



New Zealand Velocette Register

Newsletter March 2025

**We welcome you to our Autumn edition of the NZ Velocette Registers Newsletter.**

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### **Vale Bruce Phillips.**

Some of you will remember Bruce who attended our rallies with the Australian contingent. Bruce passed away recently. He was always a friendly gent with a smooth riding style and a story to tell. He had a large collection of Velocettes and was true to the marque.

### **Vale Lysie Horton**

Lysie Horton passed away in her rest home in Whanganui on the 19<sup>th</sup> of January.

Many of our register members will remember the rallies held in Taihape over a long period from the 1970s to the 1990s. While Jack was the front person for these rallies, they would not have got off the ground without huge input from Lysie. She organised all the background stuff, and made sure everyone was looked after.

Lysie Horton's funeral was held at St Margaret's Anglican Church, Huia Street Taihape on Tuesday 28th January

## **2026 Velocette Northern Rally**

As it has been some time since there has been a velo rally held in the north I am looking at holding one in March 2026.

At this stage we are looking at the last week of March after the Vero International Rally.

This will be a 4-day rally from Thursday 26 to Sunday 29th.

The rally will be based in Kerikeri Northland at the Woodlands Motel and Conference Venue.

We know it is a long way out but accommodation in Kerikeri needs to be secured approximately 6 to 9 months ahead.

If you are interested please send an email to [gaymaur@xtra.co.nz](mailto:gaymaur@xtra.co.nz) with an indication of numbers and your contact details.

Thanks Maurice & Gaylene & Carryl.

## **A tale of Woe and Ineptitude**

**Bill Irwin**

I have had a few trials with my ISDT replica Velo lately.

From when I put it together it has always had a very slight rattle at low speed on very little throttle. Shut off a fraction or open up a fraction and the noise would go. Retarding the ignition could sometimes do the same and I got into the habit of doing that at low speed. Eventually I decided to fit an ATD instead of constantly playing with the lever. A few years ago I had bought a "new" ATD from Groves for my Venom but when it arrived, I had already fitted a manual setup so hadn't used it. The ATD had a new alloy pinion but was obviously otherwise a reconditioned unit. I noticed that two small right angled pieces of metal had been epoxied onto the stops to limit the advance to 15 degrees. I assumed that they wouldn't be under any great stress so fitted it to my bike. About 100

miles later and 80 miles from home with no mobile coverage the bike suddenly lost power at 60mph and stopped when I pulled the clutch in. Luckily I wasn't alone and David Topliss rode into St Arnaud to call my son to collect me in our van. He turned up about 40 minutes later in his car so that I could sit and chat out of the rain while I waited.

When I stripped the bike I found one of the small pieces of metal had fallen off the ATD but without any visible damage other than a destroyed ATD pinion and tiny pieces of aluminium all through the motor most, of them trapped in the return oil filter. I flushed the motor as thoroughly as I could and fitted a used fibre ATD I had. We were planing to ride our Velos to Dunedin for the Dunvegan run so I set off on another long proving ride via St Arnaud and Renwick and back to Nelson. Just out of St Arnaud the bike stopped again in similar fashion and I had also noticed some smoke on opening the throttle after shutting off. Stripped fibre pinion. Another long wait for a rescue and back to the workshop.

This time I removed the magneto and checked the shaft. It was bent - doubtless a result of the wayward piece of metal. Guy Owen came to the rescue with a gear blank left over from when he made a batch of manual bronze pinions. I straightened the mag shaft and carefully centred and drilled the pinion to take the ATD mechanism. I also checked the bore and found it was scored so decided to get it bored to +40. I should have bought an Omega from Groves but British Austria had an Aerco at almost half the price when postage was taken into account. What I didn't realise was that the Aerco was not low expansion and I found it would slap for the first km or two. At least I now knew that the slight rattle wasn't piston slap.

The bike ran well on a long test ride although I thought that it was just a bit retarded as it felt a little sluggish at higher revs so I stopped and opened up the points a fraction. Unfortunately the points were those horrible later cheap ones where instead of turning a screw, you release a clamping screw and move the points body to change the gap. I had actually opened it up way too far as soon afterwards the bike seized. I caught it and waited for it to cool a bit before setting off more cautiously but it seized again at the bottom of a long hill and this time locked up before I could catch it. I waited for it to cool and closed the points a bit and continued riding it home and subsequently for another 300 miles but it was smoking a little and my rattle was still there along with the piston slap which has now taking a few more km to disappear.

I decided to check the bore and the bigend as that was beginning to look like it might be the cause of the rattle. When I assembled the motor I checked for bigend play at TDC. It was 0.0015". Perhaps, I decided the pin was actually worn oval so I now checked it in several positions but it still showed the same acceptable play. The bore was a different story. Both piston and bore badly scuffed and a deeper score in the bore so another rebore was called for. (This time I ordered an Omega). I also had a good look at side clearance of the timing pinions. The cam pinion had 0.007" of play and the idler 0.004" both well outside what the V-tec site says is acceptable. I tapped the cam spindle in carefully and shimmed the idler. On Friday I took it on a 120 mile test ride and it's running nicely although still a bit smokey as you would expect until the rings bed in. No piston slap and not rattle!

We learn by our mistakes. Three things from this saga for me:

1. Don't change points gaps at the roadside unless you are sure about how much you are changing them.
2. Over advanced ignition, like over-retarded, can cause a motor to overheat.
3. Even if you can't see any damage after a stoppage - check everything!

# The Velocette Sportsman in New Zealand.

## Warwick Darrow

In the late 1960s, Australian Velocette Agents, Burling and Simmons contacted Hall Green to build a special 500cc Velocette for the Australian Market. Time was running out for Velocette and with rising debt levels, due to forays into the scooter market etc, it was most probably like a too late blood transfusion. All this saga is well documented so we wont go into that.

The demand for the new Sportsman was well above expectation. This was at the beginning of the Japanese invasion, when you could buy a glitzy machine with electric start, no oil leaks and lights that were not the colour of a navel orange. Burling and Simmons wanted more but alas the factory was about to close. Well what was this to do with New Zealand. The master NZ agents for

Velocette (also Ariel, Norton and Triumph) W White and sons were now Yamaha Agents.

The question to be asked is how did four Sportsman get to New Zealand?

Engine numbers, are as we know it.

6653c in boxes located at Palmerston North.

6657c currently being rebuilt by Keith Ballagh (almost ready).

