



FISHTAIL WEST

April May 2019 no.231

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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 and Back Covers: This bike has a 1937 KTT modified frame. Period swing arm conversion & a scrambler front end with " modern " Velo wheels. The crankcase & head are KSS but the internals are KTT I believe. I've owned this bike for about 35 years but never got to it. I finally made a fibreglass tank & seat & got it out on the track on Labour Day weekend. I managed a 2nd place in the Pre 1950 class with the VRRRA here in Canada (2nd to a beautiful 500 Rudge). Cheers , Gary McCaw

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.



John & Sue Ray Most Cordially Invite You to Celebrate

*The THIRTYSECOND Annual
Velocette Owners Club of North America's*

Spring Opener

Saturday, the 18th of May, 2019

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'Oilgance.

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 menu, payment directly to the pub.

RSVP

(707) 344-2221

e-mail: clubman@velocette.org

Directions: Google Map (will get you close) or Email Us.

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. We have limited space at our place this year, due to an ongoing remodel.

Project may be completed in time for the event, so please check with us.

2. Closest Motel: Embassy Suites 1-707-253-9540
3. Zillions of B&Bs and motels in and around Napa.



Past Spring Openers at Rancho Veloce

Above the start
2013, photo by
Dana Shatts.
Then a spirited
romp through the
golden hills of
Napa with plenty
of twists and
turns. Spring
Opener 2018,
photo by Jeff
Scott. Libations
& stories, Spring
Opener 2007, by
Gil Loe



John Sims, President's Report

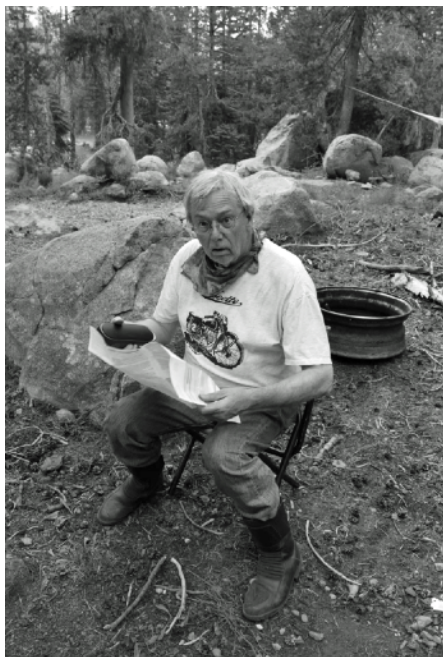
The Snowy Peak Rally is Organized and ready to go.

But I think I just had a panic attack. I just realized that summer is here and my daughter gets married in 3 months' time and a week later we have the Rally. It's going to be hectic and there is so much to do for the wedding. Buy a new suit and shoes, get my hair cut, show up and walk my daughter down the aisle. It's really good news, I'm not losing a daughter; I'm gaining a son that wants to go riding with me.

The rally still needs some help. For any non-riders we need help with the sandwiches on Tuesday and moving the luggage for riders on the loop to the coast, Grants Pass and back to Mt Shasta. We also need some help driving chase truck. Please e-mail me: Lordjohn@ix.netcom.com if you can help.

I think it should be mandatory that everyone brings a small folding stool, chair or backpacking chair so that when we get tired of kicking tires and bragging about how we were stopped by the police or given a ticket for riding with your girlfriend on the tank facing the wrong direction, we can sit down and rest our legs and have another beer and tell some more stories. The good news about the rally is that Blaise and JP have volunteered to have a party on Friday night. They have talked about a keg of beer, wine and munchies. It will be just like high school, off to a party with your biker buddies. I guess it will be one of those nights where we all ride back to the campground at night with the Miller headlamps shining the way. Or perhaps not?

I recently spent a few days in Borrego Springs with John Stanley and his wife for the AMCA winter run. I really like the old bikes built for long distance over the dirt roads. The old American bikes were built for this. A big heavy frame and big engine you could run all day and not be tired. I've always thought that floor boards on a bike



are kind of cool and I like the 4 cylinder Henderson and the Harley and Indians. The desert was really nice and it was in the 70's on the valley floor, but up in the mountains there was still snow at 3,500 feet and the rain coming in and making the roads muddy.

John brought his Mac and his Venom. The Venom was fitted with full Avon fairing, engine fairing and the Panniers. I had never seen the engine fair-



ings in this configuration before and it was nice to see a different factory model. He mentioned that he could pack enough clothes in one side to last a month and he would be riding down to the rally this year. He also said that he was sort of going through a mid-life crisis and had gone back to his hippie days, free love and all that stuff and grown an afro. I've attached a picture of John with his afro. He said it looks cool and in the winter under the helmet it acts as insulation to keep his head toasty, but in the summer it just itches. If you see him scratching this summer just stand clear, it could be something else? Better still; hose him down or throw him in the lake.

On the toy front, I've got three tanks to paint, Thruxton, KSS and Scott TT Replica, also a pair of

girder forks and numerous small pieces. So I built a \$17 paint booth out of two U-Haul boxes. It has a brushless bathroom fan at the back which will exhaust the fumes under the garage door and I'm getting a sealed florescent light. This is the cat's meooooow! Perhaps I can get some of my projects finished now.



