



New Zealand Velocette Register

Newsletter January 2026

**We welcome you to our Summer 2026 edition of the NZ Velocette Register Newsletter.**

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Welcome to the Summer edition of the New Zealand Velocette Register Newsletter

Congratulations, somewhat belated, but a sincere pat on the back to Bruce McKerras who won the Mooloo Meander on his Viper. Also Robin and Paul Muir who won the Velocette Cup at the last Auckland Rally. A more up to date win for Neville and Cheryl Mickleson who won the recent Rubber Duckie Rally on their Velo Clubman.

## A Recent Acquisition

Andrew Ross

It wasn't part of the five year plan to end up with another LE, (I already have a pair of Mk2's), an early 50's MAC was what I was aiming towards. However, in May, when this 1960 LE Mk3 came up for sale in Palmerston North, I couldn't resist.

Firstly, I like the styling of the Mk3, and the fact it has a four speed gearbox. Secondly, this particular example used to belong to Charlie Belk. I had never met Charlie, but had just heard about him from others. Apparently he was well known in the Velocette world. Amongst the printed ephemera that came with my original job lot of LE's was correspondence between Robert Belk of

Feilding and the Miller company from 1956. He'd been having trouble with their HT coils. I'm pretty sure Robert was Charlie's brother.

In one of Maureen Bull's books on NZ motorcycle heritage, there is a piece on Charlie and his LE Velocettes. He's pictured with his three bikes, one being the Mk3 I now have.

I should qualify "MK3" however. This bike is actually a bittser, the body being mid 50's Mk2 with the hole for the hand gear stick covered over. There are a few bespoke modifications like oil and temperature gauges and non standard rear shocks. The latter jacked the back up at least another inch, I think this would make the universal joint in the drive shaft work overtime, so I have replaced these with original units.



After sorting out some electrical issues and a new set of points, she starts easily and runs nicely. And four gears with foot change really makes a difference compared to the older three speed stick shift arrangement. You feel like you're accelerating, rather than gradually building up momentum. A kickstart replaces the hand starting lever, its not very nice to use, having a short arc.

There's still a way to go before being completely sorted. In top gear there's a strange howling rubbing noise when going slowly with light load. But not when you're on the gas or engine braking. Some sort of drive shaft resonance? The plugs look black, even after dropping the needle in the Amal 363 a notch from the usual middle position. On my last spin it started missing when the throttle was opened, I'm sure this is an ignition issue.

The photo shows the bike with its previous owner Michael Barnao, just before we loaded it on the trailer. Michael didn't use it much, as being quite tall, found the riding position cramped. The other two owners between him and Charlie Belk didn't do much with it either, according to the odometer.

## A salute to the L.E. Velocette.

From Warwick Darrow

Did you know....that... hold your breath.

