

Here we go into print finally and catch up on everything that has happened in the last 10 months before we head off to America for their next rally. You will be getting this newsletter by snail mail as well to remind you to register your interest in next year's rally. I hope that you enjoy the bumper read and wish to thank everyone who sent something in for publication and the rest of you for your patience. Maybe it is time for a more reliable editor?

The **NZ Velocette website** ([www.velocette.org.nz](http://www.velocette.org.nz)) is looking great, thanks to Keith Ballagh, with different tabs for history - articles, links to various websites, photographs, news, back-copies of the newsletter, rally info and technical hints. It is now a lot easier for Keith to be able to upload your articles and photographs and we want to keep the site fresh and current so feel free to email him at [keith@ballagh.co.nz](mailto:keith@ballagh.co.nz) with any content you'd like to see on our site.

Many of you will also be aware of the various Velocette Facebook groups which have emerged over the last year or so starting to take over from the old forums. Have a look facebook has the added bonus of people uploading photos and videos as well as comments.

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## **NZ VELO RALLY 2018 – CROMWELL FEBRUARY 16-18**

### **Expressions of interest required by August 31 2017!**



Well the plans have been made. David Tofield, (pictured here with his Venom at the Collingwood Rally) from Dunedin, has offered to run next year's rally but he would love some help please so any South Islanders willing to lend a hand please let me know. I will be doing the entries etc (unless someone down there put their hands up).

The Burt Munro Week (based in Invercargill) has now been moved (away from its annual windy and wet November date) to February 8-11, 2018 so it was thought why not tie our rally onto the end of the Burt Munro Festival and that way people who have to travel long distances will have the opportunity to indulge in lots of motorcycles and history. If you go to Invercargill I can recommend that you visit Neville Hayes' Hammer Hardware shop (free), the Richardson Truck

and Bike (ex Nelson) Museums, the main Invercargill Museum (also free - if only to see the tuatara's up close) and walk around the attached park and gardens; even if you are not technically minded (me), or particularly bike minded you will enjoy yourself. That said accommodation in Invercargill around this time will be at a premium so if you are considering being there it would pay to think seriously about booking your accommodation very soon.

With the NZCMRR Pukekohe Classic Festival on February 2-4 February 2018 will be a busy month in NZ.

The Velo rally will be based at the Cromwell Top 10 Holiday Park, within walking distance of the pictured Historic Precinct and the Victoria Arms Hotel, venue for our Saturday Prizegiving dinner. The intention is to have a welcome BBQ on the Friday night, and on the Saturday hold the rally itself which will use back roads where available and head south to Arrowtown for morning tea, then up the Crown range north around Wanaka to the Aerodrome where we will have lunch and then back to Cromwell.



**Future information regarding the rally will only be sent out to those who lodge and expression of interest. So think about it now, we need to know numbers by the end of August for costs. Contact Cheryl on 07 8493568 or [micklesonn@gmail.com](mailto:micklesonn@gmail.com)**

Here are just some of the things we've all been doing since our last newsletter

### **NZ Velocette Rally 2017 – Miranda Springs February, Thursday 23 - Sunday 26**

From pieces written by John Bryant and Warwick Darrow photos from John,

Carryl Sanson & Colleen Canning

The 2017 New Zealand Velocette Rally was organised by Warwick Darrow, Paul Muir and Keith Ballagh, and was held over the three days from Thursday 25th February at The Miranda Hot Springs Holiday Camp on the Firth of Thames.



The Rally was well attended with 60 participants with 32 Velo's (along with other bikes) and once again we had a strong contingent from Australia (12), many of whom now come back annually and use their own NZ stored touring BMW's, along with a couple from the UK.

The weather was kind to us for the whole rally, a nice surprise as we did not have a good summer this year.

Friday saw us have a ride to Kopu and from there people were free to head off for a couple of hours to explore this early gold mining area.

Many chose to head into Thames. before we met back up and headed back for a soak in the hot pools and our Welcome BBQ.

Saturday saw the formal rally, with us riding from Miranda, (on the East Coast), to Karioitahi Beach on the West Coast, with some spectacular scenery on the way. Rather ironically we encountered a Police/ACC biker's check point at Clevedon where they were handing out goodies, including hi-viz 'watch out for bikes' vests, which many put on. We stopped for lunch at Brookby where we looked over Chris North's quite vast collection of bikes and cars, including many mainly unrestored Velocettes and Brough Superiors. Seeing the 30 Velo's lined up under the trees, Chris said he didn't believe he'd ever seen so many in one place before. Besides being a very skilled engineer, and generally an all marque enthusiast he does have a special passion for Velos, a KTP is one of his current projects.



Back on the bikes we followed the country roads to arrive at Waiuku, a small town with the oldest operating public house in New Zealand. Here unfortunately Tim and Lyn O' Brien (from Hamilton, Australia) riding their newly purchased BMW and wearing their hi-viz vests, were knocked off their bike while riding down the main road into the township. The car driver was completely at fault and appeared to have been just too impatient to join the main road into town, pulling out from the road on the right and hitting the front right of their bike sending both riders to the ground. *'We are so vulnerable to impatient drivers'*. Lyn received scratches and bruising but made it back to the rally venue, whilst Tim got an ambulance trip, a stay at Middlemore Hospital and an operation on his compound fractured clavicle. It is just lucky it wasn't worse! Their bike isn't too damaged, Lyn

hired a car and after several days of Tim recuperating in hospital, while they didn't manage to do the trip they had intended, they did manage to continue their trip. We all hope Tim recovers well. Thanks also to the Velo members,



public, ambulance staff and the back-up crew who were either with Tim and Lyn at the time or arrived on the scene for helping out. The Register has made a \$75 donation to St John's.

Carrying on the rally, we rode to the top of a hill to see the panoramic view of the Tasman Sea with surf pounding the black sandy Karioitahi Beach, it was an awesome sight, and made the ride really special. On the way back to Miranda we visited a monument, situated on the site of a hilltop redoubt overlooking the Waikato river at Tuakau, built to remember soldiers killed during the Maori wars before we followed the river south to Mercer and headed cross country again back to Miranda. That night (after another dip in the hot pools for those lucky enough to get back early) we attended an excellent meal at the Kaiawa Pub for the awards presentation, with Warwick Darrow as the M/C, and with prizes donated by Castrol.

And the 2017 awards went to:

The Velocette cup was awarded to Roy Harvey who brought his beautifully restored 1912 and 1920, ex Pete Butterworth's) Velo's to the Rally and even gave us a demo.

Oldest rider: Jack Mickleson on his MkII KSS

Hard luck prize: John Grinter 1955 MSS

Best non-Velo: Alice Leney 1952 Vincent Rapide

Mechanical Excellence: Ted Rippey Viceroy

Small 2 strokes: Ted Rippey and John Meharry Viceroy's –

Wonderful to see two of these rare bikes together

Show and shine: Roy Harvey 1913 Veloce and 1920 D2

Furtherest to the rally: Gerald Philbrick, Devon UK

Longest ride to the rally: Jack Horton Venom (Taihape),

Nick Mansell '47 Mac (Hastings) and

Pete Johnson Thruxton replica (Napier)



### Miranda 2017

*Friends gather again as the Velos swarm  
The weather is kind and the days quite warm  
A perfect location beside the steaming pools  
To enjoy these old bikes, we can't all be fools*

*The first ride to Thames, we heard about a pump  
That years ago drew water from a very deep sump  
This trek was a try out, to sort out the bikes  
Then back for a barby, some drinks and the likes*

*Our big ride on Saturday, found an interesting shed  
So full of bikes and cars and no room to be said  
We've done what was asked and ridden coast to coast  
Now the Velos can rest and the riders can boast*

**Keith Canning**  
**25 Feb 2017**

Keith Canning then read his now much anticipated poem about the rally to everyone's amusement and received spontaneous applause, gave a speech where he rightly stated that 'we all belong to the worldwide Velo family', and presented the Australians Swagman award (for a worthy NZ member) to Ted Rippey. I bet that when Velocette closed in 1971 they never thought that these wonderful bikes would still be celebrated nearly 50 years on, it definitely says something for the people who made them.