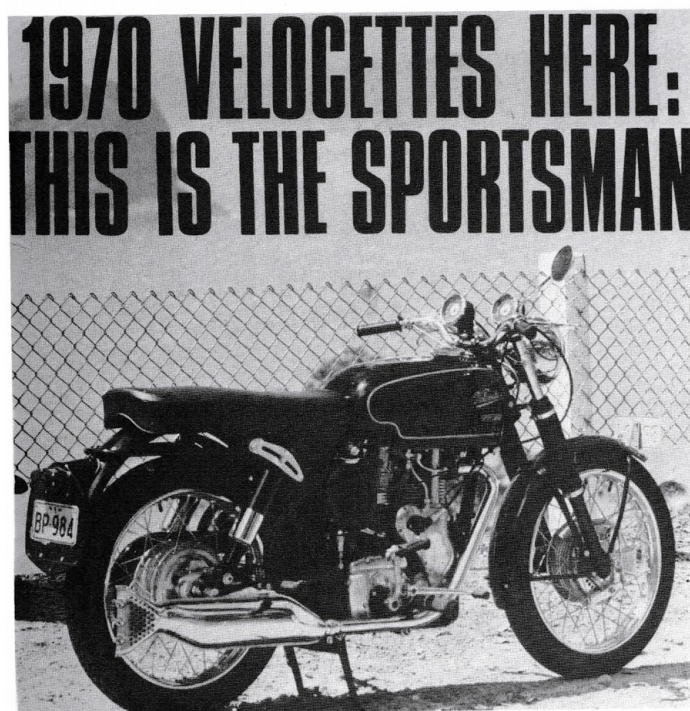
6658 owned by David Topliss in Nelson.

6659 reputed to be in the South Island (not confirmed).

Most had coil ignition, hence the C designation, some with magnetos. The numbers are pretty much consecutive. It is rumoured, but not confirmed, that the four were possibly imported into NZ by a dealer in Otahuhu, Auckland, called Weston Webb. Whites were by then either closed or dealing only in Yamahas.

The last shake of the bag was a handsome machine but now rather dated.

If anyone knows any further information on the above please let our editor know.



*A Burling and Simmonds announcement for the Sportsman in a local Australian magazine.*

*Article by permission from "The Pictorial Booklet of Velocette 1950 to 1971" by Dennis Quinlan*

## A North Island Trip.

### Andrew Ross

*Andrew Ross has been out exploring on his LE Velocette and has taken these very nice black and white photographs with his 1950s Rolleicord film camera of his trip to the Coromandel.*

At the start of November last year Driving Creek Railway at Coromandel Township was holding their 50th anniversary celebration, which I wanted to attend. I decided to use my LE Velocette and make a real trip of it, seeing friends and relations along the way and catching the opening of the refurbished Sarjeant Gallery in Whanganui.

It took three days to get up from Wellington, stopping in Te Aroha to climb the mountain. In Thames, by chance, I met another Velocette enthusiast who had a very nice Morris Isis wagon. After the festivities at Coromandel I went to see a



*Mangaweka Bank*



friend's son in law just south of Thames to check out his 1920 Douglas. What an experience riding that! No clutch and hardly any brakes. He was also building an Austin 7 special. Heading west from Te Kuiti, I hit the coast at Marokopa and meandered down and around, staying at Mokau. Then through New Plymouth and down the coast, near Opunake I met a friend who'd come up from Wellington on his 1928 Indian Scout. We called in on various bike and car collecting folk in the Mania - Kaponga area, then carried on to Whanganui and enjoyed the grand opening of the Art Gallery that weekend. We also went to see an LE acquaintance there, John Malcolm, and helped out with his alternator issues.



*Lake Taupo*

Returning to Wellington, the weather became increasingly wet, playing havoc with the Indians Magneto. We could only make it to Otaki that evening.

Luckily the next day was dry.

All up, the trip was nearly 1200 miles over 12 days.

The bike never missed a beat, the only running

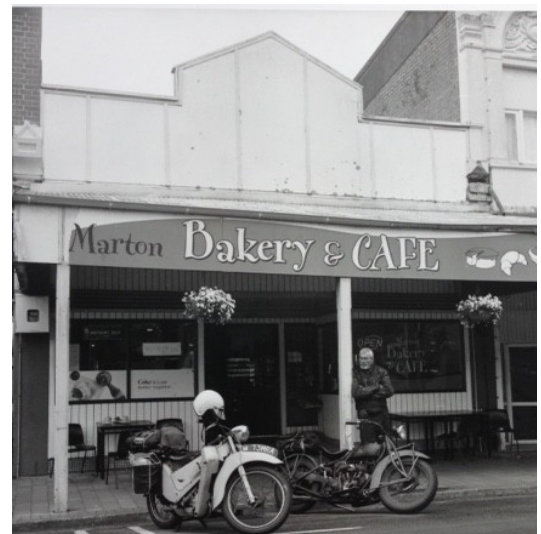
adjustment was tightening the forks in Whanganui. About 600mls of top-up oil was used and it averaged 93 mpg petrol.



*Morris Isis Wagon, Thames*



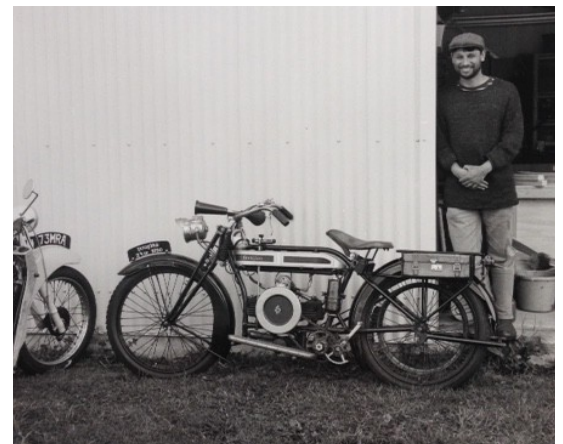
*Puch Alpine and gnomes. Mania, Taranaki*



*Mark Locker, lunch stop in Marton*



*About to leave DCR to head back south*



*Athanasius with the 1920 Douglas.  
Hikutaia, Coromandel.*



## Viceroy Mark Brown

Remember the January 2023 Newsletter? Mark Brown wrote an article about two Viceroy engines he was restoring. This is what they look like now as they near completion





*This is part 2 in a series of articles by the President of the Australian Velocette Owners Club, Keith Canningg about his latest project, a 1913 3½ HP Veloce. Keith will be well known to many in the NZ Velocette community from his frequent visits to NZ for our annual rally. Keith has very kindly given us permission to publish his articles in our Newsletter.*

## **Veloce Downunder**

### **Part 2**

Keith Canningg

1913 3 ½ Horsepower Side Valve Veloce

The rebuild of our 1913 3 ½ Horsepower Side Valve continues & although sometimes it seems slow, there is a lot happening.

