



Newsletter December 2020

Seasons Greetings to all of You. As you are aware from our website the Annual Rally, which was to be held in the Catlins area of the South Island had to be cancelled due to Covid and the generally low response. The NZVR has decided to hold a 'Ride In' get together at Otorohanga in the South Waikato Region. This will be a fairly low key affair and costs will be kept as low as possible.

Dates are the 12, 13, 14 Feb 2021. i.e. The weekend after the Classic Festival at Pukekohe. The event is covid dependent, and a full refund will be made to you if the ride in does not proceed.

Get Together

OTOROHANGA KIWI HOLIDAY PARK.

20 Huipetea Drive Otorohonga.

Phone 07 873 7253. See their website. Online Bookings are available.

Facilities include, Motorhome space, swimming pool fully self contained units and Cabins, 10 minute walk to the Shops, Cafes, Restaurants, Bar and Takeaways. Also the Waitomo Caves are nearby in addition to a Kiwi sanctuary and Aviary.

MAKE YOUR BOOKING NOW.

ENTRY FORM.

Names of rider. -----

Name of Pillion -----

Velocette Model or other make. -----

Registration Number -----

Entry details.

Address.-----

Phone numbers.-----

E. Mail.-----

Entry Fee \$10.00.

BBQ No X \$10.00.

TOTAL.. \$_____

PLEASE SUPPLY YOUR OWN DRINK.

Please send your entry details to W. B. Darrow. (waktrish@gmail.com)

15B Pounamu Place

Shelly Park. 2014.

Auckland.

Payment can be made online to Kiwibank account 38-9001-0688047-00. Please add your name in the details.

Payment can also be made at your local Kiwibank Branch using the same number Please add your name on the deposit slip so we know who it is from. Kiwibank no longer accepts cheques.

The success of this get together depends on your support and participation. If there is insufficient support the event will have to be cancelled.

Racing Reports

(Contributed by Cheryl Mickelson)

Well 2020 bought a lot of surprises, anxiety and in the end luck in our racing world due to COVID-19. For the NZCMRR series luck saw us holding our Taupo Autumn meeting, in March, just one week before the Level 4 lockdown. At that stage, if most of us were honest, we really hadn't a clue what COVID was really about and how it would affect us all. The next scheduled meeting was the Taupo Winter Classic on the first weekend of October at the end of Auckland's Level 2. By now we knew what COVID was but were people going to be willing to come racing, did they have the money to come racing? The answer was a resounding yes. The lockdown saw people go into garages and work on bikes, with entries at subsequent meetings the highest they have been for quite a few years and the biggest number of either new or previously retired racers.

For the NZCMRR Velo fraternity we have had a varied year Velo wise.

At Pukekohe we had our biggest gathering of race Velos entered in a while, but the gremlins saw most fail to see the weekend out with only Bill Swallow and Errol Bird making it through all 5 races. In the Vintage, Pre-War and 250cc race group Bill raced Phil Price's 1946 Eldee in the 250cc Modified Class to success and had some close racing with less than a second separating him from his closest competitor at the end of each race. He came 1st across the finish line in race 1 only just pipping Graeme Lancaster's 1938 Ariel Red Hunter before he had to up his game to dual against Tim Barnes, 1963 Ducati, managing to hold Tim off for 3 of the 5 following races. Neville Mickleson raced his 1932 Mk4 KTT in the 350cc Pre-War Class to success coming 1st in class. Phil Price raced his 1933 Mk 4 KTT also in the 350cc Pre-War Class coming 2nd in class in the 3 races he completed. Errol Bird raced his 1936 Mac in the 350cc Pre-War Class and managed to get 3 3^{rds}, a 2nd and finally a 1st in class as first Phil then Neville ceased racing. Craig Phippen raced his 1962 MOV in the 250cc Modified Class achieving a 2nd and 2 3rds in class. Carl Stanley took his 1960 MOV out in the 250cc Modified Class but unfortunately had mechanical issues during both the first and second race before calling if quits on that bike. Craig Mickleson was entered on the families 1939 MAC to race in the 350cc Pre-War Class but issues before the meeting saw it fail to appear.

In the 500cc Race Group we had 2 Venoms in the Clubmans Class, Neville's 1960 and Russell Ronald's 1956. Neville had a couple of good dices in the mid-field with Sheldon Reynolds, on his 1970 Honda CB500/4 and then Graham Peters on his 1958 BSA Gold Star.