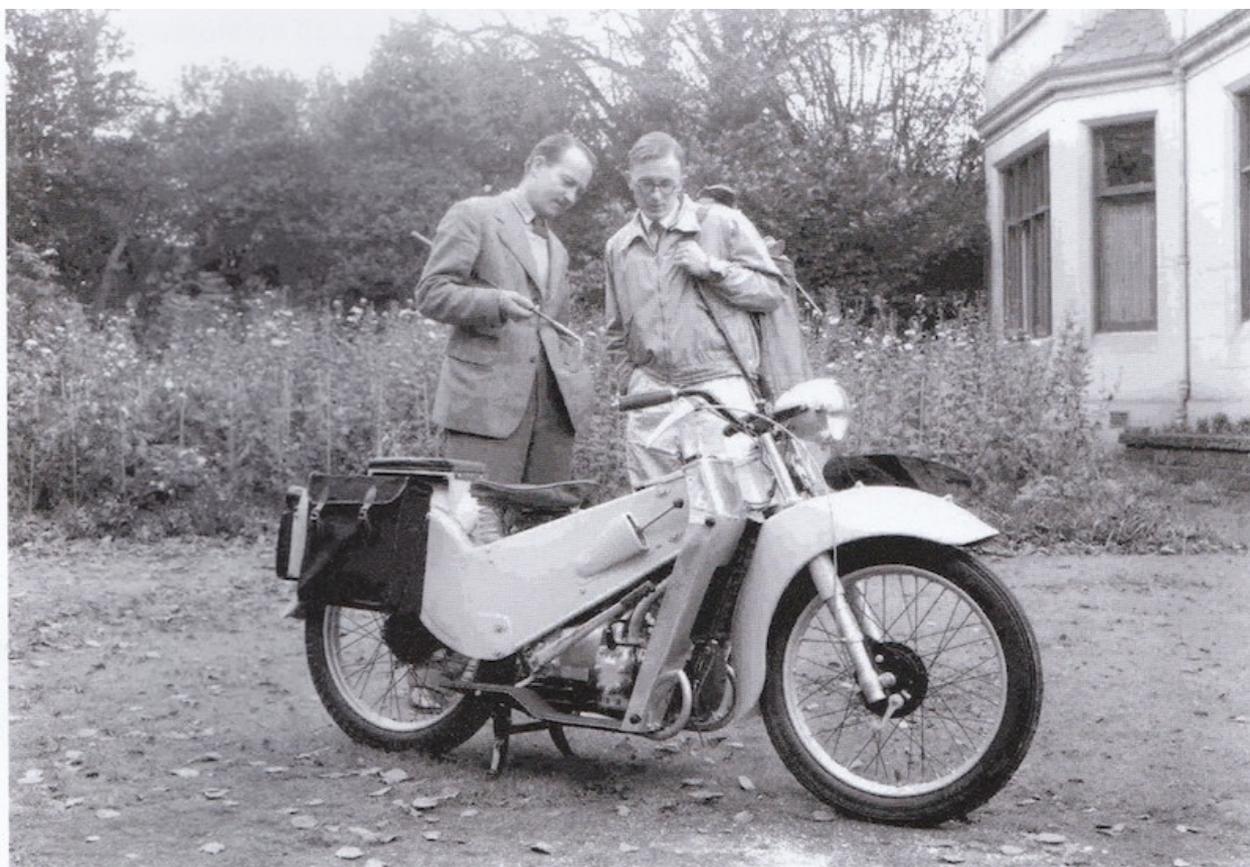
In 1977, the Kent Constabulary Chief Engineer said about the L.E.

“My opinion is that the L.E. model was the best lightweight motorcycle that we ever had. They outlived the Ariel Leaders, the BSA fleet stars and the Matchless. They were liked by the riders and the mechanics who maintained them. Only last week one of my mechanics, without any prompting from me, commented that when Veloce stopped business the Govt should have taken them over to supply all Constabularies with the machines. They were so good for the intended purpose.”

In 1969/70 209 LEs were in service with the Kent Police, they covered 1,007,572. miles

In 70/71 201 were still in service covering 1,011,376.miles.

Chief Engineer. Kent County Constabulary. 23 November 1977.



