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Velocette Owners' Club of North America

February March 2020 no.236



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Submissions for FISHTAIL WEST Due: last day of ODD numbered months. Next deadline: March 31, 2020

see Velocette.org

JOIN NOW

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

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.

Now's your chance: The above officers are elected each year. Come to the All General Meeting (AGM) on Saturday, July 11, at the end of the Rally to volunteer

Front Cover: Jeff Scott checks out Fred Mork's latest addition, a 1927 Model K. **Back Cover:** Kit and Dan on the 2013 VOCNA rally. photo by Blaise Descol-



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.



John Stanley conducts a rider's meeting in 2011, Dalles, OR. photo by Gil Loe **President's Message**

February already! Time is flying by, only 5 short months until the Rally in Maupin. If you have not made your reservations yet, there is no better time than to do it right now while there are vacancies left. Also be sure to let me know if you are camping.

The route instructions are complete for all 5 days, and are entirely new routes which I have never used before. Again all nice paved roads, many of which are through the forest.

Maupin is famous for fishing and rafting the Deschutes River, which runs adjacent to our motel and campground. Imperial River Company has their own rafting business which starts and ends at the motel. There are also many other rafting companies in town.

As mentioned before, there are 25 rooms at Imperial River, and we have a block on 23 for the full week, and the other 2 rooms for 7/5/20 through Thursday 7/9/20. We should have enough rooms and camping to accommodate the number that attended the rally this year, but if we have increased interest, it will get tight. If you know you are going to attend it would be wise to make your reservations as soon as possible. The phone number at Imperial River Company is 541-395-2404. You can also visit their web site at deschutesriver.com.

For camping I need to keep track of how many are going to camp, although final arrangements will be made at the time of registration. In order for me to have adequate space for all campers, I need to know as soon as possible, as there is little if any time to make adjustments to the space I have already reserved. **Please E-mail me at stanco@gorge.net.** Remember that the camping will be right next door to the host motel, so this may be the year to get back to nature and pitch that tent. The more

campers the lower the cost for each as the groups sites will be a flat rate. Thanks to the 6 of you who already let me know.

An easy walk down the road you will find the Oasis Resort. This is a group of 10 rustic cabins. These cabins remind me of the ones we had at Lochsa Lodge, Idaho during the 2014 rally. If you have a group of friends you want to share a cabin with, this might be a good option. Everything in Maupin fills up early. You can search Oasis Resort in Maupin on the internet. Their new phone number is 541-241-8805.

Just across the road from Imperial River Company is the River Run Lodge. Again you can check their website and call them at 541-395-2747.

When these rooms are all taken, there are rooms at the Deschutes motel, 541-395-2626. These are just on the west side of town, about 1 mile or so from Imperial River.

Again, if you are planning to camp please let me know as early as possible how many people and how many tents in your party. Thanks to the 5 of you who have already let me know.

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

Look to see the Rally Registration form in the next Issue of FTW.

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.

CAMPERS AND RV'S PLEASE LET ME KNOW BY E-MAIL AT: STAN-CO@GORGE.NET Happy Riding

John
Coming Soon 2020 VOCNA RallyJuly 5, 2020 - July 11, 2020



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: <u>clubman@velocette.org</u>

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 DRI-VEWAY AT THE BARN. UNLOAD BIKES THERE. <u>DO NOT BRING LARGE</u> RVs OR TRAILERS UP TO THE HOUSE!!

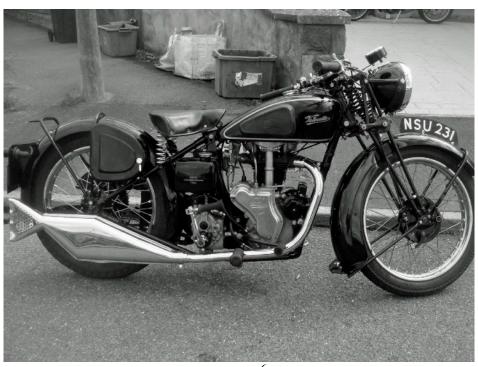
(You'll have a struggle to get them turned around!)

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.



Andrew Harris sent a couple of nice MACs for us. "Just restored by my friend Len Clutterbuck in Bristol (England). No rev counter drive but hey.....They are a 1953/54 and a 39/40 rigid."



Eastern News by Andrew Harris

Greetings from the East, not a lot of riding going on here, as I write it is January and apart from snow shoveling aerobics there is lots of time to contemplate life, the universe and the meaning of originality.

