallies are special our 5 days of riding, something virtually no

other rally does. We are truly using our machines as they were intended to be used, not just looking at them in a showroom, or worse yet that "little screen".

As usual I rode to and from the rally, so my week was about 1800 miles, and the bike always ran perfectly. The only maintenance on the entire trip was adding about 12 ounces of oil and draining and refilling the primary.

This was the second long trip on my 65 MSS since fitting the Veeline Touring fairing, and am still very happy with it. The bike can be ridden in total comfort all day long in an upright seating position. Cruising along steadily at about 65 MPH the bike gave me a consistent 60 Miles per gallon, compared with a prior trip without the fairing where I averaged just under 50.

When planning these rallies the most difficult part is trying to get the entire group in one place, so we always try to get camping as close to the host hotel as possible. I did find a great place for us at the Imperial River Company in Maupin Oregon, and the Maupin City Park Campground/RV Park right next door. Both places are situated along the bank of the Deschutes River. Even when it is hot, the flowing river keeps you cooler. Maupin has been known for fishing for many years but more recently is a major rafting town. A couple of the days will have a bit shorter rides and if you are interested you may even want to try out a rafting trip.

Mark your calendars for the 2020 Rally from Sunday July 5, 2020 through Saturday July 11, 2020. Imperial River Company has 25 rooms and we have a block for 23 of them for the entire 7 nights and the other 2 for the first 5 nights. For all you early birds, it is all set up and they can take reservations. Across the street is the River Run Lodge which bills itself as more upscale, and down the street, within walking distance is the Oasis, with 10 cabins from the 1950's. Some of these are bunk rooms.

Camping and RV space at the City Park will be coordinated by Jeff Scott, and all inquiries should be made through him. If you have been thinking about camping at

a rally this would be a good year since we will all be in the same location, so no need to ride back and forth from the campground.

with

In the next issue there will be more details on the rally.

Happy Riding, John

Above: John Stanley receives award from Olav Hassel at 2019 AGM. photo by Colleen Canning.

Left: Keith Canning, John Stanley, Graeme Glover and Carryl Sanson 2019 by Gil Loe



On August 6, 2019 I sent this message to John Stanley & have received no answer:

The camping details I most have trouble remembering regarding our conversation for next year's ride would be my participation for setting up the arrangements.

To the best of my knowledge there has been a complete lack of agreement on my part to put together a viable solution to the situation and at this late date the time allotment for such an endeavor has been booked for other projects

Therefore, as the ride organizer, and I understand the power and need for delegation on a project as big as the rally details, you will have to find another person to delegate as camp leader.

Yours in Veloitis. Jeff Scott



Frick and Frack rarely stood still together. Olav Hassel & John Ray. 2015 by Dana Shatts

A word from the new Chairman Olav Hassel:

Greetings VOC members -Very Old Children

VOCNA has just finished our 36th, 5 day ride and 7 day party. John Ray is the only member who has been to every one of these starting with the 1983 British Columbia Submarine Ride. He has also been our Chairman for at least 25 years. John is only the the third and longest serving Chairman, after Cary McSquid and Mike McNiel. Few have been a VOCNA member longer. Do believe that honor belongs to Cory Padula who was there at the founding of the predecessor club.

We profoundly thank John for his service he has chaired VOCNA with expertise, skill and sound judgement which are some of his many tal-

ents. We will not be able to replicate his qualities and we are truly indebted. Where we have new Presidents and Rally locations every year, the role of the Chairman helps to bring continuity and stability to the Club and JR certainly provided this.

I have agreed to Chair our Club for a year and let's see how it goes. I do not have the skills and experience that we have long enjoyed, however, I will do my best. I have been a member since 1980 and attended 34 Rallies. I got my first Velo - a 1959 Venom for 50GBP in 1971 and have been enduring Velomadness and loving them ever since. "Constant fiddling" as Phil Swartz used to say, but when they're on-song - God is in his heaven and all the planets are in alignment. Velocettes continue to be a passion and they are still my favourite bike to ride. You can have more fun at 60 mph on a Velo than any modern bike. I have found that I have to do ridiculous speed to enjoy a modern machine. I am a lucky man - both my son and one of my 3 daughters ride Velos. They are part of our extended international family.