During the weekend Neville was awarded the Megaphone Trophy for the most points in the last year – achieved by riding the KTT, the Venom and his Matchless sidecar and the Velo Fellows Trophy for the KTT.

Phil and Bill then raced down to the very wet and windy Burt Munro Challenge in Invercargill where they competed in the Hill Climb where they got 2nd and 3rd respectively in class. At the Teretonga Sprint Races Bill came second in the Pre '63 up to 500cc races and Phil second in the Pre '63 Girder class and at the last day's Street Racing they both took out first places in the same classes. Bill was also awarded the Pike river Memorial Trophy.

At the NZCMRR Hampton Summer Meeting Neville on his KTT and Craig on his MAC were the only Velos and Pre-War 350's to take part. At the Taupo Autumn Meeting Russell Ronald had his Venom and Neville had the KTT. The second Taupo Winter Meeting saw Phil back out on his KTTs, in the Pre-War and the V8 VIII in the Modified race groups, Neville was on the KTT and had good close racing and they had a couple of excellent dices throughout the weekend. The MkVIII had some close races too and swapped 3rd and 2nd places in class with Geoff Long's Triumph 3TA. The Manfeild Spring meeting saw Phil start out on the KTT in Pre-War and the Works DOHC in the Factory race group until the Pre-War decided that after coming 4th on the track and first in Class that it had done it's work for the weekend, so a quick 4 hr trip to Wellington after Saturday's racing and Phil rode the Eldee in the 250cc Modified Class on the Sunday. The DOHC got four 2^{nds} in class behind Neville Bull's Manx Norton.

So at the end of the year in the NZCMRR Championship

Bill Swallow took out 3rd place in the 250cc Modified Class on the Eldee (just for his racing at Puke)

Neville Mickleson took out 1st place in the 350cc Pre-War class on his Mk 4 KTT

Phil Price took out 2nd place in the 350cc Pre-War class on his Mk 4 KTT

Phil Price took out 3rd place in the 350cc Factory Class on his 1952 DOHC Works Replica

At Manfeild Neville won the 500cc Premier Cup on his Venom





Next step the Classic Festival - Pukekohe 2021 February 5-7th

Check out the nzcmrr.com website to see the event poster come to life along with some of the proposed attractions, buy Earlybird (25% off) tickets and programmes before the end of this month and you can register to go into the Ride2Win Promotion to win Motorcycle gear prizes too.

Free camping/motorhome on site. Showers, food, bar and band.

Racing calendar dates for 2021

5-7th February 2021 NZCMRR Pukekohe Classic Festival at Pukekohe Raceway
10-14th February 2020 Burt Munro Challenge www.burtmunrochallenge.co.nz
28th February 2021 NZCMRR Summer Classic at Hampton Downs Raceway
20-21 March 2020 NZCMRR Autumn Classic at Taupo Bruce McLaren Raceway
9-10 October 2020 NZCMRR Winter Classic at Taupo Bruce McLaren Raceway
30-31 October 2020 NZCMRR Spring Classic at Manfeild Chris Amon Raceway

William Ashley Southgate

I am sorry to report the passing of Ashley Southgate, August 20, aged 80

Ashley and I had been friends for 60 years – we both grew up in Timaru and had more than a passing interest in motorbikes and cars. Velocettes weren't popular then as road bikes but there were numerous older MAC's used for scrambling and grass racing – or miniature TT's as we used to call them. He was into that. And into his Austin 7's – he built a skimpy bodied special.

At the time, as a Tradie in the family plumbing and electrical firm, I admired him for being practical, resourceful, and entrepreneurial – he dabbled sucessfully in property, designing and building a few "spec" houses. And, by that time, could afford much better vehicles than me as a newly graduated engineer. Three of us motorcyclists, all good mates, teamed up with Ashley in his Vauxhall Victor and competed in the South Canterbury Car Club "trials". We cleaned up in 1962, winning just about everything, and in one event lost only 3 points. Ashley drove, Ivan (Boorer) kept us on track. My job, with Bob (Harvey) was to keep us on time, for which I armed myself with a slide rule and a book of Larry Reid's tables. We often got out into the country for Sunday rides, paying scant regard to the licencing/WOF and roadworthiness regulations – in those days the cops were very lenient.

Ivan was a good bike racer, and Bob an excellent amateur mechanic with a beautiful little MOV racer. Over the years, though widely spread, all 4 of us remained friends. As it so happens, Bob passed away within a week of Ashley, and Ivan is now in a care home in Perth, Australia.