Originality – some don't care, some get quite excited about it and some almost make a living from it. Our distance in time from when our bikes were built makes it difficult to be sure about many details, I myself have doubts when someone tells me that in June 1954 the sprocket relief thrust washer was polished chrome and not nickel plate (or somesuch).

A friend of mine – now deceased – was a test rider at James and Ariel in the 1950's. He told me that the smaller companies were so short of ready cash that component availability often depended on which supplier had recently been paid and was therefore willing to supply more parts.

Thus if the stock of polished chrome washers had run out it was entirely possible that a vendor of plain steel washers might have been induced to send some over. Electrical parts were another example where Lucas, Wipac or Miller were all possibilities in the supply chain.

My own bike attracts attention from those who think the 4 ¼ gallon fuel tank is not original. A surprising number of people have insisted that it MUST be a bootscraper tank which has been filled and painted with the gold line, because the bike could not have been so equipped when new. However application of a magnet and the wearing of the paint over many years has failed to reveal any filler so....who knows what is correct?

When I lived in the UK there were always a few green Venoms around, often considered "non standard." On the other hand the story was that the bikes came from the factory that way and were green because Veloce had run out of black paint one day and used what was available....

You never really know do you?

Fortunately I am spared these exotic considerations, my bike is not a show machine and it has been a while since it was at a concours. I am always happy to show onlookers the "non-original" aspects of it before I ride off happily into the distance.



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Here's hoping for an early Spring, Ride safely, Andrew



Labour of love. First-class workmanship distinguished the homebuilt frame of the special 250 c.c. Velocette constructed by D. St. J. Beasley and ridden by R. Mead.

19 VOCA Hahndorf GC Rally Velocette Rally Trip Australia 10-22 to 11-15-19 "Look Right, Stay Left", Tales from my 25 Day First Trip Down Under OR

Dana and Gil's Amazing Trip to the Australian Velocette Rally photos & text by Dana Shatts



John Killingsworth, Gil Loe, Dana Shatts & Gary Gibson

The trip to Australia started with an invitation to Velocette Owners Club of Australia (VOCA) Rally by the Cannings before our rally at Mt. Shasta. The VOCA rallies are well attended and limited to 200 people so the decision had to be made early to join them and Gil on their rally. Being of responsible sound mind and body and the wife's encouragement, I said "Sure!" and started the process for overseas travel.

The VOCA rally dates were November 3 to 10 in Hahndorf in Adelaide Hills but we got an invitation to attend the Australian Moto GP on Phillip Island on

October 25 to 27 the week before the rally. The trip would be 25 days, but Gil and I were ready for the opportunity.

I worked with Gil's travel agent to get round trip tickets from LAX to Melbourne on Air New Zealand with return out of Brisbane. John Killingsworth, "Killa", would meet us when we arrived and get us to the Moto GP and the Rally with Canning's getting us from the rally to their home in Woombye outside of Brisbane.

The preparation list includes US passport, Australian and New Zealand visas, International driver license, VOCA membership and travel insurance for just in case. Rider gear, hot and cold, included rain gear, Frog Toggs, helmet, cycle pants, jacket, gloves and boots. "How do you pack all this stuff, Gil?" A gear bag from Cycle Gear, size of a large golf club bag, made for motorcycle gear does the trick plus a lot of extra room. We got two bags check in plus carry on, so we were ready. The question of what bike was I to ride? Do I need to rent a bike? I was assured, "We'll find you a bike to ride."

The flight to Melbourne had a layover in Auckland, NZ was fine and easier than my trips to my wife's family in Thailand being about five hours less. John picked us up, checked into a hotel near the meeting of the local Velocette Victoria chapter that night. It was in a park with grilling and beer for dinner and meeting of the locals Velocette owners. I had my first grilled lamb that melted in my mouth and we were introduced to the group being from overseas for the rally. Good group of folks.

John picked Gil and me up the next morning for the trip south to Phillip Island where his friend Robbie had a cabin. The trip to the Moto GP was a regular trip for them and scheduled luckily before the rally. We started to experience the driving on the

left side of the road, cameras checking for speeding plus the cold and rain. Gary Gibson, VOCA member and Robbie met us at the cabin and we off to the Moto GP.

We got three-day GP passes for my first Moto GP with the help of our hosts Senior cards we got a good discount. The practice and qualifying on the Phillip Island track were fascinating plus the weather with a wind up from the South Pole, only one thousand miles away! Professional motorcycle racers are incredible as we watched them from a corner area called Siberia. We wore all our layers of cloths we brought with the weather clearing for the GP final day. The GP is the main attraction for Phillip Island with the Aussie hospitality being shown like the church breakfast we had each morning. Great racing to soak up and experience.