**“Snowy Peak Rally” Mr. Shasta, CA
July 14 through July 20, 2019**

Since the group is staying in several locations I have organized some events for each evening:

- Sunday July 14 Welcoming Dinner at the Treehouse, Best Western Motel
6:30 Cocktails, 7:00 Dinner
-
- Monday July 15 Stop off for a pint on the way home – Weed Brewery
- Tuesday July 16 Sandwich Lunch at the lava Beds National Monument
Visitors Center
-
- Stop off for a pint on the way home – Weed Brewery
- Wednesday July 17 Frank Recorders Birthday Party – Holiday Inn Klamath
- Thursday July 18 Great Restaurant - Taprock Inn
- Friday July 19 Party at Blaise and JP's Place
- Saturday July 20 Shine & Show Weed Brewery 11:00 to 1:00
AGM – Mt Shasta Resort 6:00 pm Drinks, Dinner eventually

Accommodation:

MT SHASTA

Sun. Mon & Tues, July 14, 15 & 16, 2019 AND Fri & Sat July 19 & 20, 2019

Velocette Base Hotel:

Mount Shasta Resort
1000 Siskiyou Lake Boulevard
Mount Shasta, CA 96067
(800) 958-3363
(530) 926-3030

<https://www.mountshastaresort.com/contact/>

Facilities – Golf, restaurant, bar, spa & swimming and
20% of all meals in the restaurant.

Rates approx. \$175.00 per night
10% Discount if booked on line.

Overflow and alternative accommodation:

Mt Shasta Inn
Phone: (530) 926-3411

<http://shastainnmountshasta.us/>

Facilities – Free breakfast, restaurant & bar
Rates approx. \$145 per night

Camping:

Lake Siskiyou Camping Resort

Cabins and drive through sites are available.

The group campsites have already been booked.

Address: 8600, 4239 W A Barr Rd, Mt Shasta, CA 96067

Phone: (888) 926-2618

<http://www.lakesiskiyouresort.com/>

Facilities – Flat camp sites, toilets, showers.

KLAMATH

Wednesday July 17, 2019

Hotel:

Redwood Hotel and Casino (Holiday Inn Express)
171 Klamath Blvd.
Klamath, CA.
800 544 2946

Approx. cost \$124 per night.

If you call mention Velocette Rally or book on line

Campsite:

Chinook RV and Camping Resort
17465 Hwy 101 South Klamath, CA 95548
The Club will make the reservations for the camp site.
Facilities – showers and toilets. Fishing.

GRANTS PASS

Thursday July 18, 2019

Posh Hotel:

The Lodge at Riverside
955 SE 7th St, Grants Pass,
OR 97526
541 955 0600

Reservations@the lodgeatriverside.com

Free breakfast, outdoor pool,

Approx. cost \$175 per night

or

Not so posh:

Discovery Inn

748 SE 7th St, Grants Pass, OR 97526•(541) 476-7793

Book on line or call

Outdoor pool with local restaurants 2 blocks away

Approx. cost \$90.00 per night

Camping:

Group Camping - Schroeder Park
605 Schroeder Ln, Grants Pass, OR 97527

The club will reserve camp sites

Facilities – River Access, Showers, toilets, fire pits & camp benches.

On Friday July 19, 2019 we return to Mt Shasta via Happy Camp and the Klamath river
Hwy 96 via Yreka.

Velocette Owners Club of North America
Financial Statement
As of December 31, 2018

BALANCE SHEET

	<u>Dec 31 2018</u>
ASSETS	
Current Assets	
Bank of America Checking	13,422
Editor's Impress Fund	<u>1,000</u>
TOTAL ASSETS	14,422
 LIABILITIES & EQUITY	
Liabilities	
Prepaid Dues 2019-2020	<u>2,069</u>
Total Current Liabilities	2,069
Equity	
Retained Earnings	8,520
Net Income	<u>(3,833)</u>
Total Equity	<u>12,353</u>
TOTAL LIABILITIES & EQUITY	14,422

PROFIT & LOSS STATEMENT

	<u>Jan - Dec 2018</u>
Ordinary Income/Expense	
Income	
Velo Hats	25
Membership Dues	<u>7,004</u>
Total Income	7,029
Expense	
Awards-Aussie Rally	71
Filing Fees	10
Fishtail West	5,605
Internet	179
Office Supplies	247
Postage - Non FTW	37
Bank charges	42
Software	215
Web Design Services	<u>341</u>
Total Expense	6,747
 Net Ordinary Income	 282
 Baker Rally	
Rally Receipts	12,891
Rally Expense	<u>9,341</u>
Net Baker Rally	3,550
 Net Income	 <u><u>3,832</u></u>



2019 Pukekohe Classic Motorcycle Racing Festival.

Friday the 1st of Feb saw us arrive at the Pukekohe race track ready to help assemble the Velocette display tent with John Meharry. As eight people are required for this we were grateful for the extra helpers for this task.

We had a good turn out of mainly MAC 350cc bikes, so we were pleased when the Phil Price owned 1934 500cc 'Big Velo' was added to the display.

Once again we had a good turn out of Australian Velo members including their President Keith Canning, along with Alan Howlet who is the agent for the Velocette Alton Electric starters and Tim Thearle who makes modified parts for them. It was interesting to hear their opinions of its efficiency, and the pros and cons of the starters.