*Velocette possible publicity photo of the new LE 150*

*Courtesy Dennis Quinlan*

# Fitting Indicators

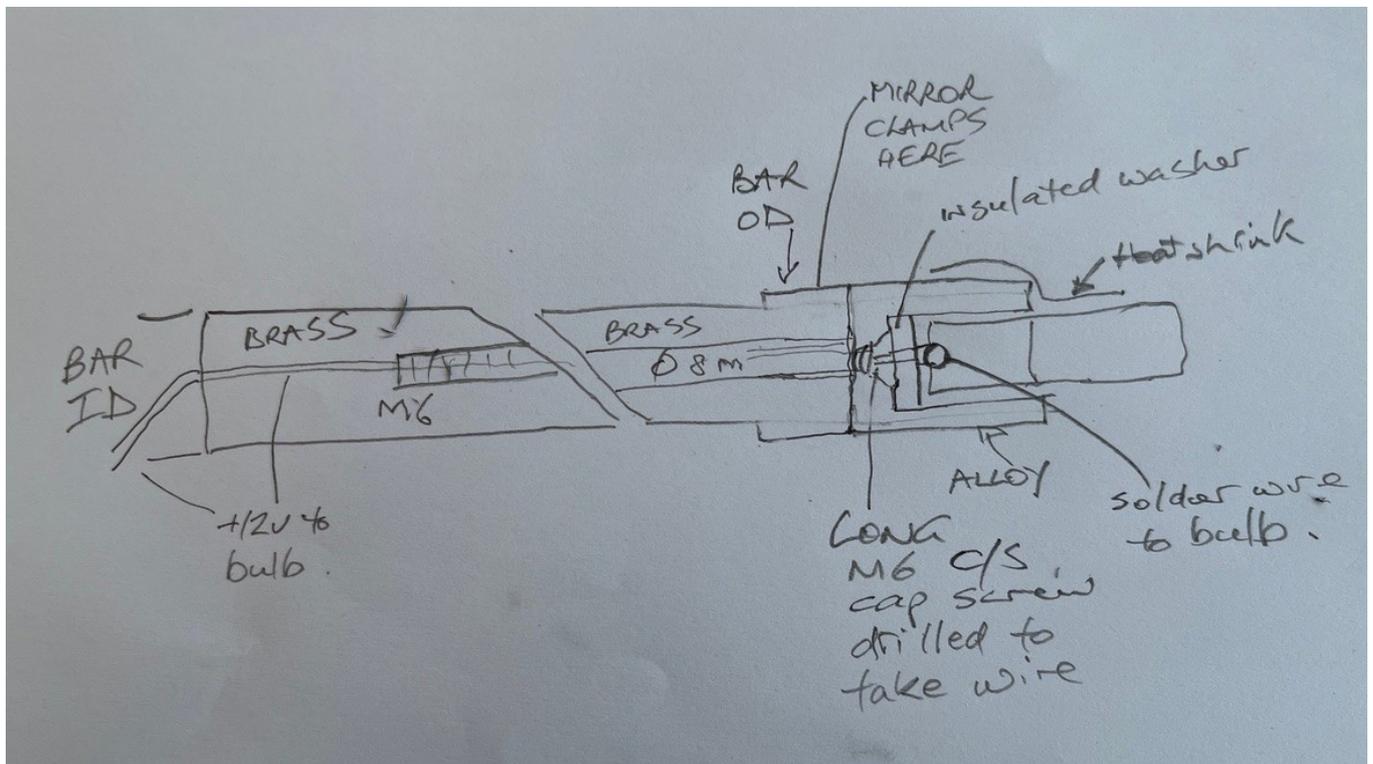
Bill Irwin

I prefer to have indicators these days as hand signals are difficult at times (e.g. uphill RH turns and overtakes) and not always noticed.

These LED bulbs are super-bright and when mounted on bar ends they are conspicuous in all directions.

I ran the wires through my bars by drilling a hole underneath between the bar mounts and using steel wire to draw the cables. These don't need to be thick as LEDs draw less current. The relay seems to be critical as several others I tried didn't work or didn't last.

I combined the fitting with bar end weights and a mirror mount but others may prefer just a bulb mount. Rather than making up a bayonet type fitting for the bulbs, I ground off the pins and soldered the wire on. The whole unit is held on with 1" self stick shrinkwrap.



Here is my very rough sketch.

*Editors note: having ridden behind Keith Ballagh's Venom which has the same arrangement I can say that this is a very effective solution and visible at quite a distance in bright sunlight.*

## A chuckle with Clutch

Steve McPhee

Having recently made the big leap into a 'Baptism of Fine English Engineering' by purchasing a Venom in my latter years, why not, I like fiddling around with mechanical stuff.

It was one of those beautiful calm, warm sunny days that invited a ride on said Venom....lets travel from rural Rangiora to Kaikoura via the roads less travelled, for the most part anyway and return back via the Inland Scenic Route. Away we go having checked the fuel level, out the back of