Since the last instalment I have made a lot of progress on the frame or what veteran enthusiasts call the diamond which is simply the main part of the frame. Having all the recovered & acquired all the lugs & steering head, it was time to start to put everything together. I needed to make a jig. Having the correct drawing & photos all to the correct size, I projected the layout onto the special built steel table that I had fabricated for the process. Once the image was drawn onto the table, I made clamps to lock the tubes and lugs in place.

Old motorcycle frames were put together by pinning the joints with nails in a crossover fashion.

We did the same thing. When each joint was secured, I released the frame from the jig & readied



*Frame with motor & forks*

it for brazing. We brazed each joint in sequence using 2 oxy torches. One torch heating & one actually brazing. Stuart Hooper helped me with the whole frame process. He & I have made & repaired quite a few frames including "The World's Fastest Velo" to name just one. But I must say this veteran frame went particularly well. When we had finished & the frame had cooled, it now came time for the real test. The frame slipped back into the jig perfectly. It is absolutely straight & true. I then cleaned up the completed frame & gave it a light coat of primer. Proper preparation & painting will happen later for the final build.



*Frame and jig*

Engine plates were next on the list & once I made

them, I was able to bolt the crankcases into the frame. The druid forks also have been attached correctly so it is well & truly starting to look like a motorcycle.

I have started to focus on the wheels. The front hub has been completed & now has been nickelled. The new 26 x 2 ½ rims arrived from Vintage Wheels & I also had them nickelled. They look amazing. The next chore with the wheels is to build the front one ready for fitting.

I have also been working on the rear forks in readiness for when the rear 3 Speed hub arrives. The rear fork uses a "D" shaped tube which we have worked out how to make. More to come on this as the build progresses.

That's enough for now. Next time I will have more details of the engine build which I have been niggling away on.





*Front hub*



*26 inch rim & front hub nickelled*

## Velocette Sportsman

*Article by permission from "The Pictorial Booklet of Velocette 1950 to 1971" by Dennis Quinlan*  
 In 1970 Sydney Velocette dealer Burling & Simmonds started ordering from Veloce Ltd a version of the mk.2 Clubman with fitments to their specification...not unusual with Velocette dealers as the US Dealer Lou Branch Motorcycles had been doing this in the period 1950 to 1963.. Burlo's as the locals called them, called the bikes they received the "Sportsman" and had suitable transfers made & fitted to the petrol tanks. The model was never an actual Velocette model, never appeared in their parts lists or catalogues. They appeared with forward footrests & gear lever & with rear sets as per the Mk.2 Clubman Venoms.

This photo was taken about 2019 of a Sportsman bought new & with very low mileage and owned continuously by the owner prior to its sale at a Shannon's auction in Sydney, NSW.





# The New Zealand 2024 Velocette Rally - and beyond.

Andrew Ross 1955 LE

*In part one of Andrews adventure he described the Rally in Motueka and his ride to Westport. Part 2 takes him down the West Coast and across to Christchurch.*

## Part 2

It was another splendid day for riding, the only thing to complain about was a slight head wind. A southerly, however, means good weather for the West Coast. The first leg was down through the Motueka Valley, over the Hope saddle, and on to Murchison for lunch. There wasn't too much traffic to hold up either, but I'd been coping fine with being the slowest vehicle on the road. If there isn't an adequate shoulder to ride on, then too bad, just hog the lane and those behind can wait till it's safe to overtake. Which is never that long. It's easy to get past a small slow bike compared to a tractor or house bus.

Murchison was a good place to fill the tank. Taking only 1¼ gallons, it's best to top up where you can. The bike seemed to be averaging around 90 m.p.g., a bit thirstier than my other LE, which manages over 100 on long trips. I have no explanation for the difference. In Murchison, as usual, other bikers are curious about the LE. Most never seem to have heard of Velocette, let alone LEs. Others often asked "is it homemade?"

The scenery kept getting better as the road continued to follow the Buller river. I paused at Newtons Flat to look at a rustic collection of buildings that was once a hotel and stables. In the early 1990s, hitchhiking, a beekeeper that gave us a lift, stopped there to drop off some honey. We came in for morning tea with the old gentleman who lived there. He did everything with horses. The interior was like something out of the 19th century, with dark cobwebby passages and ancient newspapers pasted onto the scrim for wall lining. I believe the resident I met years ago has died, and that his daughter looks after the place now.

At Inangahua, I stopped and topped up the oil yet again. The right foot board had been getting oily too. Where was it coming from? I started the motor and lay on the ground and observed the undercarriage (I should have done this ages ago !) Sure enough, there was a drip coming from the union between the pressure relief valve and the pipe to the external oil filter. The fibre washer looked a bit squashed, it would have been better



*The Buller Gorge*

to have used a copper or aluminium one here. Thinking that tightening might make it worse, I resolved to just keep topping up.

You couldn't have asked for a better motorcycling road, as it wound its way through the Buller gorge with the bush crowding in on either side and the cicadas in full song. At one point the road narrows to one lane and passes under a massive overhang for about 300 meters. The last bit before Westport is open country and you sense you're nearing the sea. In Westport I bought more oil, filled up with petrol and continued the last 20 miles north up the coast to the little town of Granity. The wind was now from behind and we whisked along at quarter throttle.



*Rider and bike, Granity*

Granity is one of my favorite spots. It's a string of



houses against a huge bushy hillside that goes straight up, almost like a cliff. On the other side of the road is the railway track, then a wild expanse of stony coastline. It was originally a mining town, the Stockton coal mine is right above in the hills and the now closed Denniston mine a few miles back down the road. Three train loads of coal come out of the Stockton mine every day. I don't think many of the workers reside in Granity nowadays. They commute from Westport where there are more services.

My friends Dave and Anne moved there two years ago as it was the cheapest place they could buy a house. Dave is a potter and Anne a weaver, they grow much of their food in their garden and have integrated well into the community. My small detour up the coast was to see them and enjoy their hospitality for a couple of nights.