On the racing side, it was good to see Bill Swallow, (who is a regular visitor to NZ), again racing on Phil Price's 250cc El Dee Special while his son Chris rode Phil and Nick Thomson's 1952 350cc DOHC Works Replica along with other Velo owners Carl Stanley on his 1960 MOV, Craig Pippin on both his 1937 MAC and 1962 MOV, Errol Bird on his 1936 MAC and Neville Mickleson on his 1960 Venom and 1932 MkIV KTT. Unfortunately





things didn't go great and several people had mechanical issues over the weekend which saw them unable to complete, or compete in, all the races.

In NZ we divide our race groups up by cc (250, 350 and 500 – where Velo's are concerned) and within that there are several race classes Vintage (Pre - '31 with some restrictions, including no foot change), Pre-War (Pre '46) and then Pre '63 Clubmans (which allows for very little modification), Modified, Factory (which are ex factory road racing bikes) and finally Classic '70's (for bikes from '63-'76 with some restrictions). These bikes all race together on the track grouped by their cc except in the 250cc group you also have the Vintage and Pre-War classes.

Results for the Velocettes were:

Bill only managed to get out in the first race where he got a second on track and second in class in the 250cc Modified Class.

Chris managed to get out in the first and second races where he got a second in the 350cc Factory Racing Class each time. In the second race he was kept busy dicing with his father who was riding a 1972 Aermacchi Ala de'Ora.

Carl only managed to get out for the second race where he got fourth in the 250cc Modified Class.

Neville's KTT, Craig's MAC and Errol managed to complete all four races and came in first, second and third in the 350cc Pre War Class each time.

Neville was the only Velo in the 500cc Clubmans Class and second in class for each of the four races.

Along with the Velo's stated above the following were also busy successfully competing on other bikes: Bill on the De Lacy 1972 349cc Aermacchi Ala d'Ora, Chris on Glynn Robinson's (Sports MC) 1981 750cc Ducati T1 and Neville Wooderson's 1959 500cc BSA Gold Star, Carl on his 1952 350cc AJS 16M and Neville on his 1962 850cc Matchless sidecar (with his daughter Jo).

2019 Velocette Rally - New Zealand

Monday 4th Feb.

This year saw us on the west coast of the North Island at the seaside town of Raglan.

Unlike previous times the rally was held over three weekdays immediately after the weekend at Pukekohe. We arrived on Monday for the normal BBQ and get together.

Tuesday 5th Feb.

With a great crowd of some 30 odd riders plus followers and back up vehicles. Swelled by our Aussie members along with just 2 riders from the South Island. !!

We were off for a longer than normal run, (I recorded 165 miles), around the Waikato countryside with so many twists and turns that we lost count, which only added to the enjoyment of the ride, stopping at Nikau Cave Cafe for lunch, then on to Ngaruawahia for a fuel stop. Following along the west side of the Waikato River to stop for a cool drink at the Waingararo Pub overlooking the Hot Pools and back to Raglan.

Wednesday 6th Feb.

This was a shorter run that gave some of us older riders a bit of a break and was more suitable for the LE and Viceroy bikes. We went via the spectacular 'Bridal Falls' and coastal view then on to visit the Hamilton Classic Car Museum for lunch in their themed '50's Jukebox café, where some took advantage of the \$12.50 seniors entry fee and took a look around the museum itself.

Thursday 7th Feb.

Once again we were on our way via the back roads to see Heather Garrett for homemade muffins and morning tea and to see her historic property at Te Pahu, Piron-gia. This was one of the original kit-set houses sent out from England back in 1839 with a very interesting history, once requisitioned by the British Army during the New Zealand Wars and now on the list with Heritage New Zealand. Heather's late husband Les, was a keen gun collector and I believe self-taught engineer who used to bore and re-rifle barrels, he also had police permission to store owners guns in his ex-bank walk in strong room. Riding on to Cambridge with a stop for lunch at a converted church now called, 'The Good George Restaurant' where we recalled earlier rallies and friendships. Next, a visit Andrew Drake's home followed for yet more refreshments and to see his collection of Velocette bikes and engines, and where his two lovely dogs took pride of place before returning to our campsite.

The garden Restaurant at the Harbour Hotel in Raglan was the venue for the evening meal and prize giving.

The Veloce Cup was awarded to John and Judy Meharry for their work with the Register

The Aussie President, Keith Canning presented the Swagmans Award to Warwick Darrow.

The hard-luck prize went to Alister Moffat (for driving the back-up vehicle and not having any customers).

The furthest ridden to the Rally went to David Tofield who rode his Thruxton to the rally all the way from Dunedin.

Framed NZ Classic MC Racing Register Life Memberships were awarded to Ernie Williams and Peter Butterworth.

Thanks must go to Alastair Moffat and Peter Butterworth for manning the backup vehicles and to the riders for maintaining their bikes, as they were not required.



I feel that Neville and Cheryl Mickleson should be congratulated for organising a great rally as it was held following directly after the Pukekohe Racing where both were deeply involved, which must have put great pressure on both of them.
John and Angela Bryant





Above: New Zealand's own Cheryl and Neville Mickleson stand in front of our own Gil Loe on the right. Dana Shatts and Keith Canning from Australia on the left. photo by Colleen Canning

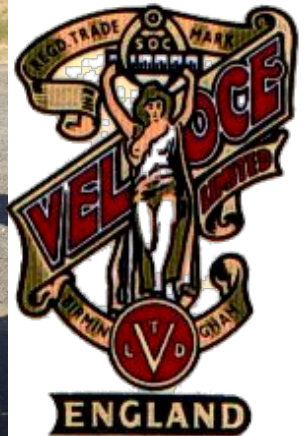
2018 VOCNA Rally or Reminders of How Fun the Rally is!