In all, (apart from Tim and Lynn's accident) it was an excellent rally and thanks again to all those who helped make the rally a success. A special thanks to Trisha, from Warwick, for your work and guidance.



Friday at Kopu

## Australian VOC Good Companions Rally October 2016 – Traralgon, Victoria

When you plan to cap a rally at 150 people and know that you will have a waiting list of another 30 or so you really have some logistical hoops to go through and the Australians manage it amazingly well, year after year. This year the rally was held on Doug Farr's back doorstep in Traralgon, with Doug and his sons doing a lot of the groundwork route wise while Tim and Lyn O'Brien and Lee & Kay Hewitt did the rest of the organising which included having GG (Graeme Glover) as our MC. The rally was based around the Traralgon Century Inn and with a Big 4 Holiday Camp and Caravan park both within 500m of the complex it worked very well. Each morning we gathered in the Inn's car-park for riders briefing and dinner was held each night in their dining room where we were given a short briefing on what to expect the next day.

This year we had an even bigger Kiwi presence: Angela & John Bryant, Clive Butler, Peter & Linda Hutton, Warrick Orr, Ted & Christine Rippey, Carryl Sanson Pat Steer, Joe & Kileen Warmerdam, Ernie Williams and ourselves Cheryl & Neville Mickleson. Our thanks go to all the Australians who helped us out, providing loan bikes, transport etc. It is always appreciated and we look forward to reciprocating your kindness when you venture over here.

This rally was unusual in that as well as having written instructions the organisers decided to have pink vested marshals on every corner. When we arrived early for riders briefing on the first morning the carpark was a veritable sea of Velo's only for a good portion to disappear on Marshal duty before the briefing started. By day two a 'Who's your favourite marshal' competition had started and dress codes and antics just got more and more bizarre and hilarious as the week progressed –



while the rally participants were laughing I hate to think how many double takes shocked motorists had, especially when the Velo naked lady appeared on one very chilly damp corner towards the end of the rally. This marshal dependence does have its drawbacks though; you start to ignore your instructions because there is always a marshal showing you where you need to go. One day, after lunch, a group of us turned right as instructed and there was supposed to be another marshal just down the road (but he'd nipped into the shop to get an icecream) so we all sailed past going off course and by the time we realised it was easier to head home.

The routes had been carefully planned so that each day we got to see something different with a morning tea, lunch and even the occasional afternoon tea stop. The only problem with this that when you go to write up the post-event article you have so many wonderful photos that it is hard to decide just what to include. Day 1 saw us at the base of an historic Noojee Rail trestle bridge (now part of a rail trail). Most took the time to head up and see the view from the top of the bridge 20m high, 100m long before continuing to lunch beside Blue Rock Dam (134 miles).



Day 2 saw us head to Licola Wilderness Village for lunch; owned by the Lions there is a camp, chapel, camp managers house and a general store. After lunch we headed to Lake Glenmaggie Weir which was build originally to service the sugerbeet plantations but later became vital for farm irrigation. (144 miles).

Day 3 and it was off to the idyllic historic gold mine settlement of Walhalla where we spent several hours looking around, visiting the various shops, going on a tour through an old gold mine, taking a ride on the train and enjoying the BBQ lunch.

This now peaceful village survives on tourism, with only a few permanent residents, and would be the place to go for that quiet romantic, get-a-way or celebration. With its own new Victorian pub, lodge, camp site and various B & B's there is something for everyone. It is almost impossible to imagine that at its prime, in the late 1800's, there were over 3500 people crammed into this small valley with its small river running through the middle. After a fire in 1888 it was decided to build a fire station that bridged the river. It was completed in 1901 and still sits there today as the museum, though any sign of civilisation on the other side has long gone. We were eventually rounded up and headed out for a very scenic ride back home (69 miles).





Day 4 and we were heading to GG's home town, the port of Sale, after touring past the various power stations and pausing at the huge Loy Yang Mine lookout, an inconceivably large hole (200m deep by 3km x 2km) in the ground from which they convey over 570 tonnes of brown coal a week to the Loy Yang Power station. There was major debate going on about the impending closure in May 2017 of yet another of the local power stations, Hazelhurst. Then it was onto Sale to view the Historic Swing Bridge. We had been lucky enough in the past to see the bridge in action and this was scheduled by the rally organisers however vandals had been at work recently so instead we pushed all the Velos onto the bridge for a photo opportunity for ourselves and the local paper before we headed to the Gippsland Vehicle Collection at the Maffra Motor Museum for a look around and lunch. A group of local collectors (like your regional VCC Club) lend something from their collection to the display for four months and then they return back to their owners and are replaced with new items. This is very well thought out, the display constantly changes and at \$10 an adult a lot of people will come back each time to see what is new. (148miles)



Day 5 saw us head off again past Hazelwood's steaming cooling pond lake – used as a water sports venue, and the wind farms to Port Albert (where they do the best fish and chips) before we went on to Yarram Football Club where all the bikes were lined up in a row. From here it was only a short ride to the Tarra Valley Picnic Area for a short bush walk and afternoon tea before we climbed up and over the ridges and back to home (154 miles).

Day 6 The final day is only a short 66 mile run. 20 miles and we were at Old Gipps town, Moe, a recreated heritage village with over 40 buildings where we were served an amazing morning tea and had the opportunity to wander around and stage some photo's with the bikes. From here it was only a 10 minute ride to our lunch stop at the Trafalgar Holden Museum. The name says it all, in a rather unassuming, from the outside, row of painted old commercial buildings resides everything Holden. From here it was the final 40 miles back to camp and to get ready for the final prize giving dinner, with a Hoe down theme.



During the rally Norm Trigg presented Dennis Quinlan with his well deserved life membership.

Keith Canning wrote the following about Dennis in their December Fishtail Down Under: "let me refresh our memories on his record. Dennis purchased his first Velo in 1962 and it was a 1958 MSS and sidecar. At the time Dennis lived next door to Jim Day who truly influenced Dennis's interest in Velos. Jim was 6 years older than Dennis. Since then Dennis has never stopped riding Velos. He along with Jim joined the UK Velo Club in 1967 and still is a member. In fact he holds a position as an Overseas Vice President. Dennis bought his Thruxton new in 1967 and raced it in the 1971 Castrol 6 Hour Race. The bike crashed out in the 4<sup>th</sup> hour while being ridden by Dennis' co-rider Dennis Fry. In 1974 Dennis and his wife Judy rode to the UK on a BMW and lived there for two years. During this time he attended Velo Club events and got to formally know many members. When the now famous Pukekohe Classic races started in New Zealand in February, 1980, Dennis took his Mk8 to the very first race. He returned each year to support this racing spectacular with his Velo. Dennis went to his first USA Velo Rally in 1986 and he attended many more. He also purchased a Velo over there which he kept in the States to use on such rallies. He became our editor of Fishtail Down Under in 2001. Dennis took over from John Jennings and has progressively turned the magazine into what we are privileged to have today. Dennis has also found time to play major roles in running rallies in NSW including the Centenary in 2005. As well he continues to be very active in the NSW Centre meetings, events and management. Just recently Dennis was invited by the UK club to be part of a VOC Experts Forum. He along with other experts which included Ivan Rhodes, Geoff Dodkin, Dennis Frost, Ken Gardner and Jim Reynolds. This was indeed an honour".