We went to Lee Hewitt house after

Below: Lee's "shed" with a Ducati Desmo

the Moto GP for a couple of days. Lee's garage "shed" was a complete workshop with multiple bikes and three Velocettes. We both had installed Alton electric starters on a Velo with his being one of the firsts. He had finished installing Mavis's Cory starter on a Venom which he prepares for the rally. He walked me through the improvements and preparation of the Alton starter which were good lessons. He also had a Velo Thruxton build into concourse shape, but rally time demands had put a halt to the project. Having more than one Velocette seemed to be an Australian standard.



We next went to Russell and Marcia

Arnold house for a couple of days. A wonderful couple with his "shed" being having more Velocettes, other motorcycles and cars under restoration and being prepared for the rally. I was introduced to Russell's brother's 1947 Velocette ridged MAC which I was asked if I would ride for the rally. I said, "If I can start it, I'll ride it." The Velo had improved parts such as Dowdy forks with Honda 250 springs, auto advance on the magneto, a reversed coned megaphone and two seats. I was explained that a logbook was maintained on classic bikes for Australia insurance. Russel flooded the float bowl and started the MAC which sounded great. I couldn't start it at the time but with proper boots, should be fine.

John and Gary collected Gil and me to head off for the rally in Hahndorf with four Velocettes, two in the pickup or "Ute" and two on a trailer. We did not want to get



1947 Velocette MAC with rider for Rally

to the rally early, so we stopped at a Steam Engine Rally on the way with folks dedicated to preserving that mode of power. Fascinating men and machines.

We checked into the Hahndorf Resort for the VOCA Good Companion Rally. Wonderful accommodations for checking in such a large gathering where we got name tag lanyard, hat and shirt. We unloaded the bikes and checked they were running okay. I started the MAC easily when cold and practiced around the parking lot. The Cannings arrived and Gil got his Honda 500 running in good order. Keith's Venom had some water in carb from all the rain, but he removed the main jet, blew it out and it ran fine.



The riders meeting of the first day had it raining and cold. The rally sheets were very detailed with many turns, but they had Ride Marshalls who would be directing the rally at each turn, then following up after the last rider. They were fantastic as I realized how terrified I was about riding on the left side of the road. I should mention that there was a rally bus following with people who did not ride enjoying the rally

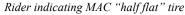


which included Jim Day, looking great.

We started off with me following Gil and the Cannings over English style back lanes and countryside with more running Velocettes than I've ever experienced, close to one hundred. Incredible! Gil cautioned me about "following blindly" while "staying left" and going around the roundabout. After a close encounter, "Look right, stay left" became the mantra I repeated while riding.

The '47 MAC was a great bike for the cold, wet roads and the Frog Toggs keep me dry and warm. After lunch and in the rain, the MAC was acting funny like slippery roads and I asked a ride marshal to look at my rear tire. He said, "Half full!" Close enough and took off with the rear end moving around. With only twenty kilometers to the rally's day end and doing about that speed per hour, Russell came up on me and waved me over. "You are all over the road and your rear tire is flat!" I got the chase truck in for the last part of the rally, thanking the large Dunlop TT100's tires for getting me through.

The other folks on the chase truck was a couple with a beautifully restored Velocette with a broken frame just below the fork triple tree. No reason for the break though other frames have broken in this manner in their club. One of the members is an NDT, non-destructive testing, engineer who works on jet turbine blades. He had devel-





oped an ultra-sonic technique for detecting cracks in Velo frames. We need to get his procedure for use on our frames.

The second day, I was a passenger in a Suzuki car driven by Peter's wife who was following the rally route. Peter had talked to Graeme Glover about me using his '65 Venom for the rest of the rally since he had another bike. I was delighted and was checked out on the bike. It was nicely set up with a manual advance on the magneto. You flood the float bowel and first kick it'd kick back. The magneto was fully retarded but the same thing happened! "Kick the bastard, don't make love to it!" Graeme said. With everything I had I got the bike started, usually third kick. Living with a Thruxton had prepared me for this moment.



I became "Venomized" by GG's Velocette with it starting, enjoying its power, keeping up, the ride and ease of handling. The rally had us on a paddle steamboat cruise on the Murry river for a day as well as a historic train ride in the Adelaide Hills and a visit to the National Automotive and Motorcycle Museum. It was good to see the Ken Blake Memorial, an Australian rider who passed away at the Isle of Man. Quite the welded sculpture.