It was lovely to arrive late that afternoon on such a clear sparkling day. The haze of sea spray that clung to the steep slope behind their house seemed to accentuate its height. The backyards of their house and the other houses along that stretch extend into the bush behind. Individual houses get their water from pipes syphoning out of small streams up the hill and feeding into holding tanks. Since I was last there, my friends had installed a rainwater tank, as the stream water is of questionable drinking quality due to the mine workings up top. They had also set up a small shop in the front of the house to sell their wares.



*Dave Marshal throwing a pot*

That night I exchanged my tent and camp mattress for a comfy bed. It was very dark and very quiet, except for the sigh of the ocean. Next day was lazy and relaxing and I sorted a few things on the bike. The starter handle was sagging, as the stop I'd made to limit its return was far too weak and had bent. I used a bit of rope tied from the handle to the seat mount to do the same job. Also, despite the munted appearance of the fiber washer, tightening the oil pipe union further did indeed stop my oil leak. Otherwise the time was spent mooching about with my hosts, stuffing our faces and swimming in the freezing cold Mohikini river.

Tuesday morning I was packed up again and set off south, back through Westport and down the coast. It was another clear day, perfect for enjoying one of New Zealand's prettiest seaside routes. The west coast is known for its high rainfall and storms. Thirty years ago a friend and myself experienced the full brunt of this when riding our Vespas around the South Island. This trip, the weather was on my side.

Passing the Fox River mouth, I noticed a pair of Honda CT 110s emerging from the river bed. They were loaded up with gear in milk crates and bin liners. Were they adventure-bike touring? It was a pleasing sight, as I'd been bemoaning that these days you only see monster bikes out on the open road, machine and rider decked out in every possible piece of expensive product.

Further on, these two overtook me, confirming that aside from the cycle tourists, I was the slowest thing on the road. At Punakaiki, I stopped for a walk around the famous Pancake Rocks where the sea surges in and out of narrow passages and bursts out through blow holes. Carrying on, I got to Greymouth, a bit like Westport, in that it's on the mouth of a major river (The Grey) and was a significant coastal port for local coal to be shipped out. It was time for lunch and I was just emerging from the sandwich shop when someone called my name! What a surprise, it was some old acquaintances from Wellington who were also passing through, but in the opposite direction.

That afternoon, the most challenging part of the route lay ahead - Arthur's Pass. At the beginning  
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of the day, I wasn't sure if I'd stop the night before or after the pass. As I was making good time, I resolved to tackle this section today. Soon after Greymouth, I turned off the coast road onto SH73 and headed inland, refueling at Kumara.

The winding road follows the Taramakau river valley, then heads sharply south, gaining altitude slowly and passing the railway town of Otira. There's not much there anymore, as trains don't have such a large role in the countrys life as they used to. Then more gradual climbing through the Otira gorge and woah! Suddenly the road is seriously steep! This was a genuine first-year crawl. At one point it jumped out of gear, which wasn't very reassuring. I stopped at a good viewing point just before the viaduct to give the poor bike a rest and check the coolant to make sure it wasn't overheating. Since the altitude was now over 900m, the air was thankfully quite cool. Apparently the steepest part of this side of the pass is 24%.



*Campsite, Klondike Corner, Arthurs Pass*

The viaduct itself is steeply graded, so not a hope of getting out of first gear till we finally crested the top. I was careful to keep my left hand across on the gear lever this time. Then sharply downhill and into Arthur Pass village. It was five PM now, and time to consider where to stop for the night. Talking to someone who'd come over to admire the bike, I learned there was a DOC (Department of Conservation) camp area further down the road. And so there was, at Klondike Corner. These are good value, for \$10 a night you get a shelter to cook in and a long drop facility. This was a nice spot with mountain peaks all around and good places to pitch a tent. There were other travellers, mostly from overseas. I talked to a few while we cooked our meals about their travels. As usual, the LE was always a subject of interest.

After some evening strolls through the beech forest, it was time to turn in. I should add that my bedtime reading during this trip was "A Ride in the Sun" by Peggy Iris Thomas. A young woman, who in 1951 rode her BSA Bantam through Canada, America, and Mexico, with her dog Matelot as a passenger. The book she wrote on her travels has recently been republished, and I heartily recommend it. That night was considerably colder due to the altitude and thermals were required to make up for my inadequate sleeping bag.

Tuesday dawned bright and breezy and I was soon off with a good following wind. The landscape had opened out into a broad valley surrounded by rocky hills. It's big country that the road gently undulates through.

At Porters Pass it got pretty steep again and I was soon down to first gear. At the worst part the bike stopped! I rolled back into a wider bit of shoulder and wondered what was up. Then remembered the old vapour lock in the filter chamber problem. It hadn't done that for a while, maybe the gradient encouraged it. After tilting the filter bowl against its spring clip pressure so some petrol ran out, the engine started again and made it over the top without further mishap.

The rest of the morning's ride to Christchurch was straightforward, with the traffic density increasing as I neared the city. My first job on arriving was to look up Allen Forgie, a member of the LE club and someone I'd swapped parts with. Because I'd left my phone behind,



*Porters Pass, Landscape*



I couldn't ring him as I didn't know his number. But I did have his address in my memory. It would have to be a surprise visit. Stopping frequently to consult the map, I eventually found the house in a small cul-de-sac. Allen's wife Diane answered the door and I apologized for the surprise, as they only knew I would call in some time that day or the next. Anyhow, it was all fine and we talked LE's over a cup of tea. Diane observed that I was rather young to be interested in Velocettes! Reflecting, I thought well they were still making them in my lifetime, when the last LE came out of Hall Green I was in kindy.

In the garage, along with his modern day bikes, Allan had a mid-50's Mk 2 LE, an almost finished Mk 1, and a 1953 MAC. They were restored to a high standard that put my bike to shame. At the best, my jobs are functional with a finish just 'good enough'. There was an interesting modification to the fuel feed on the Mk 2. The fuel line dropped from the tank via an on-off tap into an in-line filter, then rose to enter the float chamber directly, bypassing the filter bowl. There was a vent-pipe from the fuel line rising to a height above the fuel tank. This was to avoid the vapour lock problem that had apparently caused much trouble. I might consider something like this for my LE, or at least just arranging a vent pipe from the filter chamber. The MAC was a very impressive looking bike, 1953 being the year they introduced swinging arm rear suspension on the 350. Allan had previously owned a Venom too, the very same bike that Steve Carrington (who hosted the rally) now rides.