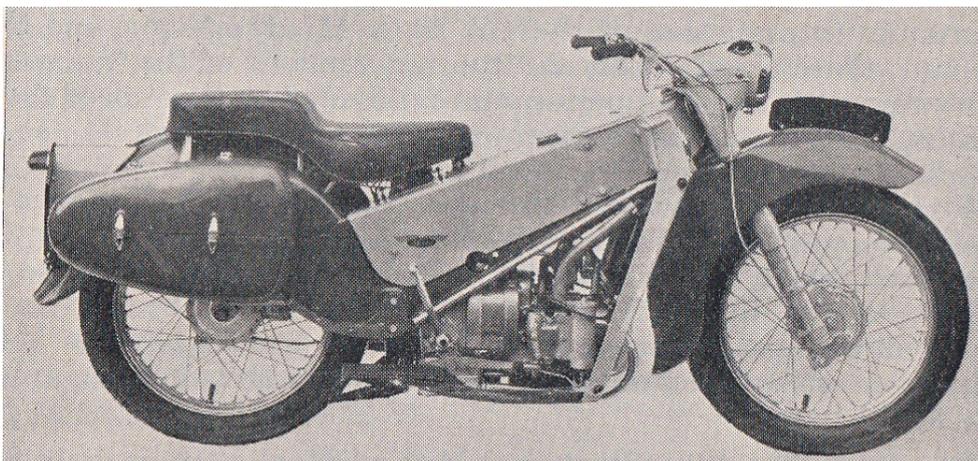
Sefton, Waikari, and up the Scargill Valley. I had a pit stop in Cheviot, there were a couple of people admiring Clutch who obliged by starting first kick, bosca. Off over the Hundalees to the coast road the sea was just like a millpond, so calm with some really nice looking waves (having been a Seaweed back in the days I could tell ). There wasn't much traffic on the road either it being a Saturday morning, bike was going well to boot.

As we came past the turnoff to South Bay then started the rise up to Kaikoura Township the bike faltered and then died just like someone had turned the fuel off, surely not, I can't have used a tank full in 100 miles? Having pulled over next to the armco barrier, I had a wee look in the tank, dry as a chip... gadzooks! There was about 400m to the top, gloves went in the tank, visor was flipped up, upzipped jacket, I can do this 100m at a time, got 2 of them done with a break to control the gasping and reduce the heart rate back from somewhere it hadn't been for a few moons, just started my third stint when I looked up to see the big bearded fella steaming over the top of the hill hollering about giving me a hand and how his mate was on the way with a 20L jerrycan of gas.... Hallelujah. He got into push mode and I felt I wasn't doing anything and when we arrived at the top his friend ( another big bearded unit ) had turned up and he reckoned he hadn't had a workout for quite some time. We poured a couple of litres in and I attempted to kick some life into Clutch, nup, no go, poured a couple more in to no avail. As we were right next to a 'gravel driveway ' they both helped push it up a 100m or so, turned around and tried to bump start it in 2nd gear which resulted in a trench in the driveway, tried 3rd with pretty much the same result. I was wondering what sort of reaction phoning 0800HOMEHELP would illicit, mmmm, not a good thought. These blokes were towing a boat and when they passed they evidently didn't want to read about a senior citizen dying of a heart attack on the side of the road the next day. The boat was parked on top of the hill, quite a bit of traffic at this stage, they wandered out into the middle of the road stopped the traffic while I pushed 'It ' across Hwy 1 to the steep tar seal hill opposite, within a few metres of rolling Clutch fired, a big U turn and rode back to thank them profusely. They wouldn't accept any money as they reckoned a lady had stopped to help them out "once upon a time " on the promise that they would stop and help someone else out in the future.....real ' Good Bastards '.

I continued a couple more kms up the road to the BP, ooohh the relief. Filled it up, 16L later I pondered lunch down by the wharf...peanut butter and cheese sandwich....not that salubrious... maybe a beer in the pub for my efforts. Only problem, Clutch was 'non compliant ', more pushing to get out of the way of the pumps, fuel OK, plug out, check for spark...could see bugger all, bright sunny day, pretty awkward trying to kick on one side while leaning over the other to check for the elusive spark....mag cover off, clean and check points gap.... a couple of kicks and Bingo it fires and runs. I hastily put it all back together and jammed sandwich down my throat....didn't want to stop it and made a hasty retreat home, not via the Inland Road with no cellphone signal.

Clutch went really good until around 2 and then the clutch started slipping, I managed to limp home.

More on this saga, plus others in the next Newsletter.



*Mk III LE with dual seat and streamline panniers*



## Ivan Rhodes

The Velocette Owners'  
Club Interview

<https://www.youtube.com/watch?v=KaUqpJz4F2o>

There is an excellent interview with Ivan Rhodes on YouTube. Hopefully Ivan needs no introduction or explanation to Velocette owners and enthusiasts having been involved with Velocettes since he was a schoolboy and is the author of many books about Velocettes and is the President of the Velocette Owners Club UK. The interview was created by Julian Wright-Williams who is the librarian of the UK Velocette Owners Club and he also wrote and played the accompanying music.