The last ride day, Keith had decided to make it a half day with us coming back to pack the SUV and trailer for the trip from Hahndorf to their home in Woombye near Brisbane, equivalent to going from Los Angeles to Denver. We took an earlier route from the rally which Keith was familiar which turned into one of the best rides of the entire rally. Without other slower Velocettes to keep pace plus clear weather, Keith with Colleen, Gil and I had a great ride with me finally getting the hang of the Venom and Australian roads. The pub we stopped for tea was dedicated to Australian motorcycle racers always great coffee. I was spent when we came back and glad to have successfully finished the rally.



The AGM for the rally had a "German" theme which Gil and I had prepared for by bringing our genuine lederhosen from California. It was a great dinner and presentation from the club to distinguished members and Gil to their club for all their hospitality.

We thanked everyone for hosting us and thanking those who lent me their motorcycles. We got an early start next day with four of us in Keith's SUV towing the two



bikes plus our two gear bags. South Australia is much like our Midwest as we made our way across with grain fields and the occasional kangaroo or emu to try to sight in the wild. We stopped by "The Dish", the Parkes Radio Telescope used for deep space exploration and added our Apollo moon landings. An amazing structure!

Gary, Russell, Marcia and Dana

The Canning's house was great having been built by Keith over the vears and with the most impressive "shed" of all Velocette owners. His collection included Mavis and Phil's Velocettes and BMWs, both beautifully



restored to original factory set ups. There was also the Veeline Venom and a pre-war rigid Velo, all looking fine and starting with just a few sandaled kicks.

Keith took us to a master motorcycle restorer, Neil Genter and frame builder to

PATER SERVICE OF THE PATER SER

see his shop and KTT and NSU projects. Quite the craftsman!

Gil and I had to wrap up our visit with the returning flight date approaching. Colleen helped us get our cloths clean and Keith got us to the flight on time for the long journey home. It was an amazing trip with Gil and I being able to show our best and get the wonderful Australian member hospitality. I look forward to hosting out Australian fiends when they come to visit us and attend our

VOCNA rally. Dana Shatts VMT 838C



Above: Dana started the rally on Russell Arnold's 1947 MAC photos by Gil Loe Below: Gil, "Killa" and Dana on the way to Hahndorf





2019 VOCA Hahndorf Good Companion Rally photos by Gil Loe



Right: Larry Luce with Ella, Bruce Farren with Remeny and Gil decorate under the watchful eye of a couple of handsome dogs.

Southern California 2019 Christmas Party photos by Gil Loe

Middle: Mavis Shafer, Remeny Farren

and Zuma Ross Quite a turn out!

Bottom: Tom, Zuma, Dick, Dana, Larry,

Bruce and Bill









Above: another view of the 1927 Model K shown on the front cover **Below:** Niel Macdonald, John Ray, Frank Recoder, Frank Brennan attempt to solve the mysteries of Don Danmeier's Ariel on the Napa New Year's Eve Eve ride.



18



Above: Jeff Scott and John Sims with a Melo Endurance and the Napa hillside in the background Napa New Year's Eve Eve Ride

by Lanora Cox

John and Sue Ray invited the local Velocette enthusiasts to come out for a ride at the end of December 2019. The tradition began as a New Year's Eve eve ride, but the calendar gave us a few extra days this year as the last Saturday of the month fell on the 28th. Most importantly the weather was perfect, clear and crisp with no rain in site. If you layered up correctly, the temperature was mild.

John Ray, John Sims, Frank Brennan, Frank Recoder, Jeff Scott, Lanora Cox and Don Danmeier gathered at the big red barn at Rancho Veloce in order to do a short loop ride past Lake Hennessey to Pope Valley and back around through Angwin. Everyone was on a Velocette except for Ray who was BMW mounted and Danmeier who chose to ride an Ariel. And which bike came back in the chase truck? Why the Ariel.

While riding on the twisty road around the reservoir, the Ariel stopped. We all

pulled over ready to troubleshoot, but the bike started again and we were on our way. At a nice wide turnout on the road before Pope Valley the bike once again decided that was enough. This time the troubleshooting involved everyone. After everything else was ruled out, the cause was theorized to be fuel related. The fix was not something anyone was willing to do on the side of the road. The bike was loaded up. Thanks to Neil Macdonald for being the chase truck driver extraordinaire!