During the rally Dennis had the misfortune to have the top down tube, of the RS frame, on his KSS special completely break during one of the rally runs, luckily he realised something was amiss and pulled over in time.



This year Norm Trigg returned to rallying after having several years off while he looked after his late wife, Dot. Everyone was glad to see him back and the constant smile on his face said that he enjoyed being back too. Norm won the Keith Howard Award "who rode their Velocette in the spirit of the Manufacturer's intentions.

Thanks for another great rally, our entry forms for this year's rally in Warwick, not too far from Keith and Colleen Canning's place, have been filled out and the money paid for another week of enjoyment in October along with I believe a few more Kiwi's.

A word of warning, if you ever intend to head to an Australian rally you must be a member of the Australian club and have to ensure you get in early with your \$50 AUD Expression of Interest (normally in March) to ensure that you will be in

with a chance. Most of us now leave our \$50 EOI with next year's organising committee before we leave the last rally. The 2018 Good Companions Rally will be at Lennox Head (about 190kms south of Brisbane from Sunday October 7- Sunday October 14. We'll have our fingers crossed for better weather than the last attempt at Lennox Head - nicknamed the submarine rally.

### **VCC Auckland MC Rally 2016 – Friday 18 – Sunday 20 November**

The 2016 annual VCC Auckland MC rally started from our own Paul and Robyn Muir's lovely place on Kaiaua Rd, Mangatangi. After winning the 2015 Rally, which earned them the honour of setting the 2016 route, they figured they may as well use their own back yard!

The front lawn looked pretty spectacular with over 40 bikes parked up while everyone mingled in the garage for a cuppa and briefing before we all headed out. Unfortunately the day was fairly bleak with ominous rain banks threatening to spoil the fun, but people just donned their wet-weather gear and headed off. If the weather had co-operated we would have had some magnificent views from the many ridgelines and hills we covered as we weaved our way on the back roads to the lunch stop at Mangateparu. The



distance to lunch was perfect, backsides were just starting to feel it and most of us managed to beat the rain so everyone took a welcome break ate a marvellous lunch and waited for the rain to ease. From here we ventured back towards Hamilton and visited the Norton family farm and spent some time admiring their vast collection of vintage stationery motors before heading back to Paul and Robyn's for afternoon tea having completed the 118 miles.



Unfortunately John and Angela Bryant didn't make the rally in the end so that left the pre-entered Velo contingent of Alistair Moffat on his '54 MAC, Warwick Darrow on his '55 Viper and Neville and I on our Thruxton along with.....

**this year's winner Tony Vaughan** who took out a very deserved first place on his '59 Mk3 LE – Velo wins yet again! His well presented and maintained bike never missed a beat while constantly utilising all of its 8 horsepower. Congratulations Tony and thanks a lot Paul, Robyn and the rest of the organising team for another great ride. My apologies Vaughan, unfortunately the photo I took of you had two heads, thanks to the lack of light from the impending rain, or I would have used it here – you must have been going too fast! .

### **VCC National bi-annual MC Rally 2017 – Friday 17 – Sunday 19 & Monday 20 – Friday 23, February**



The weather was fairly foul before the rally so some planned events had to be either moved or abandoned. Only a couple of Velo's were hardy enough to take part. Brad Govan rode his Clubman from Christchurch and had intended to come onto our rally but severe mechanical issues at the end of the National after rally tour saw him gratefully accepting a lift back to Christchurch with another motorcyclist, complete with trailer room for his bike. We Velo fellows are lucky sometimes.

All the best with the repairs Brad and hopefully we will see you at Cromwell.

### **VCC Waikato Mooloo MC Rally April 2017**

There were sixty odd entries for this year's rally but unfortunately things didn't start off too great for the Velo camp. While Pete Butterworth no longer rides, he still comes down to our place each year and drives the rally in his van. Neville had just arrived home from work when we heard (Pommie) Pete Johnson approaching on his Thruxton. I commented that something didn't sound quite right and after Pete B and Neville went out and had a listen Pommie Pete, much to his angst, was convinced to also do the rally in Pete B's van (see the last paragraph for more).

Amongst the Velo's that did make the start of the rally were: John and Angela Bryant, Michael Wigg, Warwick & Trisha Darrow, Paul Muir, Jack Mickleson, Kevin Mickleson and Ted and Christine Rippey, so we had a fairly good number and Velo's featured well in the results too. Warrick and Trisha took 3<sup>rd</sup> place in the Post War Class and we cleaned up in the Invitation (non VCC) class with Ted and Chrissie in 1<sup>st</sup>, Jack in 2<sup>nd</sup> and Kevin in 3<sup>rd</sup> places.

The route this year took us up Sanatorium hill almost to Te Miro and down Waterworks Rd. Doing this, now fully sealed, section in one stretch was a new and very enjoyable experience. The 200m of new gravel roadworks which we had to turn onto and cross later was far thicker than we had imagined – some riders would have been squirming and I think Pommie Pete at that stage would have been thankful to be in the van. From here we proceeded though Matamata and out onto Old Te Aroha Road, hugging the ranges toward Te Aroha. Due to the heavy rain we had been constantly having right up to the event everything was either very lush and green, muddy or underwater. We passed paddocks along Old Te Aroha road where you could just see a ring in the immense lake which denoted the very top of a trough. Here we caught up with John and Angela and when Neville saw something bounce we went back to try and unsuccessfully find what proved to be their oil tank cap. Luckily it was only another 10 minutes until we pulled into the Te Aroha Domain, parked our bikes up on the old tennis court and found John and Angela. Gladwrap was duly secured as a temporary oil cap and we proceeded to lunch in the old bowling green pavilion (recently taken over by the scouts), with many choosing to eat outside and enjoy the sun. Upon leaving Te Aroha for the homeward leg we once again saw the effects of all the rain; the local pony club was completely underwater with only the very tops of white painted fences sticking out of the muddy water. All in all a very enjoyable day, thanks go to Peter Spiller, Mark McLennan and the rest of the team.

Post rally it was decided to pull Pommie Pete's motor to bits to decide just how serious the problem was and if Pete could feasibly ride the bike back to Napier, as he wanted to do. Inspection found that the big end was well on its way out so riding home wasn't an option. Pete stayed on for a couple of days before I put him on the bus back to Napier while Neville made a new big end outer and replaced the rollers. The following weekend Pete returned with his van, they put most of the motor back together and then loaded the bike in for Pete to complete in Napier. It was lucky it wasn't worse.

### **VCC Northland MC Rally May 2017 - Velocette wins again!**

The Velo contingent attending included: John and Angela Bryant (Venom) and John Grinter (1955 MSS) along with Warwick and Trisha Darrow (1953 Mac) and the weekend started with the Friday evening dinner at the local RSA enjoyed by all.

On Saturday morning forty-nine entrants faced the time keeper for the start of the Northland Rally which was held under showery skies and gusty wind conditions. This year the rally was divided into two sections with the lunch stop being held back at the starting point, the headquarters of the VCC Club at Manu. Held over some lovely country roads the ride was most enjoyable, a feature being the number of rural families who came out to their farm gates to watch. The overall distance travelled was just in excess of 110 miles.