There are issues that we must address to ensure that VOCNA continues to serve its members into the future. More importantly, the Club must keep helping us to maintain and ride our Velocettes as intended and - ensure we have as much fun as possible. We must do what we can to attract younger members - I am told that we are aging, well perhaps in years. It's encouraging that we have a bunch of younger members from the CA Bay area and they have brought significant energy and new ideas into VOCNA. That's one reason we are still riding these unique and quirky machines over 50 years since last manufactured.

Our motto - Proper Motorcycles, Real Riders - says it all. Happy Veloing and do Persevere. Olav Hassel

Eastern News by Andrew Harris

Greetings from the East, the trusty Viper is back on the road following an oil change and plug clean. An exhausting maintenance regime to be sure but it's all worthwhile when you are out on the road. Let us hope that everyone else is out and about wearing out those trusty steeds....

Now I say this not just because riding is enjoyable and a Good Thing, but because we should all embrace these opportunities while we are still able.

A number of European jurisdictions have already announced plans to ban the sale of new internal combustion engined vehicles in the surprisingly near future. This is already having knock-on effects with the vehicle manufacturers resulting in uncertain futures for some factories.

India announced an intention to be 100% electric cars by 2030 but rolled this back for various reasons to 30%. BUT...they also identified i/c engined two and three wheelers as a target of opportunity and there will be a big push to have these all electric.

So what? you say, this is North America, home of cheap gasoline. True enough but change is coming and probably sooner than you think.

So never mind that restoration project, there will be time enough for that later. Meanwhile let us embrace the R words of Riding and, if necessary, Repair.

Our children may well be riding electric motorcycles while the beasts of our youth are relegated to curiosities in displays and museums.

The Sunday morning Vintage breakfast meet continues to see less and less older machines such as my Viper, not surprising really considering the age of both machines and riders. In an age of rider plus machine contest I now have a healthy score of 122. Yikes!



Sunday morning - a Velo, a Norton Atlas, Triumph Tropy and a sprung hub T100C Triumph, with a Red Black Shadow at the back.

I realised the other day that my "new" bike (V-Strom) is now as old as the Velo was when I first obtained it. Despite the strictures of our Previous Prez I am still very happy with both of them, both machines are still lots of fun but the differences due to forty four years between build dates are quite interesting and noticeable. Ride safely, Andrew



Ed Gilkison

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Editor Squeaks:

This is the Rally issue. That means a couple of things. First it is All Color! and if the club is going to pay for color pages, I do my best to get color onto the pages. Second some regular parts of the newsletter such as Kami may be suspended. Articles that are not focused on the Rally will be held for the next issue.

With the Rally issue my goal is to give everyone who is in the Club a sense of what the Rally was like. I attempt to choose photos for their quality as well as a variety of faces, names and motorcycles. If only a few people send their photos in, then, well, repetition of the same faces and names is inevitable. If you want to see more or differ-



ent people and bikes, then send the photos to the edi-

Speaking of photos, I have learned that it is okay to use photos from Facebook for publication as long as I have the photographer's permission. That is great – but I have no way of keeping track of permissions. I will not take photos from Facebook or other social media. However if the photographer sends his/her photo to the editor, I will assume that counts as permission.

Next issue I hope to have statements from all the Officers about what workthey do for the club. Also I have the first entry in a feature, "How did you get started with Velocettes?" Editor, Lanora Cox

A few words from our Past President: by John Sims

My daughter Colette got married 2 weeks before the rally. It was a busy time and my favorite Aunt from England along with my cousin and his girlfriend came out for the wedding. There was a little drama with my cousin forgetting his credit card and not being able to rent a car, but with all such events we found cash, good food and lots of alcohol resolve a lot of issues. The wedding left me scrambling to get the last details and the rally route sheets done.



For all those who came on the Snowy Peak Rally, I thank you for your participation in fabulous week of riding, eating, socializing and seeing old friends. The Velo's ran pretty well and there were no major disasters with blown engines or bikes going over the edge of the Salmon River. There were a few minor incidences with Charlies V-twin hitting a rough bit of pavement and dropping his bike and a few punctures, but in general it was uneventful. The chase truck on the other hand blew out the 2 offside tires on a rocky forestry road and was left out on the mountain pass until it could be retrieved the next day. AAA turned out to be useless and thanks to the use of Kevin





Burrell's spare wheel we were able to switch the wheels and drive out the next day. I have never seen chunks of a tire ripped out and wheel damage like this before. The wheel hubs were decimated.