I disappeared overseas for a couple of years OE. About the time I got back, Ivan and Ashley separately went to the UK, where Ivan rode scrambles, and Ashley became an expert in passenger lift installations. He bought a Viper, which he used for commuting, and also a new Triumph TR4A sports car, both of which he brought back to NZ. The Triumph was eventually sold as a one owner 50 year old car, and the Viper, which he had for 53 years has gone to its new owner only this year.

On returning home from the UK in the late 1960's, Ashley assumed total responsibility for the electrical side of the family business, mostly industrial. He became responsible for lift certification in the South Canterbury area, and did a lot of fire-alarm work in industrial and commercial buildings.

And this did not stop him from establishing a deer farm at Otaio, south of Timaru. In retirement there, on a few acres he retained, he and Linda eventually built a beautiful family home, with generous sheds, workshop, and garaging. Some of our Velocette register members will remember stopping briefly there while in the South Island.

As the years went by, Ashley had several passions. His Velocettes of course, his Triumph sports cars (of which he must have had 5 or 6), and his Holden Commodore HSV's. Trains and Railways were another interest. He followed the Australian Supercar series, went across there on occasions, and couldn't see past the Holden teams, most recently the 888 cars. He and Linda had a couple of loved cats, "Brockie" and "Skaifie".

Although we maintained loose contact all through, this became greater over the last 20 years as my family and business responsibilities eased, and I was able to think about some recreational riding. He sold me my "oily rag" MAC, and lent me his Venom Clubman for the Dunedin Velo rally in 2009. He rode his Viper, by that stage restored. And he took on the responsibility for organising the 2011 rally, held at Omarama, in the McKenzie Country just after the big Christchurch quake. The timing of this was such that a number of us joined VCC (bike) members after their national event at Oamaru on a post-rally tour through Central Otago. Fond memories for me.

In time, as he slowed down, Ashley sold off all his Triumph cars, and his Venom, but retained the Viper when he and Linda shifted into a retirement village on the northern outskirts of Timaru. Sadly Linda's health deteriorated, and she passed away shortly after Ashley had made a trip north to stay with us and attend the Raglan Velo rally. Frustrated at having no facilities, he bought in 2019 another Triumph – a very nice TR6, and with his contacts was able to find the space and time to bring it up to his standard.

In August, the southern TR register people had a weekend in Central Otago, so Ashley drove down, spent a couple of days researching family history in the Dunedin Archives, and then on to Naseby. He drove home on Sunday, into his village, and then had a heart attack less than 100 meters from his villa, causing quite some damage to his beloved TR6. After a few days in Timaru hospital he was transferred to Christchurch, where the plan was to undergo surgery which had been scheduled for some time. It was not to be, and he slipped away peacefully having a cup of tea.

I'm so pleased he was able to make a trip north again this year for our New Plymouth rally, stay with Karin and me for a fortnight, and to enjoy on his way home a 2-day Forgotten World rail cart and jet boat adventure. He had talked about this for a year or two, and it is fitting that he managed to achieve this.

I will miss Ashley.

Alastair Moffat

For sale

1959 200cc VELOCETTE VALIANT

Made road legal and registered! I have done all the bureaucratic hard work for you.

Unfortunately age sees me unable to ride this lovely little bike so it has to go to someone who will appreciate it rather than sit temptingly in my garage.

VOCA records show the bike leaving the factory in 1959 for an agent in Jersey however there are no records of it being road registered after it came to NZ.

I obtained the bike from Mark Brown in Nelson last year who had the bike for 28+ years before he proceeded to go about restoring the mechanics. It has been re-bored, new pistons and valve guides, replacement rims and tyres and converted to 12volt electronic ignition. The paint work is still as original, as is the rest of the bike. have an extensive paperwork trail from Mark that would go with the bike.

Asking Price: NZ \$8150.00

Contact: Kenton Brown email Kenton.sylvia@gmail.com

or ph 06 8447285



Velocette Venom in a Norton Frame set up for Clubmans Racing. (NORVEL). 4 speed gearbox. Will be at Pukekohe.

Large 4 gal Indian made fuel Tank. Velo Clubman type. Painted Black with gold Velo trim. **500cc Alloy Venom head.**

Phone Roy Harvey. 07 571 4262.

John Bryant has Velo and other motorcycle parts for sale.

Phone 09 445.6483.

1961 Velocette Clubman. (Previous owner was the late Ashly Southgate).

VM 5431 Frame RS 17059.

Pazon Ignition. Kubota Alternator. Phone Allan Forgie 03 3858698. Email. aldiforg@gmail.com.