On Saturday night the formal dinner and prize-giving was held at the Kamo Club and ... Warwick and Trisha not only won the Post War section of the rally but also took got First Overall in the Rally.

**Congratulations to us! That means that Velo's are currently holding both the Auckland VCC and Northland VCC rally titles.**

The Rally was once again very well organised by the Northland VCC Club, kudos to the organising committee and volunteers, and we thoroughly recommend that you come and join us next year for this excellent rally.



### **NZCMRR Manfeild 'TT' Spring Classic, November 2016 – Friday 18 – Sunday 20 November**

The Classic Register decided to improve on this end of year meeting and include a trophy event, bringing out trophies that had been in storage along with a few newly donated ones. The trophies were originally used for the old TT races at Pukekohe or were donated by Hugh Anderson, Ginger Molloy and Paul Dobbs' family. Each race group raced for a scratch and a 'hidden handicap' trophy on the Saturday with prize-giving held on the Sunday morning at riders briefing.

Unfortunately 2016 wasn't a great year for our race Velo's with many breaking and needing time in the workshop so by this last meeting of the season we only had 4 Velo's competing in two Race Groups. In the Pre-War and 250cc (running together) we had Chris Swallow on the 250cc Eldee, who took first place in the three races he completed



along with winning the Scratch trophy, while Neville Mickleson and Bill Biber were on their KTT's in the Pre-war class. Neville took out two first places in class but was beaten into second in class for the two races in which Bill competed. Chris also competed successfully on the Mk VIII KTT in the 350 Factory class managing to win the class in each of the three races he completed. Unfortunately Phil Price had issues with his bike (pictured) so it didn't manage to complete a race.

In 2017 the club intends to also hold a North/South challenge competition with CAMS competitors from the South Island being paired with NZCMRR members, so it should be even more exciting and hopefully one of our Velo team will be picked to be in the mix.

### **NZCMRR Pukekohe Classic Festival – Red Eye Rooster Run and Velo Display: 4-5 February 2017**

John Meharry, Warrick & Trisha Darrow and John and Angela Bryant all arrived on the Friday and set up the Club tent which they then manned throughout the weekend meeting and greeting people, selling clothing and taking care of bikes and gear. I frequently get told, in my role as Race Secretary at the event, that our Club tent and display is used as a model for other clubs to hopefully aspire to, so congratulations and thanks to everyone involved.

This year's theme was a celebration of the Marlborough Series from the 70's with both riders and bikes on display and being paraded at lunch time, or in a couple of cases raced, along with a Historic Race Bike Display, bringing bikes (some long retired) back out for viewing.

I ran out of time to put together a decent newsletter in time for Pukekohe so I decided to just produce a small Pukekohe Velocette racing focused 3 page newsletter which was emailed out or available at the Velo display tent outlining what race Velos could be seen, who was riding and where in the pits they were likely to be. I had people coming up to me at race control carrying the newssheet and asking where they could find the bikes, so I believe it worked well. *I have reproduced some of it below in italics for those who have not seen it* and added the results.

Who did we have riding over the weekend and how did they do? They did pretty damn well!

*Bill Swallow #2 over from the UK yet again to see Chris and family. Bill will be riding Phil's 1946 250cc Eldee, once again, in the 250cc Modified class along with a 1972 349cc Aermacchi Ala De Ora in the 350cc Classic 70's Class. The Swallows come from an extended family of Velo racers. Bill's dad was a dealer so of course Bill and his brothers all started out on Velo's. Bill started racing his squish head Thruxton in the late 1960's and he modified this bike extensively over the years racing it with success until sponsored rides on various other bikes saw him retire the bike in 1988. Since then Bill has competed around the UK on various sponsored bikes including being a regular competitor at the Ulster Grand Prix and IOM.*

Bill took out the first two races on the Eldee. In the first race he was also first on the track by some 7 seconds over Terry Prangnell on his Benelli (running in the Classic 70's class) while the second race saw some excellent dicing between Bill and Terry eventually seeing Bill pipped at the post for line honours. Bill took second place on the Eldee and first on the Aermacchi in the cumulative points and won the Stan Carwardine Trophy for best performance by a Veteran rider.

*Bill Biber #4 from Martinborough and now wed to Iona (congratulations from us all) is riding Phil's 1946 350cc MkVIII KTT in the Pre-war class which is on track with the 250cc bikes. Bill has forty five years of vast and varied racing, including national 125 champion, national BEARs champion, 1983 outright winner of the Castrol Six Hour, and numerous NZCMRR championship winners. Not to mention numerous enduro veteran wins.*

Bill came first in class in all four races and won both the Len Perry Trophy and cumulative points.





*Chris Swallow #32 from Wellington will have a busy weekend. He is not only on Phil's 1949 MkVIII KTT in the 350cc Factory Class but he will also be out in the first race on the very fast 1956 BSA Gold Star in the 500cc Modified Class and later in the day on a 1981 583cc Ducati TT2 in the Pre '82 Junior Races.*

Chris had a very successful weekend, gaining from first to third placings in each of the races he finished. He got 3 second places in class on the Velo and the dicing that went on in the 350 race between the top three place getters, Neville Bull (on his Factory Norton), Bill Swallow (on a Aermacchi Ala D'Oro in the Classic 70's class) and Chris had the audience on their feet at times. In their first race Chris crossed the line in 3<sup>rd</sup> place behind his Dad, but in the next race it was all on, Chris just managing to pip his Dad on the line and take second place. The third race saw Chris cross in third place, some 14 seconds behind the winner and unfortunately Chris didn't manage to make it to the start line on the MkVIII for the last race.

Chris' highlight of the weekend would probably have been coming first on the track, on the BSA, in front of Cam Donald (Aus) until in the last race he had mechanical issues and did not manage to finish.

Chris also took home a lot of the silverware and accolades at Prizegiving

The Brooklands Trophy, BSA Trophy and cumulative Points for Pre '63 Modified (BSA)

The Velo Fellows Trophy and second in cumulative points in the Pre '63 Factory (Velo)

Along with the Megaphone Trophy for the most points in the 2016 season

*Jack Mickleson #93 from Cambridge. Now the eldest competitor on the track Jack has raced with the Classic Register almost from its beginning. This time round he is back on his 1939 Mac in the Pre-war class and on his 250cc Jawa in the Regularity Class.*

Jack managed to finish two races before the Velo developed mechanical issues.

*Craig Pippen #117 from the Bay of Islands has 40 years of racing experience around NZ and will be riding his 1962 MOV in the 250 Modified Class and his 1937 MAC in the Regularity Class.*

There were many comments about Craig's lovely MOV which he decided to use in the Regularity Parade where he came third. Lots of people were asking me where to find him so that they could look at his bikes.

*Phil Price #197 from Christchurch. Renowned kinetic sculptor and owner of the Velo stable Phil will be riding his 1933 Mk IV KTT in the Pre-war class alongside the Bills'.*

Unfortunately Phil's MKIV KTT had mechanical issues before racing even began so Neville Mickleson's #95 MK IV KTT, which was already on site was offered and pulled from the historic race machine display so Phil could still a ride for the meeting Phil got third in the cumulative points.