I'm not sure if anyone read the instructions in the route package and on the Tuesday going out to the Lava fields many of the group chose to ride the dirt roads. I had suggested keeping on the pavement but as usual the group decided to do what they wanted and chose the dirt. If I had known this in advance I would not have worried about the dirt on Bald Hills road and would have scheduled a bit more.

My KSS ran like a champ with Blaise on board. On the Thursday we went up to the Oregon caves and on leaving he piloted the KSS down the mountain at an incredible pace. The KSS really does go around corners nicely leaving the BMW's and my Velo in the dust. The picture shows Blaise waiting and relaxing for every one and the bottom of the hill. After all the dirt roads Blaise cleaned the bike and got the best cammy award at the AGM and received a beautiful pint glass with the VOCNA Snowy Peak Rally etched on the side.



On the last day (Saturday) I broke with tradition and had the shine and show at the Weed Brewery. It was a great success and everyone seemed to enjoy the food and real ale. Several of the locals came down to see the bikes and the Brewery Management thanked me for a great event.

At the AGM I asked the group which of the roads was the best, and the unanimous cheering went to Wednesday's ride from Mt Shasta to Klamath. I had originally thought that the Fridays ride over the mountain to Happy Camp and along the Klamath river (Hwy 96) was the best but Bald Hills Road took the trophy.

My thanks to Tim Kenny for volunteering to drive the chase truck and persevering with his handicap to make it work. Without Tim some of the group would have been left stranded. Thanks also to George and Sashi for heading up the sandwich team and being available along with JP's wife Maia to carry luggage or the people in the ho-

tel. As it turned out all the hoteliers took their own luggage and were self-sufficient on the ride.

I gave out 3 Naked Lady Tankards to Frank & Elizabeth, Blaise and Ray Pallet for helping me with the organization of the rally. I was sorry to see both Sue and John Ray retiring from their positions in the club and without their input over the last 25 years the club may not have succeeded. I do wish them good fortune in their future endeavors and hope that we will see them again on future rides. Thank you to all the members that came from the Commonwealth countries and my friend Sigi from Austria who attended the rally.







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Velocette Owners Club of North America Annual General Meeting July 20, 2019 Minutes

Call to Order, Welcome & Introductions: Chairman John Ray called the meeting to order.

Officer Reports:

President: John Sims thanked Frank & Elizabeth Recoder, Ray Pallett, Sue Ray

and everyone else who helped him put on this rally.



left: Elizabeth & Frank Recoder with John Sims, by Colleen Canning. Above: John Sims with Ray Pallett by Dana Shatts

Treasurer: Kim Young in absentia. John Ray reported that the club is solvent.

Recommend no increase in membership fees at this time.

Membership Secretary: Debbie Macdonald confirmed the club has over 200

members, located all around the world.

Editor: Lanora Cox asked members to contribute.

Rally Purser: Sue Ray reported that there were 54 registered attendees.

Web Mistress: Debbie Macdonald confirmed role.

Old Business: Suggestion made in 2018 to give free membership to new members was not completely explored. No recommendations made at this time.

New Business:

2020 Dues: Keep current level. \$30/year. Membership runs from January through December.

2020 Rally Location: John Stanley developed plans for a rally centered in Maupin, Oregon. There will be camping and rooms at the Imperial River. Ride to be held July 5th to 11th. Motion made and seconded to hold the 2020 Rally as recommended. Motion passed unanimously.

2021 Rally Location: Paul d'Orleans suggested holding the 2021 in California, either in the Yosemite area or around Benbow. Motion made and seconded to provisionally hold the 2021 Rally in that general location. Motion passed unanimously.

Weather: Kevin Burrell described the problem of having the ride held during the summer months. No new suggestions made.

Election of Officers:

Chairman: Olav Hassel President: John Stanley Editor: Lanora Cox Treasurer: Kim Young

Membership Secretary: Debbie Macdonald

Rally Purser: Vivian Padula

Web Mistress/Master: Jean Phillip Defaut **Adjournment:** Having no other business for the meeting, motion made, seconded and passed unanimously to adjourn the 2019 AGM. Accordingly,

Mr. Ray adjourned the 2019 AGM.

right: Much of the work of the club is done by women. Debbie Macdonald and Sue Ray received etched glasses for their hard work. photo by Dana Shatts.