I found my way back into the city centre by trial and error on the complicated one-way system. It was the first time I had been in Christchurch since the earthquakes of 2011/12. There was lots of empty space where buildings had been and not much shade from the baking afternoon sun. Like everywhere it seems nowadays, the roads were packed with almost gridlocked traffic fuming away in the heat. An ominous brown cloud of smoke hung about to the east, was there a fire somewhere?

I found the house in Linwood of my friends Kate and Creon and their two children where I was to spend the night. It was an enjoyable evening sharing dinner and catching up, and I pitched my tent in the backyard. I learnt that the smoke that afternoon was from a big fire on the Port Hills.

## **Sportsman Rebuild**

### **Keith Ballagh**



I am more or less finished my re-build of a Sportsman. I really had no intention of this but on seeing Trevor Hackett's boxes of bits I felt I couldn't let the opportunity pass by. It appeared that most of the bits were there and in reasonable condition. Trevor had acquired the boxes some years ago intending to do a restoration someday, but realised that he had too many other things to do so

had decided to pass it on.

It appeared that someone had intended to prepare it for racing as many road bits were missing (footpegs, handlebars, horn, speedo etc) and it had an Amal GP carb which is not really ideal for road use. Similarly the front brake had Ferodo AM4 linings which as well as being asbestos based were also notorious for only working well when hot. A previous owner had also acquired a Lucas

magneto and although the contact breaker housing was there there was no coil or condenser. I decided to return it to something like new condition and to not overly modernise it. However I did violate this by buying a Mikuni carburettor as I find them an easy to tune and well performing instrument. Apart from that most everything you can see is as it might have left the show room. To this end I mostly re-used bolts and fittings but had them zinc plated.

I had the crankcases, barrel and head vapour blasted and polished the aluminium wheels mostly by hand. Most of the chrome items had not stood up to 20 or 30 years of sitting in boxes and so items like head light shells, brake and clutch levers, exhaust pipe and silencer were not able to be brought back to an acceptable standard and so new parts were bought. Most of the new items were purchased from Groves in the UK which once you have taken freight and the exchange rate into account are on the expensive side and I rather went over my budget. New rings, new guides and new main bearings were deemed necessary.

The most expensive item turned out to be the crankshaft. It appeared to be OK at first glance, but on closer examination the timing side mainshaft had been turned down to a non-standard size.



When I began to dis-assemble the crankshaft to do something about this the crankpin virtually fell out and it was also revealed that the drive side mainshaft had begun to pull out. I wasted time and money buying a new oversize big end and timing side mainshaft from Nick Payton. But then when I began to assemble the parts I found that I could not true things up, the holes for the crankpin were not parallel with the mainshafts. So I decided to cut my losses and bought a pair of new flywheels and a new crankpin from Grove. However the crank pin was not made to the correct dimensions and would not enter the holes on the flywheels. So after a bit of correspondence Grove replaced the crankpin with a supposed proper Alpha big end. It was very annoying to find that this crankpin did not have the correct taper (0.008" per inch) and I was reluctant to press this in so ended up using the original big end which at least was the correct dimensions. There is a slight knock in the completed engine which might be due to using the old big end. Ah well at some point you have to accept that perfection is too hard.



The original clutch was pretty well shagged as the steel plates were losing their tangs and the chainwheel had very hooked teeth. I bought new bits and decided after some thought to replace with a 7 plate clutch rather than the original 9 plate clutch. As someone pointed out the factory KTT racers only ever used 7 plate clutches and my relaxed style of riding didn't seem likely to over power the

clutch. I have however used the 20 spring arrangement in the meantime until I see how things go. I might go to 16 springs once things settle in and I find things working OK.

I made a new wiring loom as the old one was in very poor condition (50 year old wiring). While I could have bought a new loom from Grove it was fun making my own and I found places to buy all except one of the colour coded wires. I have copied Bill Irwin's handlebar indicators as it is more or less an essential safety feature in Auckland traffic these days. I made my own speedo and rev



counter using an Arduino micro controller in each case and housed in a period Smiths instrument case.

Finally non critical items were powder coated and critical items (tank, guards, oil tank etc) were painted by Don Green who enjoys that sort of stuff.

Much to my surprise/pleasure it started relatively easily and was a joy to ride straight away.

However the clutch has since developed a bit of an attitude and the magneto turns out to have the starts easily cold but won't start for love or money when hot disease. That's pretty annoying and I'm wondering how easy it is to replace the condenser/capacitor oneself rather than sending it off for a proper overhaul.

But overall I am pleased with the completed project and look forward to some happy miles.

The bike has a temporary muffler on it and not surprisingly doesn't sound "right". When I went to put the fishtail on I discovered the internal baffle was loose and the perforated tube was very rusted and would not fit on to the exhaust pipe. So I need to either do some surgery on what I have or buy a new one. In the meantime I am getting some miles on it and sorting minor issues out with this imposter

## **Atkinson Differential Engine Bruce Watt**

Since the editor is looking for some articles for the newsletter so I thought I would write about my other hobby which is making model petrol engines. First one is a Atkinson Differential Engine. I made the wooden patterns and cast the aluminium castings at home using a homemade electric furnace. The only components I purchased was the spark plug and second hand pulley for the flywheel. The motor has a 1 1/8" bore and the first pistons were fitted with rings but that caused too much friction so a new set of pistons were made out of cast iron and lapped to fit the cylinder. The motor is interesting in that it was invented in 1886 to compete against Mr Otto's four stroke engine in which he held all the pattern rights. The motor is a four stroke but all the cycles are completed in one revolution. It has two valves, inlet is atmospheric and the exhaust is controlled by the piston. Steve thought it might be a replacement for my Velocette Mac.



## **Velocette Clothing for sale**

Please support the Register. All items have the Velocette logo on them.

Short sleeve polo shirts. Sizes. Medium, Large, and XL. \$38.00.

Long sleeve Tee. most sizes. \$32.00.

Black short Tee.(limited stock) Naked Lady Logo. One large one medium only \$50.00.

White short Tee shirt (limited stock) Naked Lady logo. Large and Medium \$32.00.

Woollen Beanie with Velocette Logo \$28.00.

Baseball Cap. NZVR on rear, Velocette on front. Black and Gold. \$25.00.

Bucket Hats. with gold trim. Small, medium XL \$28.00..

All plus package and post. Warwick Darrow. 15b Pounamu Place, Cockle Bay 2014. Auckland.