The rest of us rushed past Pope

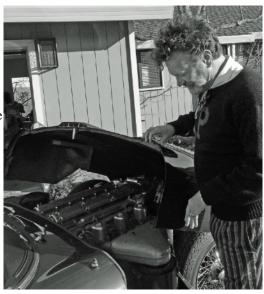
Frank Brennan deserved an award for best toolkit.



Valley and stopped briefly in Angwin for gas before returning to Rancho Veloce. Brennan turned towards home and the nearest cup of coffee.

Back at Rancho Veloce, a generous potluck and more good friends greeted us. George and Saachi Shoblo surprised us with their presence along with Jim and Alice Romain. Paul D'Orleans showed off another form of British engineering, a (borrowed) Jaguar. Feast, friends, and these machines. It doesn't get much better than that.

Meanwhile, I'd been sensing something evolving in my bike that didn't feel quite right. Was I losing first gear? Yes. But it was more complicated that that. The symptoms were erratic. The bike had been difficult to



start too. But of course that's usually chalked up to operator error.

By the time we left to ride home (in the dark!), I had intermittent neutral and even slipperier first gear. Yes, I split lanes and made an effort to catch every light in green go mode. But the MAC was making some strange noises that included a metal on metal grating noise that couldn't be good.

The next day Jeff found the mainshaft bearing had disappeared. Most went into the cap. Only a small part went into the gear box. Unfortunately the gearbox was waggling around loose enough to make gaps between the teeth. Back on the bench for the MAC.





Marsha & Stuart ride on the dirt on the 2016 Slow Ride around Australia. by John Jennings
Velocette Front Forks
by Stuart Hooper

Like most things Velocette their front forks are somewhat idiosyncratic and can be frustrating to work on if you try and take shortcuts (a bit like the clutch), but if you follow the factory manual and have a couple of special tools and ensure the mudguard stays are on before you try and fit the wheel, it all falls into place. If your damper units do not have a screwdriver slot cut in the bottom you may need a tube with a peg in it to hold the damper assembly from the top, especially if the bottom nut is tight on the thread, a long 1/4 BSF bolt screwed in the drain hole can be used as a grub screw to get things apart (Norm's hint, works well). Lastly of course one must have a tool to drive in the top bush and seal. Never heat the soldered legs.

After my trip around Australia I overhauled the two way damped front forks and retubed the bottom legs and fitted new chrome stanchions. The bike was almost unrideable...... recently Keith Canning bought an MSS with single way damping and the front forks went almost solid after a couple of inches movement..... Why??? Upon further investigation the culprit in both cases was found to be the replacement stanchions. The original Velocette stanchions were made of 6/10SWG butted tube, approx 1 1/4" OD and approx .870" ID until just below the bottom triple clamp where it tapers out to approx .985" ID.......The replacement stanchions however have a parallel bore over their entire length of approx .880" ID. Now the bush housing at the top of the damper tube has an external diameter of approx .875" so the approx .005" annular clearance was severely restricting the oil flow on bump movement. It being impractical to bore the stanchions the only solution was to turn down the bush carrier at the top of



Above: Gil & Stuart ready to ride 1450 miles from Queensland to Tasmania in 2013. photo by Gil Loe

Below: Yes, this is Stuart Hooper of the World's Fastest Velocette! photo 2016



the damper tube from .875" to .835" (do not over do this and run into the circlip groove) thus allowing a reasonable passage of oil flow, still vastly less than original. Also check that the damper assembly slides fully into the bottom of the stanchion without jamming, some replacement stanchions are a bit small here and need to be bored to clear the damper tube, a few thou clearance is all that's needed, do not overdo this as the forks will bottom out with a clang on big bumps. I find it best to slide the stanchion right to the bottom and rotate it constantly as the bottom nut is tightened, this ensures that your Velo will not arrive at the carpark during a rally on it knees with the forks jammed down after bottoming out on big pothole.

At this point some further investigation of the damping system was deemed worthwhile. Firstly two bottom legs were mounted vertical, one with single way damping and one with two way damping and respectively filled with the specified 71cc and 120cc of oil. The oil level was measured down from the top of the fork seal, approx 190mm (71cc single way) and 155mm (120cc two way). The stanchions were then fitted in their normal ride position (approx 160 to 180 mm from top of fork seal to bottom of bush). One can see that in the single way fork, the stanchion contacts the oil after about an inch of travel, on the parallel bore stanchions the sudden restriction of oil when it encounters the .005" clearance caused the abrupt stiffness experienced in Keith's MSS. In the case of the two way damped fork, the parallel bore stanchion is already in contact with the oil creating an extremely stiff fork right from the start.