New Webmaster: JP Defaut

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

Below: JP Defaut on John Ray's 1947 KSS, Oregon 2018 photo by Blaise Descolonges





COLONIAL CAPERING or
VELOCETTING ABOUT IN EXTINCT VOLCANO LANDS
by Dipper Mainbeam

2019 VOCNA Rally centered around Mt. Shasta in Northern California 70 odd attendees spreading the Joys of Velocetting about the countryside and leaving oil stains at every gas station and ice cream parlor. Somewhat lightly attended this year what with some of our stalwarts opting for staycations but lord above three new members under 40 yrs old and a hand full under 50. We are reeling in the younger generations.

Days One and Two loop rides coming and going from Deluxe motel accommodations for the hairdryer set and camping next to the lake for those to whom replacing a stripped timing gear by firelight is part of the attraction. These romps included the famous Etna Brewery and the Lava Beds National Monument the visitors center of which was the catered lunch delivered by George and Sachi. Of course the first day included a trip up The Mountain to pay homage to the spirit under The Mountain and to look over the roads in the surrounding area. The arial view turned out to be a boon to navigation for as we soon learned the road directions were written as if on a scavenger hunt and the hidden bits were the road names at the turning points.

Wednesday, we packed up the tents and headed to the mouth of the Klamath river over the Forks of Salmon road. As the river meanders down to the coast alternating deep pools with whitewater riffles it provides firefighter helicopters access for their dangling buckets, often swinging them across the road as we are passing by, filling with water and winging back to to dump on the fires. This year no fires were going in our area we observed only one bird doing practice runs. Camp at the river bank one mile up from the ocean welcomed us in with plenty of time to shower off before the group dinner hosted by the Yurok Indian tribe at the new multiplex building in old Klamath town. A buffet feed out on the patio as the sun set slowly into the sea and enough light

left over to just make it up the road to camp just in case the headlamp upgrade did not make the cut this year.

Up with the sun to do a little river exploring and blackberrying before heading over to the Requa Inn, a 1900s edifice from when logging was the mainstay, right on the cliff overlooking the ocean where the river flows out, for hotcakes and salmon croquets, bacon, eggs and coffee to start the day of twisty asphalt leading up and into the Oregon hills to our lunch stop at Taylors deli. A full service butcher shop complete with dozens of varieties of cured beef and pork as well as fresh cuts and any kind of sandwich you may wish for. Here we met an octogenarian enthusiast who offered to lead us through the torturous back way into the next town. It quickly turned into a tour of the local hemp growers back yards among the hills and valleys adjacent the main route. The raising of cannabis and hemp for sale is legal in Oregon. From where we joined back up to the main road the route led us right back to the Rogue river and our evenings stopover where we had a view of the jet boat river tour boats bringing in the returning late afternoon river sightseers.

Friday saw us following yet another river along the typical cliff on one side and cliff on the other, one up and one down, with nary a straight bit for miles and miles. The engineers may have built these roads with our Velocettes in mind for sure our Velocettes were engineered for these roads. Around mid-day a small group of 5 or 6 riders found a river access ramp lined with blackberries leading down down to a sizable pool in an eddy off the main stream where we all stripped off, first the berries then our clothes and jumped in for a cool refresher. And core temperature brought to a tolerable level back on the road into Shasta base camp where libations and stories, comparisons of route experience with a healthy dose of is it next years ride yet, led us into relaxed slumber under the stars and redwoods and the mountain called Shasta.





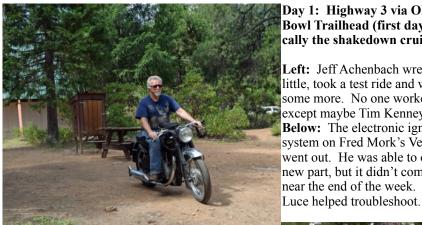
Saturday morning is for local exploring or for the image conscious polishing and the noon line up at the nearby brewery as a neutral ground and to show off the bikes to interested passerby. Votes for awards were cast, notes were taken of bikes and riders whom travelled every mile and bikes that were a little short due to mechanical maladroitness. Only one slight mishap for the week on the last day with the rider a few bruises and scrapes up and limping in time for the AGM. Said he, 'The last get off was in 1964.' Heres to another 54 years of rubber side down Charles.