*Martin McClintock #417 from Taupo. Martin has carried on the family tradition with Velo's and is back out on his 1937 Mac in the Pre-War Class and in the first race on his 1956 BSA Gold Star in the 500cc Clubman Class.*

Martin completed the first three races on the Velo., unfortunately the Gold Star didn't make the track

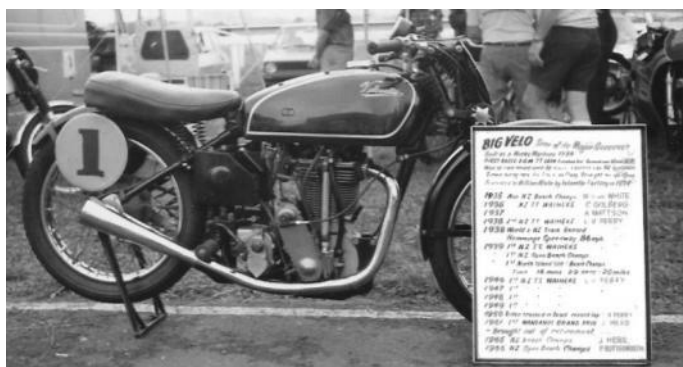
*Errol Bird #446 from Ashhurst will be riding his 1936 Mac in the Pre-War Class.*

Errol completed all four points rounds

*And returning to the track in NZ is*

*Pat Clancy #373 fresh from the UK. Pat will be on Phil's 1934 MT5001 Big Velo*

*(see overpage for Phil's story about how he met Pat and how Pat influenced his fascination with Velo's).*



MT 5001 is New Zealand's most successful racing motorcycle and the first works 500cc racer from the Velocette factory. In its year of manufacture it came second at the IOM TT and first at the Ulster in the hands of Walter Rusk. The bike came to NZ in 1935 with Bill White and won no less than 16 NZ national titles mostly in the hands of Len Perry. The only genuine surviving 'dog kennel' works 500 in the world it briefly went back to the UK and the reliable hands of Ivan Rhodes before Phil was able to return it home to NZ.

Pat rode the Big Velo successfully in the Regularity Parade and came second in the Coleman Cup.

*Along with the riders we also have some other Velo's racebikes on display by the Control Tower.*

*Neville Mickleson's #95, ex Pete Butterworth, 1932 Mk IV KTT – Unfortunately Neville came off a F1 sidecar at Wanganui, on Boxing Day, and broke a bone in his wrist so instead of racing you will see him sporting a black cast and helping out around the start finish line.*

*Dick Ball's 1938 MOV Raced extensively by Morrie Lowe, including winning the first race on the grass in Whakatane in 1949. Dick is our white bearded start/finish flagman.*

*Roy Harvey will be bringing along his MK VIII KTT, built up from parts from Rod Coleman, along with the Norvil which was raced successfully by Bill Biber and Dallas Rankin.*

The weekend went without too many hitches. We had good weather and with probably twice as many spectators as last year it is getting back to the event it used to be. Several race classes, including the combined Vintage, Pre-war and 250's class (in which most of our Velo guys were racing) were actually oversubscribed before the event. Luckily for the officials' mechanical issues, either prior to the event or in practice and race 1, saw the number of bikes on the track fall safely below the 40 bikes allowed. Next year's Festival February 3-4, is going to be celebrating the life of Geoff Perry (Len's son) and period Superbikes. There will be displays in the pits, parades and an interview with Dale Perry each lunch time so we look forward to seeing even more of you there next year.

### **Phil Price reflects on Pat Clancy**

*I first met a young Pat Clancy in Nelson in the early 1980's, he lived there for ten years between 1974 and 1984. I had developed an interest in Classic bikes and met Pat when he turned up at the first ever Nelson classic bike club outing on his straight piped rigid Mac, I on a 175 Jawa. A friendship was struck and when I first clapped eyes on his immaculate Thruxton, the seed of a lifelong enthusiasm for the Velocette marque was established in me and is something we no doubt will share for the remainder of life.*

*Some may remember Pat's bikes as being shiny beyond belief as well as running without fault. I recall at the tender age of 16 having managed to scrap enough funds to buy a Daytona triumph in bits, putting it together and being pretty chuffed with its performance. We ventured to a meeting at Hawksbury in Marlborough. Pat was two up on his Thruxton. The animated trip home seemed like the time to show our cards, needless to say the Thruxton disappeared into the distance!*

*Pat also introduced me to Classic racing and won the Hugh Anderson 350 Clubman Cup at the 1983 Pukekohe classic on the aforementioned Mac.*

*Upon return to the UK Pat took up hill-climbing as a sport on the very same machine and built up a Venom hill-climber as well. He was 5 times classic hill climb champion with many of his records still standing. In some events he was fastest in the entire capacity field on his always immaculately turned out Velo's.*

*Rekindling this friendship after 30 years has been a great pleasure and caused me to reflect on many of the values shared by Velo owners across the globe, gentlemen engineers of good humour in pursuit of excellence.*

*Pat left me as a young Art student enough parts for a project Mac which I and others have raced and ridden many times, the humble Mac remains a special machine which I will no doubt return to in dotage.*

*At the 2017 Pukekohe it is a great pleasure to have Pat join us again with demonstrations on the Big Velo, all special stuff.*

### **NZCMRR Hampton Summer Classic: March 2017**

This year the Hampton meeting was a bit later. This is the only one day meeting the NZCMRR run during the year – purely because of the cost of hiring Hampton. As such while only 3 rounds of racing were undertaken the points were then multiplied by 1 1/3 so that they compared with the usual 4 round event.

We only had two Velo competitors here, both in the Pre-War Class, they were in fact the only competitors in this class but they both managed to have some good dices with other competitors from the different classes.

Neville Mickleson #95 on his MkIV KTT. This was his first meeting since getting his caste off and he took out 1<sup>st</sup> in class each time and in Race 3 had a great race against Noel Howe on his Classic 70's 250cc Ducati.

Craig Phippen #117. Craig had sorted the gremlins out on his 1937 MAC so took 2nds each time and after much dicing managed to pip James McIntosh on his 500cc Pre-war Norton on the line in the first race.

### **NZCMRR Taupo Autumn Classic: April 2017**

It seems strange to head to a race track as the only Mickleson. Neville was away racing in the US and Jack was awaiting a back operation. It was to be a fairly miserable weekend weather wise; dim, cold and generally damp. At one stage we even had to close the track (an early lunch) as a downpour arrived which flooded part of the track and for the last non-points rounds race groups were combined as a lot of competitors had already called it quits.

Errol Bird #446 on his Pre-War Mac was the only Velo to take to the track, and in fact the only Pre-War 350 so he scored the full 80 points on offer and means that he currently holds 1<sup>st</sup> place in the 2017 350cc Pre-War championship.



### **Team Mork. Velo Racing in the USA – April 2017** by Neville Mickleson.

Back in June 2016 while Cheryl and I were at the North West American Velocette Owners Club annual rally in Cambria, California, I was asked by Fred Mork if I would be interested in coming back over in 2017 to help develop and race a couple of bikes for him. Fred has a large collection (approx. 85 bikes) of mainly competition machines in a private museum on his ranch in Briones, San Francisco and sponsors various riders at AHRMA (American Historic Racing Motorcycle Association) meetings all over the US including Daytona and Barbour. Fred was one of the original trustees who set up AHRMA and until only recently was still on the board of trustees and as such is well respected among the US Classic Racing fraternity. He was a professional rider back in the 60's and at 71 he still rides well. He came out to NZ a few years ago to our Classic Festival and rode a Norton kindly loaned to him by Ken McIntosh and gave a talk on the Saturday evening about how AHRMA came about and the various classes they support.