Below: Pete Young gets advice from Dan McCaffery and Buck Pilkenton





Rest stops and navigation conferences.
 Above: Scottie Sharpe, Jeff Scott, Amy Thigpen, Jeff Ward, Kim Lohstroh and Pete Young take a break.
 Left: J.P, Scottie Sharpe and Paul D'Orleans raced past the turn and had to come back to stay on the route.





Above: Last year Richard Renstrom brought decades of treasures. People dug deep as they looked for the best deals.



Below: Neville Mickleson, Atticus Young, Blaise and Pete Young find a different challenge.



Eastern News

Greetings from the East, where enough snow had melted to get out for the first ride on 14 March. (pi day doncherknow.....)

I saw Jeffry Shadetree's picture of a sad trunnion shaft and thought I would pen (keyboard?) a few thoughts about swinging arm rebuilding. I don't want to teach any grandmothers to suck eggs of course, so if you are Juan Hu Noes just turn the page. The Velocette service manual (red book) has some useful stuff starting on page 60. Ironically this is for "overseas agents who do not have access to the factory". Of course you have said book..... Illustration E in the parts list (blue book) has a helpful picture of everything coming apart.

The split bushes are by Glacier and stamped 4010. They must to be reamed to the finished size of 1.25". You will need a suitable parallel reamer which has cutting edges long enough to span both bushes (at least 9"). Such an item may need to be begged or borrowed in advance if like me you don't own one. After taking the s/arm apart, remove the worn trunnion shaft and clean all the grot, grit and grease away. Then remove one old bush using a suitable soft drift. The other bush will be your pilot when reaming the new bush. Draw a new bush into place using threaded rod and washers. Be sure the grease hole in the new bush lines up with the grease fitting....

Reaming takes a surprising amount of effort; I made up a bar about 20" long with a slot in the middle for the tang on the reamer. This lets you use both hands to push and turn evenly.

After finishing the first bush, drive out the second worn bush, pull in a new one and ream it using the first as pilot.

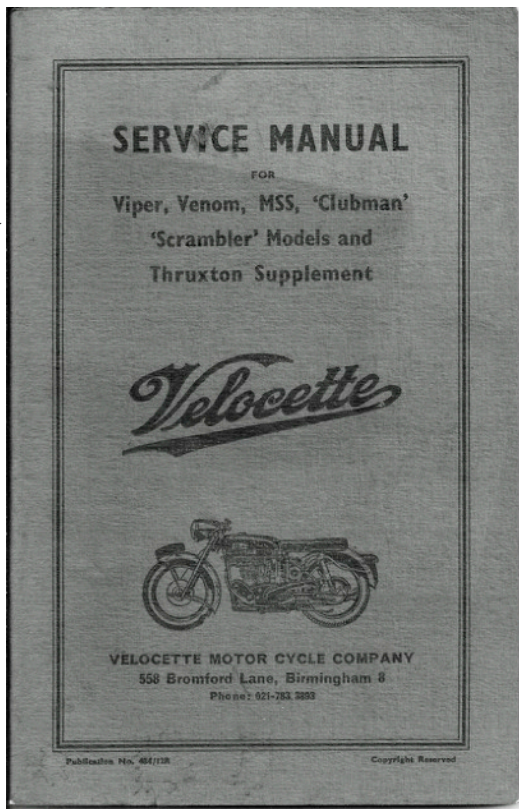
The red book gives details of re-assembling and removing side play from the torque arms. I used o-rings instead of the felt washers (p/n F301). O-rings are more robust.

The torque arm alignment procedure using the engine plate boltholes seemed a bit intrusive, so I simplified it and made two extended L brackets from meccano, hung one from each suspension unit ear and hooked them around a length of straight round bar placed in the rear wheel spindle forks.

Once you have reassembled everything and are back on the road, remember the grease gun is your friend. Regular lubrication will save repeating the above for a long time.

Ride safely,

Andrew



torque arm assemblies compressed against the trunnion lug felt washers to take up all excess end float. This tool is the Torque Tube Clamp Tool X2938. (Fig. 26.)

The trunnion shaft is finished in three diameters, the offside (right-hand) end to take the offside torque arm assembly being .002-in. larger than the centre parallel portion which bears in the trunnion shaft bushes. The nearside (left-hand) end which carries the nearside torque arm assembly is .002-in. smaller than the centre section.

Before attempting to remove the shaft from a Scrambler model see page 95

To dismantle the shaft, therefore, it must be driven out towards the right or offside, after slacking off both trunnion lug clamp bolts and expanding the lugs from the shaft with suitable wedges driven into the slots in the lugs. The lugs must be expanded to avoid scratching the shaft. Care must be taken not to over-expand them and they must be opened only enough to free the shaft.

Before attempting to drive out the trunnion shaft (for which a soft metal spigoted punch is essential) remove the two rubber trunnion shaft end plugs.

After removal of the shaft the felts and felt housings will pull off the shoulders on the frame trunnion lug.

The Trunnion Shaft Bearing.