Plans were discussed for next years ride based on the Oregon / Washington border with the lodging and camp directly adjacent to the Columbia river. Our AGM ceremony brought big change as long time supporter and our only member to have attended all of the VOCNA rally events club Chairman retired his gavel along with our longstanding rally purser and club account supervisor, both of whom can take full credit for their efforts which have helped to bring the club to the level of stability and status we enjoy today. New officers were duly elected, old officers coerced cajoled and bribed to keep the side up, and new old business motions passed the paper work over onto silly and semi serious awards presentations for our home members also from and to our Aussi and Kiwi guests whom took time out of their busy down under Velocetting to sample, again, the reverse vortex of the inlet tract on this side of the equator. Colonials together for the cause.



Sunday Welcome!





Day 1: Highway 3 via Old Ski Bowl Trailhead (first day is typically the shakedown cruise)

Left: Jeff Achenbach wrenched a little, took a test ride and wrenched some more. No one worked harder except maybe Tim Kenney Below: The electronic ignition system on Fred Mork's Venom went out. He was able to order a new part, but it didn't come in until near the end of the week. Larry

Bottom: Roadside Repair is common on these rides. Keith Canning and Gil Loe get to work, while others supervise. Note that everyone huddles in the shade. We had good weather - as in it could have been much hotter! photo by Colleen Canning.







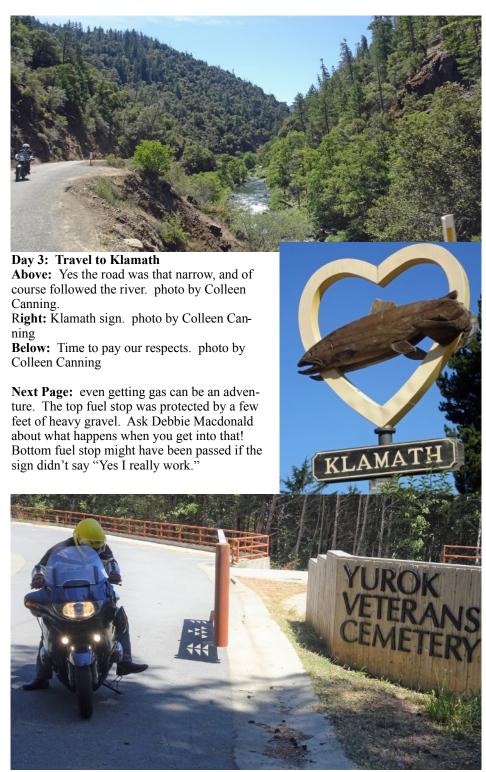
Day 2: Lava Beds National Monument

Above: One group navigates the rough pavement. photo by Colleen Canning.

This is amazing countryside, lava leads to obsidian and there is an entire mountain of the hard black glass. Photographers Paul d'Orleans and Suzie Heartbreak drove in a van with old tires to snap some pics and got three flat tires! That must be a record! We also road around Tule Lake, one of the largest concentration camps during WWII.

Below: A dirt section of road was rough enough to bounce the panniers right off Jeff Scott's Endurance. photo by Jeff Scott













Day 4: Klamath to Grants Pass

Above: Frank Recoder at a rest stop. photos on this page by

Colleen Canning **Below:** Which way do we go? Navigation is always a challenge on these trips.







Day 5: Grants Pass to Mt. Shasta

Left: Dana Shatts and Keith Canning found Yeti. Big Foot is one of this regions many myths.



Below: Almost back to Mt. Shasta. Most roads were twisty and tree covered, otherwise the mountain could be seen from a long way off.



Rally Navigation Carryl Sanson

Old ski bowl trailhead, ok that sounds great But which way to turn once out of the gate

Coffee creek we did find but no gas or a brew Maybe someone could give us a clue.

Mt Shasta to Bartle on Hwy 89 But something was missing before 49. Back tracked to 15 yes this was the one Up ahead on the right was 49 on the run.

Mt Shasta to Klamath, then to Gazelle Callahan came next, and onto Cecilville road Some's bar gets a mention, strawberries we ate Orleans for burgers, to the local firefighters we donate

Weitchpec go west on Hwy 169 travel 8 miles, then turn on a dime
Minus 5 miles, cross bridge we did read

But no Bald hills road sign was to be seen Which way do we turn
Turn left or turn right.

Klamath to Grants Pass
With a leisurely breakfast
Then the mystery of trees
The cats were fantastic a real sight to see
They purred and they pranced and performed for their feed.