Ph 09 520 2882, email [waktrish@gmail.com](mailto:waktrish@gmail.com)

## Finances

Donations. We manage to raise some funds from selling our Velocette Clothing, however it would be appreciated if you could make a donation. It has become quite expensive to send the Newsletter out by Mail. A donation of \$20.00 helps. Donation may be made either online or by visiting your local Kiwibank.

The account is 38.9001.0688047.00. Please add your name in the details.

Account balances

Rally account. \$2453.67.

Current account. \$2884.62.

## Useful links and contacts

Seaco Bearings, New Zealand wide have some useful imperial size bearings in stock. These include wheel bearings.

NZ Bonding Services Ltd. 18, Eliot Street. New Plymouth 4310. 07 846 1934 <https://nzbonding.co.nz>

Hub skimming and relining of brakes. .

Velocette kickstart springs from Australia. Have no experience of these but they say they are a better product. \$30.00. [Aust.e.mail.placzo@iinet.net.au](mailto:Aust.e.mail.placzo@iinet.net.au) ph 0419 914 868.

The Original Roo stand. from Neville Smith. Contact [velo499venom@hotmail.com](mailto:velo499venom@hotmail.com).

VOC Australia. [www.velocette.org.au](http://www.velocette.org.au)

VOC South Africa. [www.pomc.co.za](http://www.pomc.co.za).

Danish Velocette Network. [www.velocette.dk](http://www.velocette.dk).

VOC. North America. [velocette.org](http://velocette.org).

L.E Velo Club [www.leveloclub.org.uk](http://www.leveloclub.org.uk).

Velocette Owners Group. Germany [www.velocette.de](http://www.velocette.de).

VOC UK [www.velocetteowners.com](http://www.velocetteowners.com)

## For Sale and Wanted

### For Sale

1955 MAC in lovely condition.

Built for my collection some years ago and I now need to downsize

Everything refurbished/re-built/re-painted

14 - gearbox

Reconditioned Mag

Only done a few miles around the block.

Starts easily and will need to be run-in for a few miles.

\$9,000

Phone 021677952 for a viewing

Roy



1948 Velocette MAC 350 in really tidy condition. It was formerly owned and rebuilt by Don Green (who you most likely know of) It hasn't done more than a couple of hundred km since I purchased it. I have had it for about 7 years.

Age, health and being 6'4" are catching up with me and is the reason for selling.

All being well I would like \$12500 ono

Please phone Charles Lockie 021 454 514. or email [charleslockie@xtra.co.nz](mailto:charleslockie@xtra.co.nz).

For details about the work carried out on this bike contact Don Green 021 073 2642



## Spares For Sale

These are some of the spares I have for sale, they total 3 listed pages in all (as attached) Please email me [jbryvelo@gmail.com](mailto:jbryvelo@gmail.com) for further details if interested . Add part number if you can.

They include a pair of N.O.S. Dodkin Chrome guards (still in their wrappers), for the VM - VR models. Also Front MAC -MSS, all un-drilled. The P/C/C items were purchased from Alex Svendsen and will need fettling and a MAC petrol tank.

**Velocette parts for sale**, plus other generic bike items. Most items are new as shown unless otherwise stated as used (serviceable?) condition.

Free pick up Bayswater or Northcote , just off the motorway, will post at cost. I have tried to describe parts as well as I can.

Please phone 09 4456483 or 021 1822413 Email- [jbryvelo@gmail.com](mailto:jbryvelo@gmail.com)

### **Engine Parts:**

MAC K6/7 & K7/6 Valve spring set of 4 springs. (Terry's VS147A boxed).

M251 Washer Special- thick for cyl.hd nuts. New

Bolts - Alloy Rocker cover-2BA Bolts Full set (some used)  
M251 Washer Special - thick for cyl.hd nuts. New.  
M208 Cyl. head nuts Plated (iron head).  
M28 Con Rod MAC appears OK (used)  
M81 Oil pump - Gear - Scavenge New  
M81 Oil pump - Gear. 310" thick New  
M217/2 Oil pump - Gear.539" New  
M82Oil pump - Gear .74" New  
M207 Oil Pump Base plate Used M56/2 Studs -Crankcase (Used).  
M39 Tappets (used)  
M206 /2 Worm Drive -Twin start (Used good Con..)  
M21/4 Bolts Oil Pipe union. New  
M212 Jet -Quill S-Steel (Used)  
M249 Stud -Eng. long (Used)  
M32 /4 Pinion -Timing. Used  
M266 Nuts-Cyl Head New  
M52 Nut Push rod tube. Polished S/Steel New  
M9/9 Valve Rocker Inlet Used  
M39/2 Screws Tappet Used  
M11 Valve Lifter -Ex. Used  
M17/8 Cam Assy.  
A8/2 Oil Feed Filter union  
A 292 Oil Filter Union (Chromed)  
B38/2 Bolt Oil Drain ( Polished S/S ) New  
MAC Cast Iron Cyl. Head Good Fins- Will need valve new seats.

#### Clutch - Gearbox

80/5 Camplate S/A and KSS 9 (Used )  
MAS 167 Stud Washer - Clutch spring holder  
BK 70 Clutch Thrust Washer (New)  
Set of Fibre (modified replacement clutch linings)  
F45/2 Pre War MAC inner Chaincase (Used)  
BK4 Kick start Housing Used  
BK 14 Kick start Ratchet Used  
BK 18 Kick starter -Footpiece. Blade spring type, (Used)  
B 87 1st Gear 18 teeth. MAC/MOV. (New)  
CK 14/4 Cable stop -Gearbox end Used  
SL/ 95 ? Sprocket- Gearbox - 17 Tooth. (New)  
MAS57 Bearing - Clutch thrust (New)

#### **Frame - Brakes**

F269 Bolts Handle bars 5/16BSF and 5/16 N/F (New Polished S/S)  
FF 268 Top Nuts (F/Forks) Chromed (New)  
W62/2 Front Hub Spindle (Used)  
W52/3 Front brake distance piece Used  
FB 54 Front brake cable shackle (used & plated)  
KS 11/4 Front hub dust cover( New)  
KS 75 Plate (alloy) Rear Hub Cover New  
KS 52/4 Distance piece (1 New plated) 1 used  
Cam Steady for Rear Brake Used  
KSS 29/2 Chain-wheel (6 hole-Iron KSS ?) (Used)  
FA 104 L/ R Suspension bracket cap set (used)  
FA 105 R/R Suspension bracket cap set (used)