I had been friends with him on Facebook, mainly through our mutual interest in Velocettes, CZ's and Jawa's and he knew that I raced a pre-war Velocette KTT back here in NZ. He asked me to ride a 1938 Velo OHC MkII KSS based racer that he had built out of what was previously a grass track bike he had acquired from the UK along with a newly constructed Jawton, very similar to my own Briggo Jawa. Cheryl and I spent the last night of our 2016 trip as guests of Fred and Gretchen and he kindly dropped us off at the airport for our flight home. When the time came I organised race insurance (bloody expensive but essential for racing in the States) and Fred joined me up for AHRMA membership and entered me for two events, the first a three-day meeting at Willow Springs just north-east



of Los Angeles and the second four days later at Sonoma just north of San Francisco.

Fred picked me up at the airport on Tuesday 18<sup>th</sup> of April and then it was back to his place to spend a day in his well-equipped workshop to set the bikes up to my liking. Fred has his own dyno, which was very handy. We then loaded both bikes along with Fred's 1939 Long Stroke 500 Manx, Aermacchi 350 CRTT (which Jim Neuenburg was riding for Fred) and chief cook/pit crew Jeff Scott's '46 Velocette GTP, which was to be our pit bike and drew people like bees to honey. Fred has a 24ft covered trailer which can fit 10 bikes and tows it with the ubiquitous big Yankee Dodge Ram truck with a cab-over type caravan on the back which would be our accommodation. We started on the road south at 6am for the 6 1/2hr drive to Willow Springs which is an older circuit set up against a hill in a desert at 3500ft above sea level. A sign at the gate states "Welcome to the Fastest Road in the West" and it was blowing a howling gale when we arrived.

We woke Friday morning to a still day (wind can be a real problem here), signed on and put the bikes and gear through tech inspection, bought race fuel and got ready for practice. First

impression of the track confirmed what Andrew Stroud had told me...it was bloody fast! Turn one, a 95 degree left hand corner lead to a very fast right hander (absolutely tapped in 3<sup>rd</sup> on both bikes and cranked well over and definitely my favourite corner) climbing and about 190 degree bend, short straight and into "The Omega". This section of track is shaped like the omega symbol and starts with turn three, a steep up-hill left then a right over the top and down to turn five, a sharp left and onto turn six which is a right over a blind crest (front wheel nearly off the ground) and down to a slight left which could be straight-lined. Turn eight is tapped in top and incorporates a tricky right turn nine which tightens onto the start/finish straight. This last corner was difficult to determine a turn in point and was easy to run off track if got wrong, but essential for a fast run onto the straight and took the longest to get right. I learn tracks fast and in the first and second sessions I managed to set fastest lap times on both bikes for their classes (Pre-40 and Classic 60's). Fred is stoked but concerned that I'm going to jack both wheels off the ground as I've seriously flattened the pipe on the Velo and grazed the Jawton's pipe as well. This would turn out to be my limiting factor and I set about moving clamps to give a little more clearance but can't gain much.

First race is on the Velo and unfortunately I hadn't got to see the flag drop protocol and am absolutely last away at the race start. To explain; they show number boards in the start tower which is on the wall between the race track and pit lane. A 5 means the track is now open, entry to track for a warm up lap, 4 still open, 3 pit lane closed and



you have to go through a gap in the pit wall and line up on your grid (no warm up lap), 2 is shown whilst grid forming, 1 is race about to start and then they turn the 1 to horizontal and between 1 and 4 seconds later they wave the flag. The problem was that the flag is waved horizontally and bloody hard to see 80 metres away from my grid position which is in wave two of the four separate classes in the one race on track. Anyway, I get my head down getting by a couple and pass Fred on his Manx around the outside in turn two, get up behind Art Farley on his 750 Harley and steal his line into turn three. I chase Ralph Wessal hard on his 750 Indian (current number one plate holder for the pre-40 class) and draft him down the start straight, pull out to pass but go backwards and have to tuck in behind him again. He's good on brakes too so I can't make a pass at turn one. Right on his hammer up through two and chuck it up the inside of him at three and make the pass stick and pull a slight lead but he just out horse-powers me on the back straight into eight. Lap three is exactly the same as lap two and we're laughing inside our helmets. Same stuff on the last lap and Ralph leads me over the finish by about half a second with Art about 4 seconds behind with Fred behind him. Fred really is stoked now! I go over to congratulate Ralph and he tells me laughing in his typical Tennessee southern drawl "Arr reckon Fred's cheatin, bringin serme knerkel dragger from darn ernder to beat on us". Both he and Art are real good guys, fierce competitors, and we all hit it off like a house on fire. Next day I get a good start on the Velo in race one and it's another good scrap with the two V Twins but ends in the same placings and the same grins. A head wind slows the little 350 and I can't quite get as close to Ralph but still beat Art. Unfortunately the Jawton had various teething issues and I didn't manage to finish a race. We pack up and load bikes and get on the road by 4.45pm and I do the first driving stint for 3 1/2hrs with Jeff doing the rest and we make it back to Fred's by midnight. Up at 6.30 and into the workshop, we have work to do. Both exhausts get modified, Jawton heated and bent in closer to the gearbox, brackets modified and a muffler mounted (Sonoma has 103 DB limit unlike Willow which has none) and the Velo gets the bandsaw treatment with a large scarf taken off and a flat panel welded in to give a load more clearance. The pipe was too big in diameter anyway. I spend some time draw filing the magneto chain housing and cover to get a better joint and Fred makes a gasket to solve a minor oil leak in that area. I also make up a bracket to allow the hydraulic steering damper to mount out further from the steering stem which increases its efficiency. We change gearing and jetting on all the bikes as Sonoma is a much lower altitude and a slower, more technical track.

Bikes loaded once more we set off for Sonoma, picking Jeff up on the way and arrive at the track an hour later, sign on, unload and set up our pit garage. This track is a much more modern affair and even has showers. This meeting is a two-day event with two practice sessions each morning and racing after noon. First session is on the Velo and once again I get to grips with the track quickly setting fastest lap times on both bikes again. The Velo is great and I only touch the pipe down a couple of. First race on the Velo and Art Farley drags me off the start into turn one with Ralph Wessal right beside me, but I chuck it up the inside of Art at turn two and keep my head down



for a lap. Looking back about half way through lap two I see they are nowhere in sight so ease up and cruise for an easy win. Looking at the lap times and my slowest lap is 0.2 sec faster than Art's fastest lap...Love this place and Fred is rapped! Next day I choose not to do practice on the Velo. On start-up for the first race on the Velo it immediately pours fuel out the carb bowl which I can't stop by hitting the side of it, so head out on the warm-up lap turning the fuel tap on and off. I figure on doing this in the race and with luck still being in front. It just wasn't my day though and the engine floods on the first lap and

dies...another DNF. Later, Jeff has to physically pull the needle jet out of the carb with crap from the old steel army type jerry cans that Fred uses for fuel containers, blocking the needle jet. Unfortunately our luck was still off with the Jawton's various teething issues preventing me from finishing any races here too.

Back at Fred's workshop the next day I pull the timing cover off the Jawton and clamp it down on his mill and clock it up... a 13 thou warp in the cover below the bottom two screws is machined flat and the oil leak mystery is solved. Fuel filters are fitted to both bikes leaving him with well sorted bikes for the next meetings. My job here is done.

Fred drops me at the airport a couple of days later and my adventure has come to an end. Thanks Fred and Jeff for the laughs, camaraderie and the memories, you are awesome blokes and I leave Mr Mork with an invite to come back to NZ and race some of my bikes sometime in the near future. Total haul for the trip was a 1<sup>st</sup>, two 2<sup>nds</sup> and a gifted 3<sup>rd</sup> on the Jawton (not sure how that works as I had a DNF at Willow springs but they had a 3<sup>rd</sup> place trophy for me anyway) and most of all, a very happy sponsor. Would I do it again? ...in a heartbeat!