In the event of worn bushes these must be driven out of the trunnion lug, and new ones pressed in, after which they must be accurately bored or reamed out to 1.250-in. $+0.00075$ -in.
 -0.00025 -in.

Reassembling the Trunnion Shaft and Torque Arms.

Fit the trunnion shaft felt washers and felt housings to the machined shoulders on the trunnion shaft lug on the frame—The housings fit on first, with their flat faces against the lug, and the felts in their recessed faces.

See that the felts are well soaked in oil before fitting, particularly if they are new. Alternatively, soak them for a moment or two in molten tallow.

Set out the torque arm assemblies in the correct positions for replacement, noting that the offside (right-hand) one has an annular groove turned in the bore for identification purposes, and that there is a lug for carrying the rear chain guard on the upper part of the nearside (left-hand) torque tube.

Hold the right-hand torque arm assembly against the right-hand side of the trunnion lug, and having oiled the trunnion shaft push the smaller end through the torque arm assembly and into the bearings.

As the end comes out at the left-hand side, put the left-hand torque arm assembly (with the lug wedged open slightly) into position and push the trunnion shaft into it. Wedge open the right-hand lug slightly and press the shaft through. When the shaft has been pushed through until the chamfered end just protrudes beyond the face of the lug on the right, the wedges can be removed and the clamp bolts and nuts fitted. Tighten the bolt on the right-hand side fully, but for the time being leave that on the left loose.

The torque arms must now be drawn together towards the frame to compress the felts and to take up the side play. For this the torque tube clamp tool X2938 is required (Fig. 26). Clamp the torque arms to remove all side play, but leave the shaft free to turn in the bushes.

With the torque arms held with the clamping tool fix the Alignment Tool X2939 in position and locate it on the frame lugs with the two pegs. Bring the torque arms up into line with the holes in the rear ends of the alignment tool and pass the mandrel through the tool and the fork ends. With the torque arms thus held in alignment tighten the left-hand side clamp bolt.

As an alternative, but less satisfactory method of lining up the assembly before tightening the left-hand side clamp bolt, push two well-fitting $\frac{1}{8}$ -in. bars through the two bolt holes for the rear engine plates. One hole is in the trunnion lug, and the other in the lug at the bottom of the seat tube. A third $\frac{1}{8}$ -in. diameter mandrel is then placed through the fork ends and the assembly is then raised and a sight taken across this mandrel and the upper one at the front. When the torque arms have been adjusted on the trunnion shaft until the mandrels are seen to be parallel and the clamp bolt lightly tightened, the fork should be lowered and a similar test made by sighting across the bottom mandrel. If there is any variation set the fork by moving one of the torque arms on the trunnion shaft so that a mean between the two "sights" is obtained.

When correctly aligned tighten the clamp bolt fully and recheck.

It is emphasised that this method of setting the rear wheel spindle parallel to the trunnion shaft is for use only when the proper equipment is not available, and must be considered as a less satisfactory expedient. As its accuracy depends on the fit of the bars or mandrels in the frame and fork ends respectively and on the bars being perfectly straight it is necessary to get satisfactory materials for the job, and to be most careful when "sighting" across the mandrels.

Velocette
Service

*Spares, Repairs and
Accessories for
Proper Motor-Cycles*

Ed Gilkison

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Voice mail: 781-644-7338

Web: <http://velogb.tripod.com>

**Got
Photo?**

**Any rally, ride or just good shots of you
on your velo for our redesigned website**

velocette.org

Please send to

webmaster@velocette.org

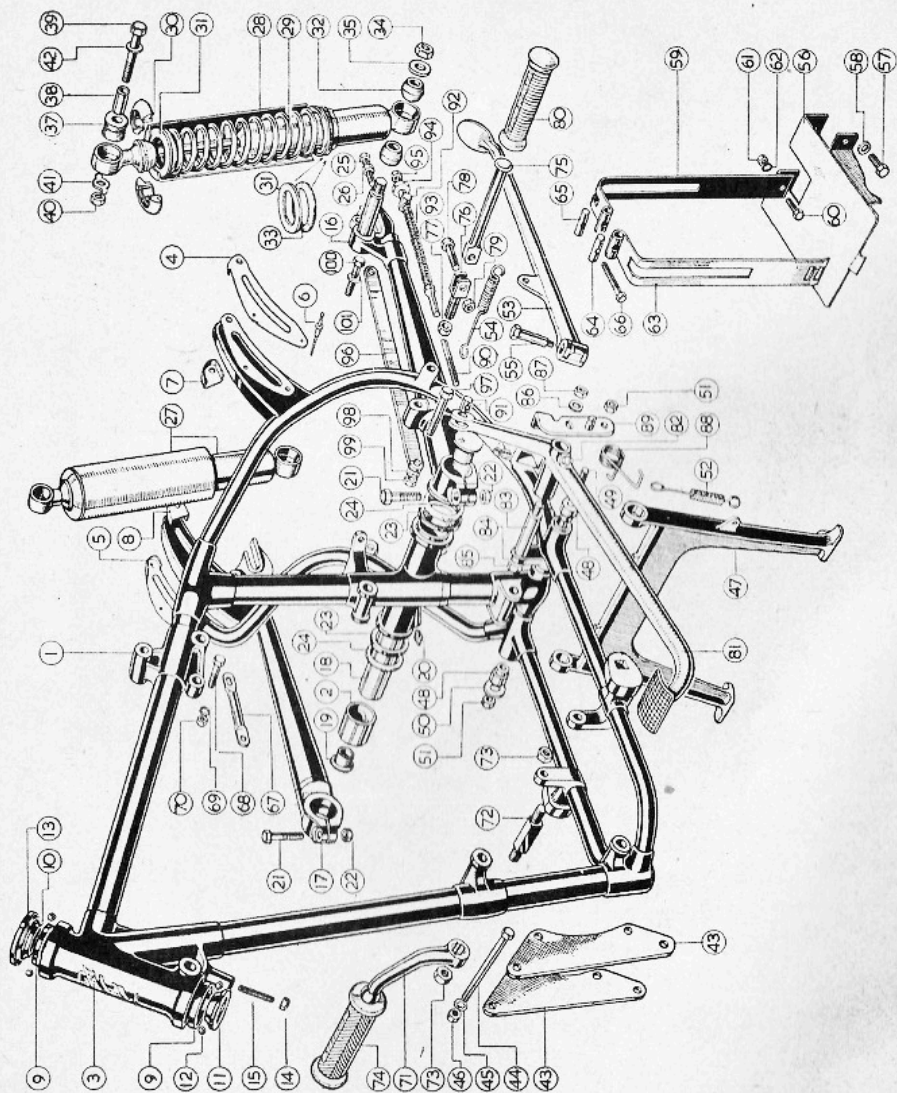
**When sending photos in jpg format
indicate rally, year and info about bike**