Next the damping characteristics of the damper tubes themselves were compared by removing the stanchions and simply pulling the rods up and down. The two way unit works consistently and predictably with minimal noise or aeration, with moderate bump and stronger rebound characteristics (rebound damping is by far the most important and as a rule of thumb should be 2 or 3 times stronger than bump). The single way unit gurgled, spat, aerated and had negligible rebound damping until the oil level was raised above the top bleed hole and not completely satisfactory until above the damper tube! This is not surprising as in the single unit without a bottom ball valve there is no reason for the oil to pass upwards through the shuttle, it is far easier to push it back out the bottom and suck air through the open top 3/32" bleed hole, and heavier oil just aggravates the problem! Now this raises an interesting question, the two way unit has more oil than the single way unit which is in fact the one that needs the extra oil. I think this is a case where Velo got it wrong (bear in mind that tele forks and hydraulic damping were in their infancy then, and Velocette forks were better than many of their competitors). Next I fitted the replacement stanchions in one leg and the original in the other and compared the force required for bump and rebound, without the damper rod attached to the top nut, even with the turned down .835" damper there was still considerable force needed until the oil viscosity was reduced.

Conclusions from my testing.... With original forks the two way damping is quite good with 20W oil and the single damping poor, however if one fills a single way fork with 130cc of engine oil, the level will be about 145 mm down from the seal (only slightly higher than the two way level) once the stanchion is fitted and has displaced some oil upwards the level will be still below the seal. Now at least you will have some degree of damping rather than a pogo stick.

Replacement parallel bore stanchions..... If you have two way damping it is not possible to get satisfactory suspension without reducing the diameter of the top bush holder and oil viscosity. This does affect the overall damping but reasonable results will still be achieved. If your forks are single way damped, the top bush holder still needs to be reduced in diameter and the oil volume increased to 130cc, in this case one can benefit from marginally thicker oil than the two way.



Left: Stuart
Hooper with a
new engine for
the worlds fastest
velo. photo by
Gil Loe 2017

Winner of the JUNIOR TT



1926-8-9

Below: another view of Hooper and his workshop. photo by Olav Hassel 2018



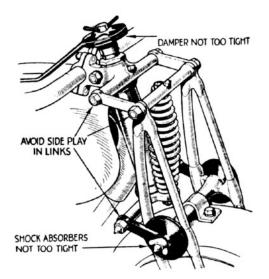
Some additional tips, firstly check all diameters and fit of bushes and stanchions before trying to assemble anything. Early top bushes have an oil drain groove of dubious value fitted to the rear, plain bushes work fine. As well as using 130cc oil, if you solder a thin patch over the 3/32" top bleed hole and re drill it to 1/16" you will considerably improve the characteristics of the single way unit. Some Velo stanchions have an approx 1/8" breather hole about an inch from the top, this works wonders for leaks, but can let water in and in certain cases vent oily froth out and needs a bit more care when filling. The top bush that the (smooth, not rusty) damper rod slides in should be a close fit as wear here has a significant effect on the rebound damping. The shuttle should be a nice sliding fit on the brass crucifix guide and really be made of Phenolic or Acetal not steel and the bottom washer of Bronze, these ensure that the bore of the damper tube is never subject to damage.... Sealing the bottom nut is best tackled with an annealed copper washer fitted internally and the two way units benefit with an addi tional O-ring, washer, sealant and nyloc nut somewhat similar to the cylinder head nuts. The stanchions should be checked for trueness by rotating in a pair of Vee blocks and a dial guage, even with a simple wooden jig, a wire pointer, a little care and a workshop press one can generally get them straight within .005". High mileage stanchions can also have a slight ovality where the top bush has been rubbing and should be rotated or discarded dependant on wear. If the top bush is too tight in the leg when next dismantling the forks the bottom bush can pop the circlip pulling off the bottom bush, making more work to remove it. I deepen the circlip groove slightly and machine a slight reverse taper on the bottom bush to force the circlip back into its groove. When fitting the top seal try and ensure that it is flush with the top of the fork rather than down a couple of millimetres on the bush creating a trap for water which will result in future trouble. If the standard front springs are found to ride a little low for heavily loaded two up touring, the one inch longer scrambler springs have the same rate and can be substituted. I treat the springs with a durable coating from my coating specialist to reduce wear on the stanchions, they also can benefit from spraying with lubricant or coating with grease to further reduce rust and abrasion. I have not tried it but the anti friction coatings on modern pistons could probably be applied successfully to help extend the life of factory stanchions. Minor corrosion pitting on the stanchions can be quite successfully rectified by spot blasting and filling with JB weld. The gaiters if fitted should have a 2 or 3mm drain hole at the bottom rear. I find it best to very slightly squeeze, do not distort, the top spring collet so it grips the stanchion firmly and start with it down from the top of the stanchion about 2 inches more than the distance between the triple clamps (9" not 7.187" as in the manual), this enables the top nut to be engaged and lightly tightened. Then use a ratchet tie down strap from the handlebars or bottom triple clamp through the axle hole to pull the assembly into place tapping the bottom clamp with a plastic mallet. The bottom split collet on the axle can have two extra half depth slots cut in it at 120 degrees so it clamps the axle more efficiently. Before tightening the axle pinch bolt and triple clamp bolts remember to first ride up and down the driveway or bump against a post or wall to settle everything properly. Dedicated fork oils or hydraulic oils with anti frothing characteristics are advisable and be aware that SAE and ISO ratings can be confusing in the lower viscosity's. And lastly.....please remember to change the oil regularly.