### **Restorations – back on the road again**

Send me some copy and I will endeavour to print it. [micklesonn@gmail.com](mailto:micklesonn@gmail.com)

Warwick Lang is busy converting his (ex John Bryant) Viper to a 500cc squish band engine with 500cc alloy barrel and Viper cylinder head and intends to write it up once it is all together and going well.

I know that Neville has been busy in the shed and both Velo race bikes and our Clubman have all been given the treatment. Unless you send me something different you may just get to see what he's been up to next time.

### **UPCOMING EVENTS – that I am aware of**

If you would like me to publish any events in your area please forward me the details [micklesonn@gmail.com](mailto:micklesonn@gmail.com)

#### **2017 North American 'Siete de Sierra' Velocette Rally, July 16-22**

About to leave and hopefully we won't be caught up in the forest fires.

Check out the website [www.velocette.org](http://www.velocette.org)

#### **2017 NZCMRR Taupo Winter Classic, August 27-28** Check out the website [www.nzcmrr.com](http://www.nzcmrr.com)

#### **2017 Taranaki VCC Rubber Duckie Rally, September 16-17**

Hopefully by now the 2017 weather demons will have run out of energy.

#### **2017 The NZ Bike Show, Alexandra Raceway, Auckland, September 16-17**

Run by Rotary, there are hundreds of bikes on display whether it be clubs or shops.

The NZCMRR is putting on another display and Neville's KTT will be there

With all profits going to charity this is a great opportunity to see a stack of bikes.

#### **2017 Brits at the Beach, Whangamata, October 6-8**

This will be the last Brits at the Beach to be held in October. From next year they are moving this event to February (16-18) to try for better weather. Check out the website [www.britsatthebeach.co.nz](http://www.britsatthebeach.co.nz)

#### **2017 Australian 'Good Companions Velocette Rally, Warwick, Queensland October 8-14**

Entries are closed and the lucky Kiwi's who managed it will join the rest of the 150 participants for a great week of riding and company. Check out the website [www.velocette.org.au](http://www.velocette.org.au)

#### **2018 Waikato VCC 'South Waikato Country Run, Cambridge October 14**

You can automatically enter any VCC event as an invited guest by being a member of the Velocette

Register – you do not have to be a member of the VCC. Most even let you take part on your modern

– So grab a mate and try it out. Check out you local vcc.org on-line for contact details.

#### **2017 NZCMRR Manfeild 'Trophy' Classic, October 27-29**

This is turning into the NZCMRR's Southern Festival with trophy races including the new North (NZCMRR) v South (CAMS) trophy races on the Saturday. The NZCMRR is offering a special rate this time to the Southern CAMS crowd so hopefully there will be some more new bikes at his meeting.

#### **2017 Mike Pero Southern Classic, Levels Raceway, Timaru December**

The 2<sup>nd</sup> North/South competition will be run here

Three days of Classic bike and sidecar racing. The South Island's equivalent of our Pukekohe Festival.

This is a great event so come along (spectators \$10 per day).

For more information check out the website [www.cams-racing.org.nz](http://www.cams-racing.org.nz)

#### **2018 Waikato VCC 'Blue Smoke and Pedals Gymkhana', Hamilton January 14**

A fun day to see scooters and two strokes of all ages and enjoy the laughs.

#### **2018 NZCMRR Pukekohe Classic Festival, February 2-4**

Featuring a Celebration of Geoff Perry and displays and parades of period Superbikes along with all the usual trophy races. See the write-up on this year on page

#### **2018 Burt Munro Challenge, Southland, February 8-11**

Bluff hill climb, Street racing and speedway – something for everyone. For more information check out the website [www.burtmunrochallenge.co.nz](http://www.burtmunrochallenge.co.nz)

#### **2018 NZ Velo Rally, Cromwell February 16-18**

Based at the Top 10 in Cromwell. Expression of Interest to Cheryl [micklesonn@gmail.com](mailto:micklesonn@gmail.com) 07 8493568 by 31 August See page 1 for more information

#### **2018 Waikato VCC 'Mooloo Meander', Cambridge April 6-7**

Most people come back each year once they have been on this event.

#### **2018 Australian 'Good Companions Velocette Rally, Lennox Heads, NSW October 7-14**

You have to be a member of the Australian VOA to go and Expressions of Interest (along with \$50 Aus) normally have to be in in March. Check out the website [www.velocette.org.au](http://www.velocette.org.au)

**2017 Annual Donation Now Due:** Your (\$5.00 or more) donation normally covers the year in which you make it. Thank you to the people who have already donated their \$5.00, or more to cover this year. *Donations over \$5 are carried though to the following years;* many people send 2 or 3 years at a time and we do keep track so that they remain current.

If you would like to assist in covering our printing, postage and associated expenses and have the option of receiving your newsletters in hardcopy form please forward your 2016 donation to:

**NZ Velocette Register, C/- Warrick Darrow, 10 Standen Ave, Remuera, Auckland 1050.**

## Finances

**Warrick Darrow has now taken over as Treasurer for the Register. We thank Paul (& Jean) Hayes for their many years in this role and wish them both the best.** Our bank balance currently stands at \$4917.77, thanks mainly to the effort that Warwick and Trish have put into buying and selling clothing at Pukekohe. This balance will reduce with this newsletter. Ideas are still wanted on how else we can spend our money.

## Passing of valued members:

It was with sadness that we heard that John Bowkett, Auckland passed away in late March aged 76. John had suffered from ill health for a decade or so, which saw the end of his riding days, but he still had a garage full of old bikes that he enjoyed pottering around with when he could, including at least a couple of Velo's. John raced in the NZCMRR in the earlier years and up until a couple of years ago he came out and marshalled at many of their Auckland events as his way of keeping in touch and enjoying the atmosphere. RIP John, another gentleman gone.

If you would like to have something published here about someone you knew who has passed away please forward it to me at [micklesonn@gmail.com](mailto:micklesonn@gmail.com)

**Newsletter:** We attempt to put out a newsletter 3 to 4 times a year. Newsletters are normally only posted out to those people whom have forwarded their donation however they are emailed to everyone that we have email addresses for. Most newsletters are emailed wherever possible, to reduce costs, and this gives people the added advantage of getting the photographs in colour and being able to magnify the newsletter if required. **Exceptions are newsletters with rally information** which are posted to everyone in NZ and non-email overseas past rally attendees. **This newsletter was emailed out on 13/07/17 and will be posted out to nearly everyone on 13/07/17.** If you have an email address and did not receive it via email, or your address details have changed, please email me at [micklesonn@gmail.com](mailto:micklesonn@gmail.com) with the subject line of *Velo Register email address update* or Ph 07 8493568 so that I can update your details.

**NZ Velocette website:** Keith Ballagh has been loading information, photo's and articles on to the website [www.velocette.org.nz](http://www.velocette.org.nz). The intention is that this website will be a portal for NZ Velocette related content. At present please send any content you would like to see, be it photos, articles, links, news items, stories etc or even ideas to [keith@ballagh.co.nz](mailto:keith@ballagh.co.nz) and he'll do his best to put it onto the site in a reasonable time. He would really like to receive historical information. If possible he would prefer typed material but is willing to try to handle newspaper clippings. He does warn though that (in his words and I concur) "computer incompetence might mean we can't do everything you or we would like".