MOTOR CYCLING

ILLUSTRATION E

FOR PART NUMBERS AND DESCRIPTIONS OF ITEMS { 1 to 33 see page 20
34 to 66 " " 21
67 to 101 " " 22

ORDER BY PART NUMBERS—DO NOT QUOTE ILLUSTRATION REFERENCES.



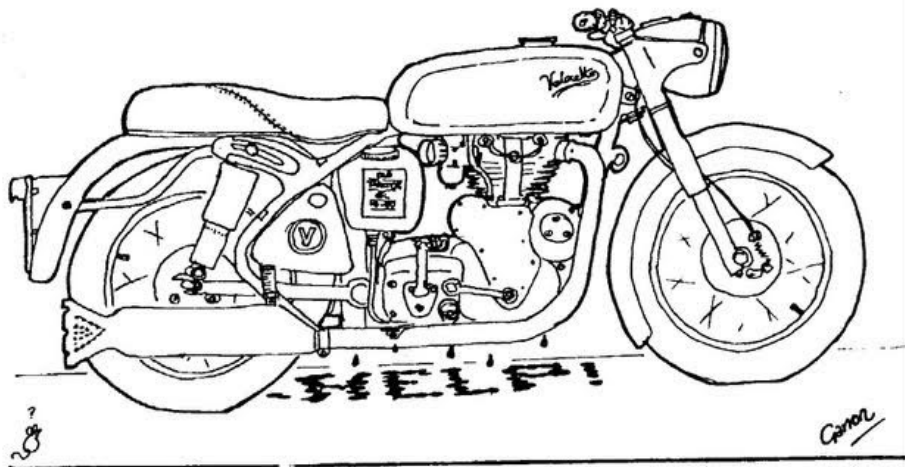


Above: Soaking Tank and Tools

Below: 21st Century American cleaning tank.



IT'S TRYING TO TELL ME SOMETHING!!



Reprinted from the FISHTAIL #170. By Geoffe Steele
Making the Engine Oiltight

Howdy folks, it's that time again. Doesn't time fly when you're having fun? After getting off my last article to Allan I wondered what I should write about next and when the press date was. Six weeks hence. Great, I thought, plenty of time to think of something. Well it's here, I've written nothing, and my brain is hurting. I am so relieved that I don't have to churn out something every week for a column in the comics.

What has been happening these past six weeks then? Well, I have had one or two letters from a number of individuals on specific matters that I hope I've sorted out. At least I've had no replies to say that "It didn't effin' work". One in particular is a prompter for an article and I'm working on it as they say, for a future – hopefully the next issue. Meanwhile you will have to suffer with a little word or two on getting a Velo engine unit oil tight - well almost anyway; without using red Hermetite!

For as long as I can remember the Velocette owner has had to put up with the jibes and ribald remarks regarding the oil slick he leaves behind. All good-natured, I hasten to add, amongst fellow motorcyclists. Why do you think the offshore oil rigs dotted around our coasts are there? They are there to suck up all the oil that has drained off the mainland from your old Velo, old chap. Recent years though have seen a vast improvement in the standard of preparation and care of machines; you've only to go the various rallies to see for yourselves. This is all it needs, care, cleanliness and a little attention to detail, and very few tools.

What is required is a container large enough to totally immerse the largest component of the engine when it's half full of paraffin; this being the timing side crankcase. I use an old enamelled kitchen sink unit that was conveniently ripped out of the kitchen staff's workshop. A stainless one would be better but the drainer might not

stand up to the weight of a whole engine without additional support, and you have enough work on already without having to do that. Try your local scrap yard, or alternatively, one of the heavier gauge five gallon steel oil drums cut in half down its length will do, but don't forget to roll the sharp edges over.