I have only glossed over the damping as the internal flow of the oil is quite complex due to the differential volumes above and below the shuttle and large displacement variations caused by the relative movement of the leg to the stanchion. The bottom washer diameter and bleed holes can all be varied slightly as well as the oil viscosity to alter the ride characteristics. Both single and two way dampers can be made to work quite well indeed (even in the replacement stanchions). It might be worth

pointing out that dampers affect the ride far more than springs. Except when going coilbound, the force into the chassis from the spring can never exceed the rate x deflection whereas the forces from the damper are velocity sensitive and as such can actually be higher than those from the springs themselves. Efficient damping is one of the biggest differences between old and modern suspensions.

Now these parallel bore stanchions have been around for quite a while, and some owners may say what the devil am I talking about, as their Velo's replacement forks work just fine. Well the short answer is that they don't, at least nowhere near as good as original or as good as they can. Most likely, the rider has simply adjusted to them, or the bike was that way when bought, and it has just been accepted as normal for a Velo.

Never forget, you cannot brake, steer or corner the bike when the wheel is not in contact with the ground.



Points to observe in connection with the front forks.

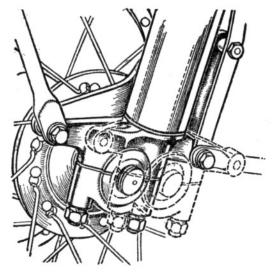
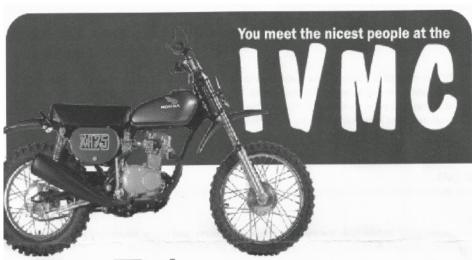


Fig. 112. With the Panther-Dowty "Oleomatic" front fork the bottom members could be turned through 180 degrees to provide either solo or sidecar steering. On other makes alternative bottom members are available



th annual Idaho Vintage Motorcycle Club

Rally and Show Caldwell, ID March 21-22

Saturday Sunday Rally Open to Everyone Show and Swap Meet O'Connor Field House Informal gathering at Mallard Park 1:00 2207 Blaine St. 10th Ave. and Orchard Admission \$5.00 Children under 12 - free Ride from park to Snake River 3:00 and return. Approx. 30 miles Set up for exhibitors only 8:30 - 11:30 Show and Swap Meet opens 12:00 5:30 Dinner at Mr. V's Restaurant 4:00 Awards presentation - Show close 407 N. 10th Ave.

www.idahovintagemotorcycleclub.org

VOCNA Rallies

Right: 1983 Submarine Rally

by Andrew Harris

Middle: List of the VOCNA rallies. How many have you

attended?

Bottom: 2012 group shot with the club banner. photo from

editor's collection

editor's note: You never know who or what will show up at

these events.