Grants Pass to Cave Junction, we take a left Takilma road for only the best Holland Loop road we must turn down On said instructions nowhere to be found Happy camp we did make and must I say Back to Mt Shasta was a hell of a day.

Thank you for an awesome time We have had a great week The Kiwi's



Things I learned driving the chase truck for the 2019 Velocette rally.
by Tim Kenney

- 1) John Sims is a patient man.
- 2) The reason it is called 'The old Mount Shasta Ski Bowl' is that after many years of attempts to commercialize a promising ski area, in January of 1978, a massive avalanche destroyed the Green Butte Chair Lift, ending all developed skiing in the area. Oh, and despite my poor understanding of the route sheet, it is indeed a single road up and back. A nice road, once you find it. but a single road.
- 3) Did I mention that John is a patient man?
- 4) There are more than one Jeffs I dealt with. I will call one 'Flat Tire Jeff' (Jeff Achenbach?), the other 'Lanora Jeff' (Jeff Scott), or 'Margarita Jeff', or BTH Jeff.
- 5) Flat Tire Jeff almost got me to the section of Stewart Springs Road where he was stranded, until I drove into the commune trap from Hell after missing the turn onto Forest Route 42N17 (AKA '17'). This tested my 'turning with a trailer' skills beyond their limits, resulting in a bent rail and a ding in John's bumper.
- 6) There are lots of rocks, large and small, on 17.
- 7) A Toyota Tundra has a wider tire track than a Nissan Frontier.
- 8) Did I mention the rocks?
- 9) There is one rock on 17, about 2 or 3 miles from the intersection with CA-3 with a razor sharp edge that can tear tires and bend rims on a chase truck. Trust me.
- 10) Traffic (what little there is of it) on Stewart Springs Road is very considerate. Almost every vehicle that went by me offered help.
- 11) Always carry a MAC as a life boat.
- 12) The Pizza place in Happy Camp should be renamed to Bio-Hazard Pizza. Don't ask.
- 13) The Hunting season for Musket loaded firearms is earlier than conventional modern weapons.
- 14) The way to carry an Elk out of the back country is to field butcher it, remove the bones, wrap the chunks o Elk in cheese cloth, and hump it out.

- 15) You can pull weeds in front of the 49's club house in Happy Camp and rinse 3 grams of gold dust from the clods on the roots. There is Gold in them that hills. Ask Steve at Bio-Hazard Pizza, he treats himself with a 'pizza' once a week.
- 16) If you bring a long enough extension cord to a campground it not only will power your CPAP at night, but charge phones, and run the blender for blended margaritas.
- 17) Wheel chairs are popular, not just for the disabled, but to move one's belongings around.
- 18) Brownies made from CBD and THC oils can be calming, and help induce sleep (heard around the campfire).
- 19) A tall Modelo passes as a thank you to a rider of a sportster who stopped with Flat Tire Jeff on the last day and kept him company till the chase truck arrived.
- 20) Grass is nicer to camp on than dirt.
- 21) On Wednesdays, the volunteer Fire Department in Orleans (??) makes great Salmon burgers, and they buy the patties at Costco, 2 hours away.
- 22) Not only did Blaise buy me a Salmon burger, but he cooked me a great Breakfast on Saturday Morning after the ride.
- 23) There are ripe Blackberries on the side of the road, waiting to be picked and consumed. Yum.
- 24) The ripe peach from the Volunteer Fire department stop was outstanding.
- 25) Carry lots of CDs, as you may be waiting quite a while if you blow two tires at once.
- 26) I can ride on the back of John Sim's FZ09, all the way from the 'flat site' on 17 to Mount Shasta City, and it handles and stops well (some random Deer decided to test the brakes) with Sigfried Kalobchek doing his best to pilot him and a large I down multiple windy roads. Yikes.
- 27) Bald Hills Road is very very bumpy, and the tie downs can loosen on the trailer. Trust me on this one as well. Thank goodness for kind and strong tourists.