Next a soft rigid scraper made from 1/8" Perspex sheet shaped like a knife or chisel can be filed to quite a keen sharp edge for removing old sealants and gaskets, and will not score joint faces

A selection of brushes, not necessarily new ones with a variety of bristle strength - old paint brushes are particularly good as the shorter bristle makes a better scrubber. Pardon? A must is a wooden handled brass suede shoe brush for cleaning off the last vestige of gasket cement from joint faces.

Of course clean joint faces will not guarantee oil tightness if the joint is damaged or distorted. For the D.I.Y. minor rectification of a joint face, a piece of plate glass at least a 1/4" thick, and over a foot square (an old mirror will do) for lapping on.

Right, now we are ready to start, and assuming the engine and gearbox unit have been gunked or hosed down to remove the heavy deposits of oil, grit and other unpleasant things from the exterior, (unintentional) then dismantling can begin, followed by a thorough cleansing and examination of every component.

Examine every screw, nut, bolt, or other fastening device for damaged threads and head form because if there is no slot left in the screw head, or any flats on the nuts and bolts, they cannot be tightened properly and evenly on reassembly. The underside of the heads of the tappet and timing covers screws are secondary seals for instance as their tails are exposed to engine oil in places.

Examine also the holes the bolts were fitted into for stripped threads as they all have to be refitted to produce a nice oiltight joint. The clearance hole also is important as this provides the accurate location of components and covers. All defects need to be rectified by replacing damaged bolts and reclaiming stripped threads by Helicoil wire inserts.

Now for the joint face itself. After it has been scrupulously cleaned it can be checked for damage or distortion. Check for scores, and cracks and bruising at the edges where the screwdriver has been used to crack the joint - by the previous owner of course. Checking for distortion or flatness can be done a number of ways quite simply and accurately. The first method is to just lay the joint together dry without the gasket and sight it against a strong light. Not straight into the sun you loon! Any distortion will be apparent. Or try to get a 1 1/2 thou feeler gauge into the joint whilst lightly holding it together. Second method similar to above but on a flat surface (your piece of plate glass) using the 1 1/2 thou. feeler gauge. Thirdly the straight edge, (12" steel rule) and feeler gauges, you can check the cylinder head to rocker box joint with this method laying the rule across the head union jack fashion and checking each cross.

Any penetration of the feeler gauge across a joint face will obviously require some form of repair but there are limits and these are beyond the scope of this article.

A little tip here, before checking the joint on the flat surface de-burr all the holes particularly the threaded ones as the top threads tend to erupt above the surface. Use a countersink bit or a 1/2" twist drill hand held. Relieve the edge bruising mentioned earlier with a smooth flat file but keep off the joint face. Most of your engine oil leaks can be attributed to these two details alone as they hold the joint apart. A closer examination of the gasket if it comes off clean, and it normally does if it's been leaking oil at

all, will show the edge bruising as it will be cut or pressed so thin that it's nearly transparent.

To repair these minor defects in the home workshop, the joint faces are lapped on the plate glass with an abrasive compound. I would advise this job to be done in the garage as it gets a bit messy on the carpet with the dog hairs getting everywhere, not to mention the bathroom window effect it leaves on the G plan coffee table.

Place the glass level and smear on some very fine valve-grinding compound, then some machine oil (3-in-1) and a drop of paraffin. Work this mixture to a consistent light silt texture. Don't flood the glass, as you will only waste the excess, just a smear is all that is required. Put the job onto the mixture and in a figure of eight motion move it around the surface with a light even pressure applied, and also rotating the piece to get an even distribution of erosion. Remove and wipe the joint periodically to monitor progress and the job is complete when an even colour of satin grey over the whole joint is achieved. This process removes soft aluminium remarkably quickly so be warned and do not take off any more than is absolutely necessary. Quite deep scores can be tolerated as long as they do not go across the joint or extend to any edge (this includes bolt holes) and are no more than 1/10th of the joint width. Lapping of the crankcase halves is not only a difficult task but taboo as it implicates the main bearing alignment and the fit of the cylinder in the mouth of the crankcase so lay off this one and use a sealant I will refer to later. It must be emphasised and appreciated that after such a process the job has to be washed and washed and washed again to remove all traces of the grinding compound.

When all the joint faces are perfect then comes the gasket and the choice of jointing compounds. Most gaskets on the Velo are of paper or paper/cork laminate and I use Wellseal painted onto each joint face that I clean and degrease before applying thinly, so as not to block oil galleries with the exuded excess, at the timing and tappet cover, magneto flange, two piece push rod tunnel flanges and both gaskets on the gearbox end cover. The rocker cover is the really special gasket and usually the most difficult to seal. This one is reinforced with a matrix of fine wire, and only this type must be used. There are some gasket sets on the market that include a gasket without this reinforcing and they must not be used, they don't last five minutes and there's also a possibility of distorting the rocker cover. The rest of the set is OK though but you will have to buy a separate 'genuine' type. The way to tell the difference is to draw the edge of each type across a tender part. The real one draws blood so remember which is which. For this joint I use Green Hermetite again painted onto both faces, and get it together pretty quickly as this one goes hard. I meant to mention earlier to check whether the cylinder stud holes in the top of the head had been countersunk to receive O-rings and if not, do it.

The cylinder head gasket is a solid or laminated copper ring that is fitted with just a smear of grease in an annealed condition. For the younger generation and learners you do this by heating the gasket to cherry red all round then plunge it into cold clean water. Cast iron engine owners kindly disregard above paragraph.