SL 31/17 Center Stand Long Bolt (1 Good and 1 Used )  
F292 Center Stand Pivot bushes  
C7/26 Thrust ring Plain  
F223/5 Return Spring Foot Brake Repainted  
FK 58/65 Rear Spring Used repainted  
MAS 41 Rear brake rod with ferrel (used 450 mm long)

### **Panel- Electrical**

### **VM & VR**

A22/20 Rear number plate assy. (2 Parts, New Complete & Painted)  
A23/5 Front Number Plate (Blade Type) Painted Black (new)  
KA 27 Tank Knee Pads S/Steel Screws (Set of 4 )  
K93 VM - Cover Dynamo Outer-Painted New  
MAS 8 and MAS 9 Head Light bracket. Used  
MAS 60 Frame Bridge support Painted  
Front Guard (Webb Forks) New  
Saddle springs 1 $\frac{3}{4}$ " Long  
Saddle springs 8" Long  
Set H/Light Clips (3)  
1 $\frac{3}{4}$ " Exhaust pipe Clamps (Chromed not Velo)  
2" Exhaust pipe Clamps  
Saddle springs Used 1 $\frac{3}{4}$ " long  
Saddle springs New 8"

### **CEI/BSC Nuts 1/4" - 5/16" - 3/8" - 7/16"**

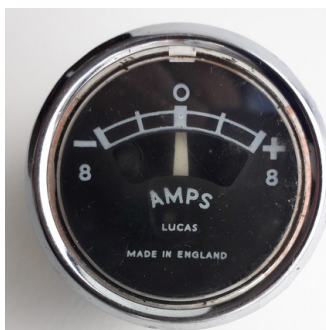
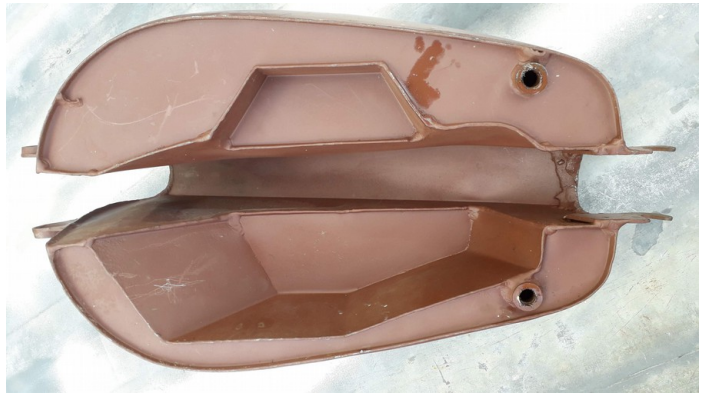
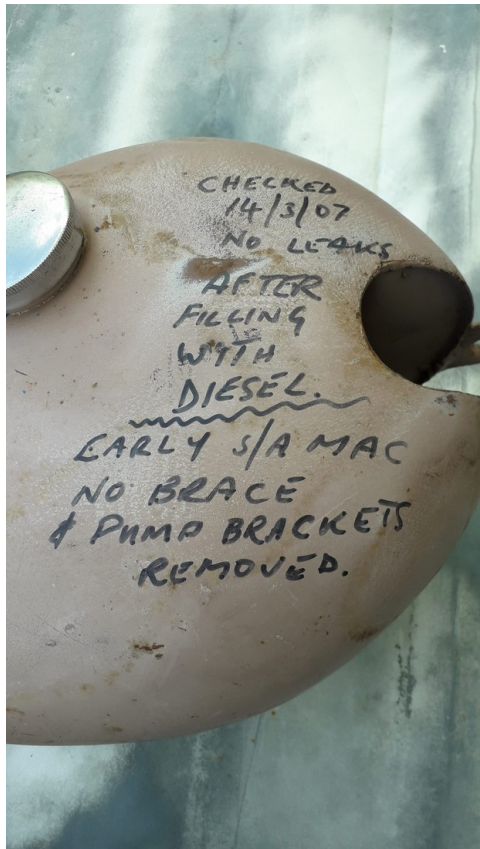
**Special Magneto Nuts.** With 5/16" cyc thread & 1/4" Whit. Heads with longer length nuts  
MAS /77 Rear Drum (57 Teeth, have been replaced). Looks OK.

[VM / VR Chrome \(Ex Dodkin\) Pair of mudguards as new still in original wrapping paper.](#)  
[Also complete set of aluminium castings purchased from and as fitted to Alex Svendsen's Velocette Special, require fettling and machining](#)

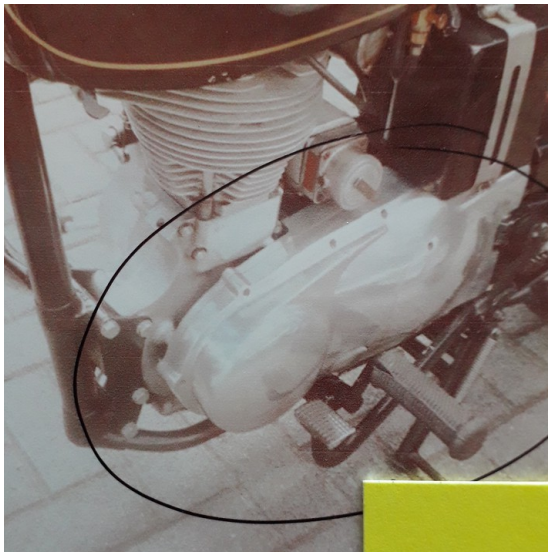
Lucas Ammeter 0-30-0 amps 1 $\frac{3}{4}$ " dia  
Lucas Ammeter 0-8-0 amps 1 $\frac{3}{4}$ " dia  
Pair Brass push Pull Petrol Taps Brass new  
Pair Brass push Pull Petrol Taps Chromed "  
Pair Brass Lever type unchromed."











## Wanted

I am in need of forceful, perhaps with raised voices and pointing of fingers, assistance to get my '54 MAC and '54 MSS ( with Watsonian Palma, Adult and Child chair) recommissioned. I have had them for over 50 years and both restored and displayed at the 100 year celebrations at Pukekohe during the Classic Racing Event 2005.

The assistance will include numerous litres of tea and crafted coffee, nibbles if demanded as well as the riding or driving of the vehicles in rallies, VCC events and touring adventures. This is an option for an enthusiast, not allowed to own a bike due to family direction or pressure, and would like to get involved in the vintage and sporting motoring scene. There are also other bikes and toys in the sheds to fiddle with as time goes on.