- 28) The nice bathrooms are down where the RVs park.
- 29) We all have different reasons for riding Velocettes. What are they? Ask Cory Padulla who did an informal fireside survey.
- 30) There is a very good trailer shop in Grants Pass.
- 31) The ranger at the information desk at Oregon Caves National Monument & Preserve was very helpful. The road in and out was Brilliant. No food.
- 32) Back behind Cave Junction there are FIELDS of marijuana plants. FIELDS. Wow. I still found the really nice road to Happy Camp.
- 33) A rider on a vintage V4 Honda carried some jerky, and supplied me while I was at the flat tire site. Carry portable food!! Thanks. I think he also had a Triumph. Pilot??
- 34) It is okay to skip the AGM if you miss your comfortable bed and clean bathroom.
- 35) The club should rent a Satellite phone for a week. It would be handy in case of severe injury in non-cell phone accessible areas, as well as when some bozo disables the chase truck in a similar area.
- 36) Planners should consider casting the route in a format that can be used by navigation devices. I saw lots of fancy technology grafted onto old crocks.
- 37) John Sims is a patient man.
- 38) Watching our Editor start her MAC is like seeing an Olympic Gymnast working the Vault. Very impressive.
- 39) Velocettes fit on Picnic tables.



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2019 Concours d'Oiligance Awards

Special Recognitions: People from outside of US: Keith and Colleen Canning and Graeme Glover from Australia, Neville and Cheryl Mickleson and Carryl Sanson from New Zealand, and Sigi Kobencic from Austria. John Hawthorne represented the irrepressible Panamaniacs with his wife from Lithuania, Ausra Ronkyte.

First Timers included, but not limited to: Jerry Alexander, Beven Webb, Adam and Sarah, and Maia Carpenter (Defaut)

Best Standard Velocette: John Stanley, MSS

Best Rigid Velocette: Pete Young,

Best Cammy Velocette: John Sims (owner), Blaise Descollonges (rider)

Best Sports Velocette: Frank Recoder, Thruxton **Best Velocette Special:** John Sims, modified Venom

Best Non Velo: Scottie Sharpe, BMW.

Sam Jowett Golden Quill Award for Contributions to FTW: Cheryl and Neville

Mickleson

Technical Contributions: Neville Mickleson

Littering Award: Blaise Descollonges

VOCA Swagman: Keith Canning, President of the VOC of Australia, presented the

VOCA "Swagman Award" to Jeff Scott

Combined Ages Award: Charlie Taylor, Matchless

Long Distance on a Velocette, "Iron Butt": John Stanley from Hood River, Oregon.

Squiddie "Most Bodacious Performance": Charlie Taylor, Matchless

Brian Williamson Memorial Crock Trophy: John Ray

Phishtail Phil Trophy for the Most Outstanding Member: John Sims

Eddie Arnold Trophy for the Most Outstanding Velocette: Jeff Scott, 196X En-

durance





Above:lineup of all the other marques on the ride. photo by Colleen Canning.

Left: Voting for your favorite bike is hard work. Everyone migrated to the Weed Brewery to cool off. Dana Shatts and Kevin Burrell got their orders in early. photo by Elizabeth Recoder.



When the Crock Became a Crock John Ray

Originally, and for most of its history, the Crock voting was based to a significant degree on at least semi-objectively selecting the rider and machine that suffered the most impressive and/or earliest irreparable breakdown during our annual 1,000 mile rides. It was essentially a "Hard Luck" award, expressing collective commiseration with the unfortunate rider, knowing that mechanical failure could happen to any of us riding old bikes over long miles.

The Crock Trophy was created by long-time and larger-than-life VOCNA Chairman Cary McSquid, and named in honor of Brian Williamson, an early club member with a fondness for orphan bikes.

Brian's Indian Velo always seemed to find new ways to cease running, but he always persevered. He was unfortunately killed while riding his wife's Honda to work in Seattle in 1985. Those of us who knew Brian always regarded the Crock as a special award recognizing hard luck despite a good effort.

The Crock award was almost uniformly received with good -- if reluctant -- grace, because all of us understood that mechanical failure could have happened to any of our machines. There but for the grace, go we . . .

Over the years, the names of many club stalwarts, including my own, were added to the trophy, because if you ride them long enough and hard enough, eventually a mechanical failure will occur. It was regarded as somewhat of a badge of honor to have used a Velo for the very purpose for which it was built, even if the effort had resulted in a temporary setback.

That said, we did have a couple of instances a decade or more ago when we strayed from our focus on the machines with the most serious failures and instead "got cute" by looking at the individuals rather than mechanical failures. We thought we were being humorous, but it was anything but funny to the recipients, who felt that they had been awarded the Crock for spurious reasons, resulting in hurt and angry feelings towards the club.

The lesson we took away from these episodes is that selection of the Crock recipient needs to be done with great care and deliberation, and based as much as possible upon objective facts.