Hopefully in the future, once we are really up and running and organized, it will be possible for others to have access to enter information directly. By simply creating the website Keith's knowledge eclipses mine and I know that he would love to hear from anyone who might know what they are doing and is willing to offer some input.

**Velocette Blogsites and Websites to look at for information, articles and parts:** We now have two kiwi Velo websites of our own up and running <http://www.velocette.org.nz> and <http://velocetteracing.wordpress.com> Phil Price's NZ Velo racers site. For those with facebook there are several facebook Velocette sites and those with youtube access you can experience Malcolm Anderson's run, on the 1948 Ex Bob Foster KTT, up Rod McMillan's drive, at Haihei, during the Leadfoot rally in July 2012. <http://www.youtube.com/watch?v=Fn6LA8Wh9KQ>. We also suggest you look at: <http://www.thevintagent.blogspot.com> - Paul D'Orleans (USA) and <http://velobanjoagent.blogspot.com> - Dennis Quinlan (Australia) who is also the editor of Fishtail Downunder, <http://ozvintageracer.blogspot.com> - John Jennings (Australia), <http://occhiolungo.wordpress.com> - Pete Young (San Francisco), <http://homepage.ntlworld.com/david.gibbison/v-tec> - David (Dai) Gibbison (UK) for an exceptional source of Velocette general, technical and parts information on line, <http://www.lancsvelo.com> for an excellent regional Velocette website with members photos and write-ups, <http://velogb.tripod.com> - Ed Gilkison (USA) including parts supply, [www.groveclassicmotorcycles.co.uk](http://www.groveclassicmotorcycles.co.uk) for parts, <http://www.rob.evotech-performance.com> - Rob Drury (UK) specialising in Mk VIII information, <http://www.velocette.org.au> - the Australian Velocette Owners Club, <http://www.velocetteowners.com> - the British Velocette Owners Club which includes a spare parts list page, <http://www.velocette.org> run by the North American Velocette Owners Club, <http://www.le-velocette.co.uk> - Alan Britch, <http://owensvelos.co.uk> - Owen De'Ath includes 1400+ parts drawings details, 5 speed gear clusters, valves and valve guide parts, for a good source of bike photos and information of various marques [www.cybermotorcycle.com](http://www.cybermotorcycle.com), [www.motorradrestauration.de](http://www.motorradrestauration.de) - Christoph Axtmans site, based in Marxzell Germany and makes and sells bits for Velos Vincents and Triumphs, [www.feked.com](http://www.feked.com) is a comprehensive UK site for 'new original and replica classic parts for British and European motorcycles. [www.kttservices.co.uk](http://www.kttservices.co.uk), for those wanting to look at some special race Velo's and parts. Let us know of any other websites or blogsites that you think should be passed on.



### Velocette rebuild videos/DVDs available for loan

We now have a DVD and video copy of both a Viper gearbox rebuild and a Viper engine rebuild as demonstrated and narrated by the late Dave Allcock (UK). These are available for any Register member to borrow, with the only costs incurred being a \$10 refundable bond per item and the cost of any postage.

Please contact John Bryant email: [jbryvelo@gmail.com](mailto:jbryvelo@gmail.com) or Ph: 09 445 6483

### Accommodation available with Velocette Owners

**Bob & Maxine's Backpackers**, 20 Paton Pl, off Oraka St, at the start of the Milford Rd. Te Anau, Ph 03 9313161 email: [bob.anderson@woosh.co.nz](mailto:bob.anderson@woosh.co.nz) Workshop facilities available. High quality backpacker styled accommodation. Lodge details are on the BBH website [www.bbh.co.nz](http://www.bbh.co.nz).

**Gibbston House** [www.GibbstonHouse.co.nz](http://www.GibbstonHouse.co.nz) for anyone wanting B & B accommodation in a vineyard at Gibbston Valley, Queenstown. Contact Dave Kendall on Ph: 03 4413999 Mob: 0223156001 or email: [dave@qmotor.co.nz](mailto:dave@qmotor.co.nz)

### Wanted to Buy –

Seen posted on the Velocette Facebook page from Roy Harvey.

Just a real long shot, but does anyone have a leather toolbox to fit a D2? I need one to complete my bike?

[rsharvey@xtra.co.nz](mailto:rsharvey@xtra.co.nz) or ph 07 576 7730

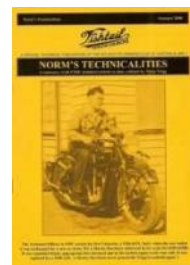
*I think it is more likely that if one does exist Roy may need to get a replica made but our fingers are crossed.*



### For Sale

**'53 Swinging arm Mac** After looking at my Mac for several years, sitting quietly in my garage in Cambridge, and knowing I am never going to be able to ride it again I believe it is time to pass it on to someone else's care. It was last ridden some eighteen months ago and is really in need of a thorough going over before it takes to the road again. All my spare parts etc will go with the bike and I would like it to go to someone who knows about and appreciates Velo's as it has been my companion and friend for many years. If you are interested in finding out more contact me Adrian Gover email: [a.gover@clear.net.nz](mailto:a.gover@clear.net.nz) or Ph 07 827 7928

**Norm's Technicalities: \$20.00 (+ \$5 pp):** I have managed to get the final 5 copies. If you would like to order it contact: Cheryl Mickleson at [micklesonn@gmail.com](mailto:micklesonn@gmail.com), 07 8493568, For more information about this book see Dennis Quinlan's [velobanjoagent.blogspot.com](http://velobanjoagent.blogspot.com) site  
[Norm's Technicalities'...the latest in Velocette technical information.](#)



**NZ Velocette Owners Clothing:** We currently have in stock the following Velo clothing:

**Shirts** Short sleeved polo shirt in Black and Gold with a striped button area @ \$35.00ea Sizes S, M & XL,  
Long sleeved crew neck shirt in Black and Gold @ \$25.00 Sizes M & L  
White T shirts with Yellow Velo Logo @ \$12.00 sizes S, M & L

**Hats** Beanie @ \$18ea, Bucket style hats @ \$20ea and Baseball hats @ \$25.00

NZVR oval metal clip badge @ \$10.00 and NZ Velo Register cloth badges @ \$18.00

All have the famous Velocette logo embroidered in Yellow. Contact Warrick Darrow to order  
Ph 09 520 2882 Email: [waktrish@vodafone.co.nz](mailto:waktrish@vodafone.co.nz).

**Warwick Laing, from Waikanae is the NZ agent for Carbonflo fuel catalyst** products which he uses in his Velocettes, Norton and classic Rover. The Carbonflo product is a parent to Fuelstar but they never made the smaller units suitable for motorcycles.

If you are interested contact Warwick on [wandalaing@paradise.net.nz](mailto:wandalaing@paradise.net.nz) or phone: 04 9050212

**Carbonflow is fuel-catalyst technology that makes fuel burn more efficiently and lasts 250,000 miles and just drops into your motorcycle tank.**

**Breaks down water in fuel** for reduced waxing, gumming and internal fuel tank rust

**Cleaner running engines:** with reduced carbon deposits in combustion chambers, turbos and exhaust systems.

**Smoother performance with useful extra power**

**Significant reductions in exhaust smoke and pollution**

Fuel in storage remaining potent to give **easier starting even after extended periods without engine use**

**Prices: 2 cone unit (up to 150cc) \$30.58**

**3 cone unit (up to 300cc) \$44.20**

**4 cone unit (up to 600cc) \$56.28**

**5 cone unit (up to 1500cc) \$84.05**

**There is much more information on the [www.carbonflo.com](http://www.carbonflo.com) website.**