Do the research first on the bikes and the owner before contacting.

Michael Greig  
 027 2455786

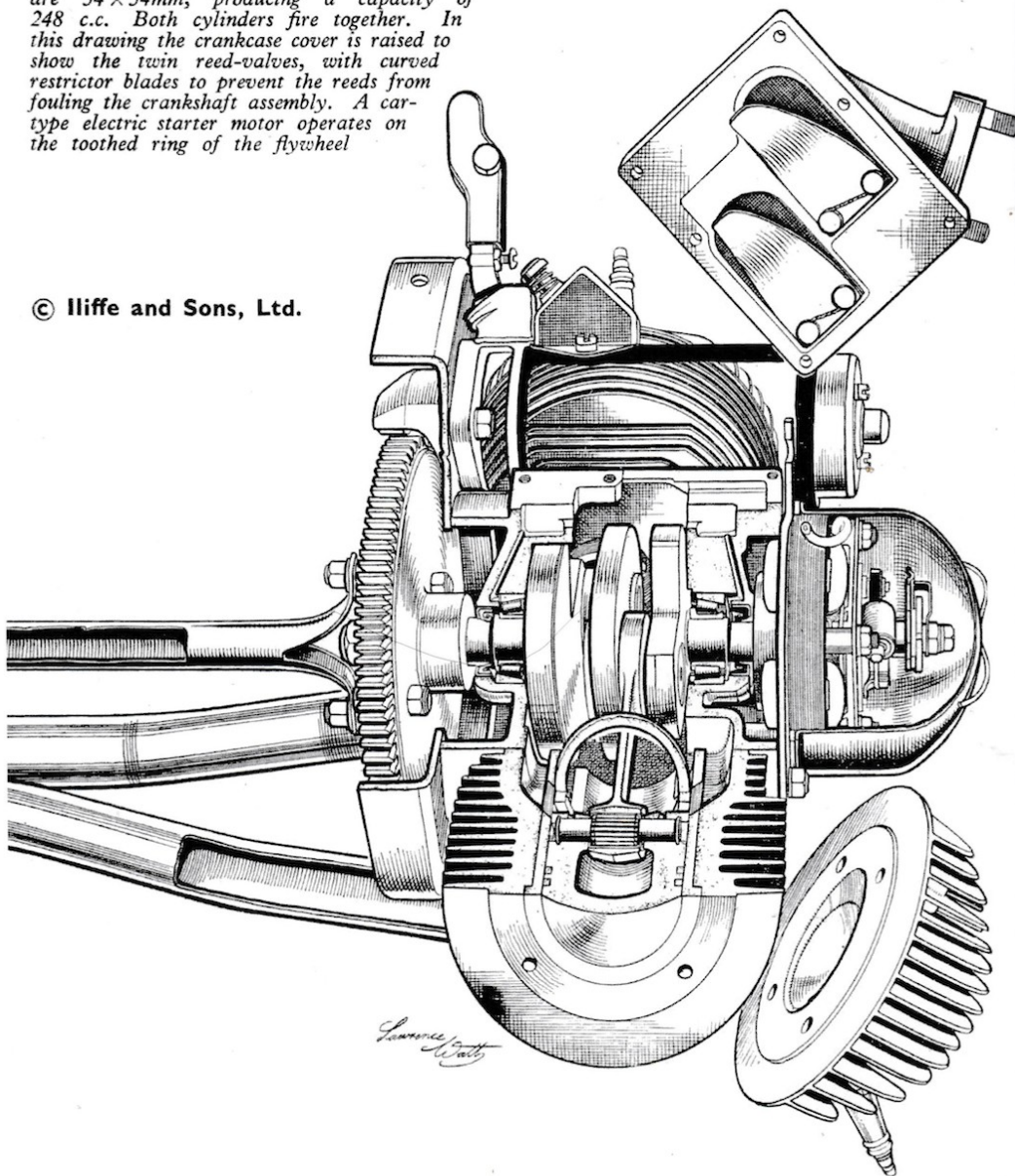
Looking for a half decent alloy barrel for a 51 mac if anyone out there has one.  
 Cheers Maurice Voss 0211924600

Rocker assembly wanted. Rockers, adjusters and alloy bearing block with caps and bolts. For 1953 alloy MAC. To buy or loan please ph James 033138139 evenings.  
 James Anderson

## THE MOTOR CYCLE, 3 NOVEMBER 1960

Bore and stroke of the flat-twin two-stroke engine are  $54 \times 54\text{mm}$ , producing a capacity of 248 c.c. Both cylinders fire together. In this drawing the crankcase cover is raised to show the twin reed-valves, with curved restrictor blades to prevent the reeds from fouling the crankshaft assembly. A car-type electric starter motor operates on the toothed ring of the flywheel.

© Iliffe and Sons, Ltd.



Sectioned view of the Velocette Viceroy scooter engine

#### The Original ROO Velocette CENTRE STAND

These are the Original Minimum Lift Roll On Off Stands that I developed in 2007 for all Velocette RS Swinging Arm Frame models.

They are available to order and will fit all RS MAC s, MSS, Venoms, Vipers and Thruxtons, including Velos fitted with Rearsets.

Available with Stops that will need adjustment to suit your Bike OR a NEW version that uses two Hi Tensile Screws to set the adjustment.

The ROO Centre Stand uses your Velocettes Bushes, Rod, Nuts and the Return Spring

For more details contact Neville Smith  
velo499venom@hotmail.com





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The

## Velocette

Parts Specialist

TEL: 01234 752033 FAX: 01234 752055

E-mail: [mike@velocettparts.co.uk](mailto:mike@velocettparts.co.uk)

Visitors: Please Phone for Appointment



Online Velocette parts store -  
[www.velocetteclassics.com](http://www.velocetteclassics.com)

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

[mark@velocetteclassics.com](mailto:mark@velocetteclassics.com)



Contact:  
Mark Newsome  
Tanks Classics Ltd  
Cumbria  
07870 762442



### Veloce Spares Limited



Note: You must be a member of the Velo Owners Club to buy through Veloce Spares

[www.velocespare.co.uk](http://www.velocespare.co.uk)

### KTT Services

KTT Services' mission is to get more Velocettes competitive on the race track and to improve road bike performance and reliability.

<http://www.kttservices.co.uk/Home.html>