In recent years, the Crock seems to have morphed from a "Hard Luck" award into a "Gotcha" award, with voting based not upon an assessment of the relative severity of mechanical failure of various candidate machines, but on the person. During the past two Rallies, this has been evidenced by a voting pattern in which voters over-

looked machines with severe mechanical failings to award the Crock to machines with far less severe problems, seemingly based upon who owns them.

It is quite likely that many of the voters simply do not know which machines suffered mechanical failures, nor the relative severity of those failures. And some machines with severe mechanical failures have not appeared in the "Show & Shine" lineup at all, and so were not present to be voted on. But there also seem to be a few individuals who, out of attempted humor or other reasons, chose to encourage others to vote for a person, not the machine with the most severe failure.

Although those who have engaged in this voting pattern may be doing it out of their own sense of humor, this can have adverse consequences, since it is actually "having fun" at someone else's expense. As we learned years ago, the club needs to be very careful with personally-directed attempts at humor, since the object of that attempt may well find the act not funny at all, but hurtful and mean-spirited. This can spoil the whole annual Rally and Award Banquet for more than one person, and is inconsistent with the good cheer, respect, and camaraderie we strive to promote at our annual events.

Although I no longer have an official role, I strongly urge and recommend that the VOCNA Board (the elected officers, according to the VOCNA Bylaws) seriously consider "retiring" the Crock trophy, or at least adopting a more objective process for determining the recipient.

Proposal 1: Retire the Crock and replace it with lighter-hearted "Hard Luck" silly awards for all riders whose machines break down. (Something like the old-fashioned wind-up tin motorcycle toys?) This would recognize their effort and hard luck, but in a more respectful, considerate and sympathetic manner. Yes, it would still be fun, but collective fun, not fun at the expense of those recognized.

Proposal 2: An alternative to retiring the Crock might be to have the Chairman and President select a small ad hoc committee (say, 3-4 members with non-candidate machines) to identify candidate machines, whether they were included in the Show & Shine lineup or not. Then, as objectively as possible, evaluate the relative severity of the various mechanical failures, and select the Crock recipient. This could restore some objectivity to the selection process, although it would be a bit of an administrative chore. It could place a burden upon those selected to be on this ad hoc committee and could also result in the committee members being blamed individually if the recipient believes he or she was wrongly selected.

My point is that we need to find a way to move on from an award with a voting process that has come to be perceived as personally directed, hurtful and mean-spirited. That is the antithesis of what this club has been about, so it seems to me that we would be wise to take steps to make the club experience a positive and enjoyable one for all members.

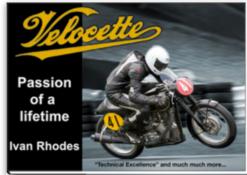
Dearest Editor,

Regarding the Crock of Shit award:

I suggest that we rename it the Hard Luck Award. Everybody can relate to having a bit of bad luck while riding on the annual rally. But few people want their machine to be called a Crock of Shit, even if the bike succumbs to many miscellaneous mechanical maladies. The trophy has a wonderful history, and there are many (in)famous names of our heroes engraved upon it from years past. Let's keep the trophy, but christen a new name.

Your pal on a 1938 MSS crock,

Pete Young



Passion of a Lifetime'

Who could deny that the Velocette marque has been just that for our President? Ivan has been busy updating 'Technical Excellence', adding new chapters covering the two-strokes and the little twins, and bringing the story up to date with historic racing and Stuart Hooper's astonishing record breaker. In addition he has included his recollections of some of the memorable characters involved with the Velocette marque

over the years.

There is a new shape - A4 landscape - which suits big format photos and wherever possible colour has been introduced making this a very attractive book to look at as well as to read. Not only is the format bigger; at around 260 pages there are about a 100 more to enjoy. It is planned to be available in the spring of next year and will be priced at around £30 plus p&p.

To help with his planning, Ivan needs to gauge the likely interest in the new volume. If you think this might possibly include you, please let me know by a short message to editor@velocetteowners.com or by text on 07774 649 644

FOR SALE: 1966 Velocette Venom, alloy tank, factory rear sets, clubman pipe, clubman bars, alloy wheels, s/s spokes, new tires, new BTH mag, (original Lucas competition mag included), books. Ready to ride.

\$10500. Bill (209) 293-2247 or bvls@volcano.net