On the base flange to crankcase I use Hylomar whether or not any compression plates are fitted and smear both sides of each plate. In this instance there is an excess of jointing compound around the joint but I leave it for a while to dry off then cut it off against the joint with a single sided razor blade. If you attempt to do it straight away

the stuff just smears everywhere and trichlorethylene or cellulose thinners are all that will shift it cleanly but then it penetrates the joint.

The crankcase joint I assemble with an expensive Japanese recipe called Suzuki jointing compound Bond No 5, anyway most dealers will have it and I think it's between £5 and £6 retail but you get plenty for your money. Apply this light grey compound avec digit to both joint faces and assemble the two crankcase halves together, with the flywheels in the middle remember, fit all the studs and also four slave bolts in the engine mounting lugs and just nip them up at this stage. I then mount the barrel (pardon) to the crankcase and with four long 3/8" BSF bolts lightly tighten to square up and guarantee a flat surface across the base flange joint. I now tighten all the bolts evenly around the crankcase including the four slave bolts because the engine is not ready to fit back into the frame yet as I haven't told you how to get the primary chain-case oil tight have I? It's got to stand in a corner until the next issue of Fishtail.

There's just one more topic on the engine and that is the oil pipes and banjo bolts. The 'genuine' seal to use is the aluminium crush washer that I smear with Hylo-mar both sides of the washer. You might have to use two of them together on the engine side of the suction pipe banjo to space out the swaged end fitting to clear the crankcase. Check all the oil pipe end fittings for looseness; not only will they drip oil but air will be drawn in on the suction pipe and consequently the oil pump cannot overcome the check valve spring pressure. If the end fittings can be turned in the pipe the plastic has hardened and must be replaced. New oil pipes can be made up using your old end fittings. If you can get hold of any, the Dowty bonded seal is the real answer for the banjo bolt, and drain plugs, but as they are slightly thicker than the ally ones check that the oil hole across the bolt is not partially blocked by the side of the banjo union itself. If that is so just elongate the hole to suit; it won't weaken it.

Continued

I have just read this through again and I have just remembered having seen aluminium cylinder head gaskets included in some sets, maybe not the same as referred to earlier but again avoid these like the plague, copper is the only material used on the Velo, if one is used.

Well readers if you do all that and succeed, it will be back to the dreary task of recording mileages and regular oil changes instead of just topping up the oil tank every run.

Dear VOCNA

No letters? Shame on you! I thought when you gave me that award, that you were beginning to like me.

I'm sure you have concerns that you would like be to addressed... or undressed. Take your pick.

Send your questions to the editor, she knows where to find me.

By the way, lubrication is one of my favorite subjects.
Kami



Plan for 2020: New Zealand!

Now that this years NZ rally at Raglan is done and dusted our organisers for next years rally have already been hard at work so I thought I would forward on the information we have so far so that you can maybe put some information in your magazine or on-line calendars. Further information will come through later in the year.
Regards Cheryl

NZ Velocette owners register proposed Taranaki social rally 2020.

Preliminary report (March 2019)

The following components have been penciled in and are subject to confirmation or alteration at a later date.

DATES:

7th to 10th February 2020.

VENUE:

Top 10 Holiday Park 29 Princess Street
Fitzroy New Plymouth.

BBQ (Friday 7th)

To be determined.

LUNCH (Saturday 8th)

Tawhiti Museum Café. (set menu)

DINNER (Saturday evening)

Beach Street Hall, Fitzroy New Plymouth,
all trimmings and Bar facilities provided.
(Spot prizes yet to be acquired)

LUNCH (Sunday 9th)

Whangamomona Hotel (Hotel menu)

RALLY SECRETARY:

LINDA HUTTON. Linda has kindly agreed to
carry out this important role.

RUN SHEETS & ROUTE MAP:

Completed for Saturday 8th.

OFFICIAL ENTRY FORM:

Format set up, subject to detail change and
registration fees.

PROPOSED PROGRAMME:

Friday 7th:

Welcome, registration and BBQ.

Saturday 8th:

Scenic route ride around Mount Egmont with
lunch stop at the Tawhiti Museum café in South
Taranaki. Then optional visit to the museum and
the traders and whalers feature. A ride on the
BUSH RAILWAY will also be available.

Saturday Evening:

Rally Dinner at the Beach Street Hall.

Sunday 9th:

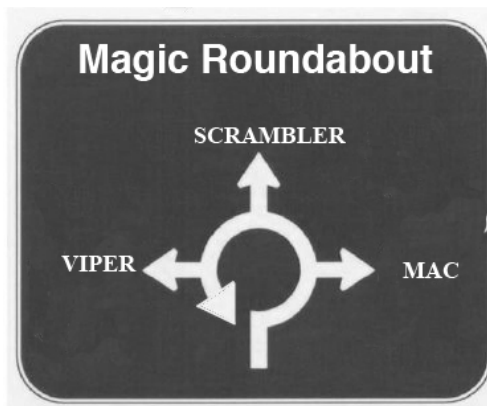
Run from the venue to Whangamomona,
lunch at the Hotel and return

Sunday evening:

Free time.

Monday:

Free day.



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 '50s and '60s, and 11 X 11 Triumph brochure for 1965.

Contact rogersr.e.65@gmail.com
R.E. Rogers