1983: Mission, BC	2002: Stevenson, WA
1984: Cambria, CA	2003: Kamloops, BC
1985: Port Townsend, WA	2004: Three Rivers, CA
1986: Inverness, CA	2005: Yosemite, CA
1987: Pendleton, OR	2006: Crater Lake, OR
1988: Nevada City, CA	2007: Hot Springs, MT
1989: Ashland, OR	2008: Benbow, CA
1990: Hopland, CA	2009: Kamloops, BC
1991: Fort Worden, WA	2010: Torrey, UT
1992: Bend, OR	2011: Dalles, OR
1993: Georgetown, MT	2012: Flagstaff, AZ
1994: Redway, CA	2013: Volcano, CA
1995: Polson, MT	2014: Salmon, ID
1996: Ashland, OR	2015: Diamond Lake, OR
1997: Sisters, OR	2016: Cambria, CA
1998: Dardanelle, CA	2017: Kirkwood, CA
1999: Clayton, ID	2018: Baker-Day OR
2000: Redway, CA	2019: Snowy Peak Rally, Shasta, OR
2001: Crawford, CO	



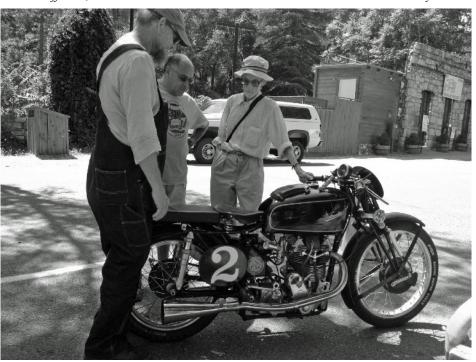
MODEL K £65





Above: Paul Adams with Eddie Arnold, Ontario Motor Speedway 1975

Below: Jeff Scott, Frank Recoder and Sam Jowett with Eddie Arnold's bike VOCNA rally 2013



Dear Kami

What is your opinion on modification? Should a vintage bike be kept as original as possible? When I watch Antique Roadshow sometimes they criticize a beautifully refinished piece of furniture and say the work done on it lowered the value. I Invest

Dear I I

To Modify or not, that is the question. Whether 'tis nobler on the body to suffer a ride a dusty oily bike or to shine and show a perfectly shiny ex-

queen dilemma.



ample is quite the question. At the heart it is another version of the rider versus beauty

These bikes that we love are both works of art and tools for getting down the road. They are investments and they are vehicles of transport. And they are something more. People who can relate know they transport you in ways that four wheeled cars cannot. They connect you to the road and to the environment and to motion in a way that many describe as spiritual experience.

So, it's easy to think of these bikes as something more alive than say a cabinet or chest of drawers. You can see where I'm going with this. When the TV antique appraisers state that a modification lowered the value of an object, they are prioritizing history as the important value... or they could be criticizing the more recent workmanship.

If you are one of the few people that have an uncrated from the factory Velocette, (you know who you are) then you have an example that has incredible historic value and even that machine though is subject to the winds of time.

Just look in the mirror. Whether you tattoo your body or dye your hair or indulge in breast enlargements or reductions, or even just celebrated another birthday, you - we are all going through modifications. The general rule is trying to hide wrinkles only draws attention to them.

It's all about evolving. Evolve comes from the Latin evolvere, which means to unroll, which is something to ponder as you roll down the road. For some that means to open the throttle wider, risk harder, lean more.

If you can ride, but are not able to kick start your bike, install an electric start. Modify fuel lines and carburetor components. Put good tires on the bike and go!

Beauty is in the eye of the beholder. If you've discovered a "barn find," simply clean it and do the minimal to get it to start. Then decide what you want to do. If you want your bike to look "original," invest time and money in the highest quality work you can afford. A general rule of thumb is that instead of trying to hide flaws, enhance your attributes. Otherwise feel free to do what you want to your bike to express your inner artist, just know that the work of a critic is easy.

Kami



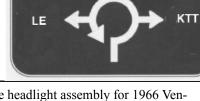
FOR SALE: Hi. I will have to sell the 1958 Velocette due to health reasons. I should send a picture without the enthusiastic mechanic. It is in Ft. Lauderdale Fl. It would be good to offer it to a Velo. enthusiast

The Venom has had quite a bit of work done at Wes Scott Cycles Fort Lauderdale, our Fort Lauderdale British Bike expert.

The picture is of Wes after a Velo Ride. Runs great as you can see. New concentric premium carb, clutch, Akront Rims with SS spokes. Front brake is vented.\$13,500. Can be seen at Wes Scott's.



mikewarde@yahoo.com 954-830-6314 Thanks Mike



Magic Roundabout

Venom

WANTED: Complete headlight assembly for 1966 Venom. Neal Conover (918) 333-3844. Leave message.



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