Wanted to Buy

Girder forks to fit 1936 MAC . Contact Richard Pointon (deepdalelabs@farmside.co.nz) **Bring,**

Sell and Buy

Bring any surplus Velo parts that you have and no longer need to the Ride In. Someone may want what you have. This will be held on the Sunday morning. No unrelated motorcycle effects please.

Lane Splitting (The legal position)

Within days of the December... Complaint... were... explosive...
JUNE 21 2016

Motorcyclists can legally duck and dive – but slowly

Q: I am astounded at the reckless riding of motorcyclists who regularly split (or share) lanes with cars and with no hesitation will dive in between cars and in front of cars to "race" home. Is this illegal, or are they allowed to do this? Jane Anderson, Auckland.

This is known as lane-splitting or filtering, and while it is not recommended practice, it seems that it is legal. Lane splitting is where you can ride between vehicles that are moving slowly or are stationary. A motorcycle may overtake a vehicle on the right within the same lane if it is safe to do so. The traffic must be stationary or slow-moving and the way ahead must be clear. A motorcycle may overtake a

Phoebe Falconer Ask Phoebe
askphoebe@mzherald.co.nz

vehicle on the left only if that vehicle is stationary or if it is turning right. It must not overtake on the left if the vehicle is turning left. Therefore when traffic is stationary at the lights you can lane split on either side, if traffic is moving slowly on the motorway then you must only lane split to the right of a lane. Motorcyclists must stick within 20km/h or so of the speed of the other traffic otherwise you will likely be stopped and charged with careless or dangerous driving.

Q: Te Atatu Rd, where it crosses State Highway 16, has lane labels and signs to choose on-ramps to "MW North" or to "MW South". In fact Te Atatu Rd itself runs perfectly due north! The motorway SH16 takes Te Atatu cars either east to the city or west to Westgate. This makes the labels useless and actually confusing, with potential for dangerous swerving across lanes. It would be just wonderful if someone could persuade the powers that be to correct or remove the misleading labels. Or am I missing something? Jim Carlyle, Te Atatu.

In essence the Auckland motorway network operates in a north/south direction. To

travel north or south, motorists need to first travel west or east. However, the end destination of the motorway does not stop at a westerly or easterly location, it continues further north or south. The cardinal direction east/west however is shown on signs from Waterview to the city. As a result of the major western ring route series of projects on SH16, and SH20 due for completion in 2017, the opportunity is being taken to fill in the gaps to provide consistent information to give motorists clear indication of the general direction they are heading in context with the function of the motorway. This does not necessarily pertain to the compass direction. The Auckland motorway sign

system was enhanced as part of a major review undertaken in 2005. This was the first such review since the Auckland motorway was constructed in the 1950s. Ten innovations were introduced at that time including enhanced cardinal direction information on many sign types throughout Auckland. The Auckland motorway sign system meets international standard and best practice.

● All good things must come to an end. This is the last Ask Phoebe column ever. Heartfelt thanks are due to all readers and writers, pundits and pedants, cheerers and jeerers, and suppliers of invaluable information. I couldn't have done it without you.

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. White Tee Shirts with Naked Lady on front \$32. 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. Bucket style hats @ \$20ea and Baseball hats @ \$25.00

All have the famous Velocette logo embroidered in Yellow. Contact Warwick Darrow to order

Ph 09 520 2882 Email: waktrish@gmail.com. Please phone first to check sizes.

Website

Don't forget our website (www.velocette.org.nz) which has news, information on our upcoming events and some helpful technical tips. If you have any interesting stuff please send it to us and we will endeavour to turn it into something that can be out on our web site. We get hits from all round the world so its not just the local members who benefit. We have a clever trick for assembling clutches from John Bryant (<https://velocette.org.nz/technical-tips/>) , any similar items would be well received.

This newsletter compiled by Warwick Darrow and Keith Ballagh

Parts Suppliers



GROVE CLASSIC MOTORCYCLES LIMITED
www.groveclassicmotorcycles.co.uk

The
Velocette
Parts Specialist

TEL: 01234 752033 FAX: 01234 752055
E-mail: mike@velocetteparts.co.uk
Visitors: Please Phone for Appointment



VELOCETTE CLASSICS

Online Velocette parts store -
www.velocetteclassics.com

- Restoration of Velocettes
- 'Clubmanised' Venom bikes
- Vapour Blasting
- Magneto/dynamo repair
- Alloy petrol tanks and seats
- Wheel building and parts

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