Many thanks to John Bryant who drew my attention to the interview.

## Discovering the joy of owning an LE Velocette

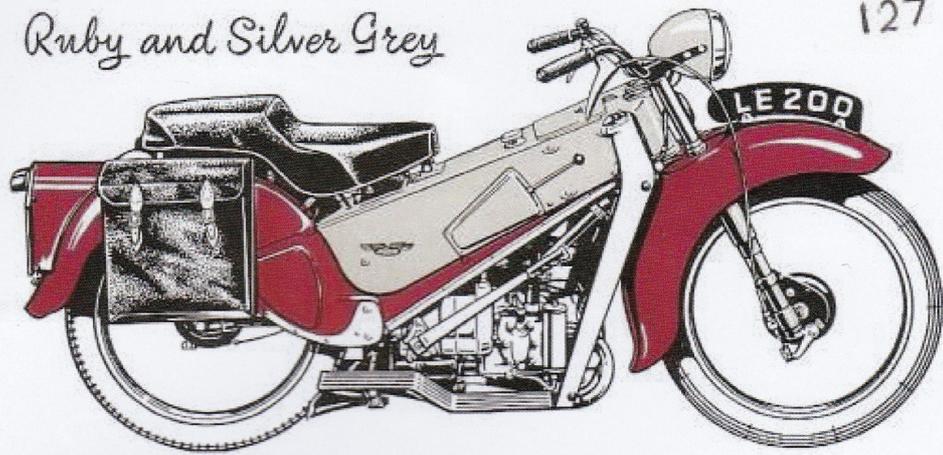
Don Mackay



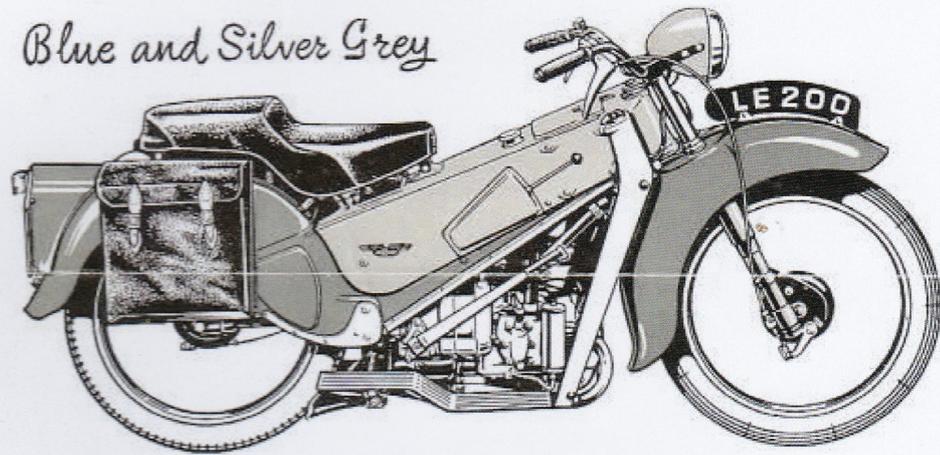
When seller Adrian gently kicked his Velocette LE into purring action I immediately wanted to buy the machine. It hummed as I gently engaged first gear and did a royal lap around the driveway. So it was loaded onto the Ute and taken home. I've been learning about this innovative machine, mine is a 1951 model. Not without challenges or the obligatory fettling on this 70 plus year old bike. I like nah love the monocoque frame/chassis, water cooled horizontally opposed twin, hand gear lever, foot plates, separate pillion seat, minimal gauges and huge mud guards. Specific challenges I am addressing include fuel vapour lock restricting flow and getting the knack of changing gear but all part of the charisma. I need to remove sump to check if roller bearing or plain bearing model as I have an oil filter but nowhere on crankcase to fit filter. I will source and reinstall hand crank lever instead of

kick starter. Other possible to dos - fit windshield, fit classic sheet metal panniers, upgrade to 12 volt - mainly to improve lighting, fit electronic ignition- not sure on that one. And get some "Heartbeat" police apparel including trench coat, gauntlet gloves- the whole package. The LE Velocette is definitely my type of bike simple, innovative, slow and funky looking.

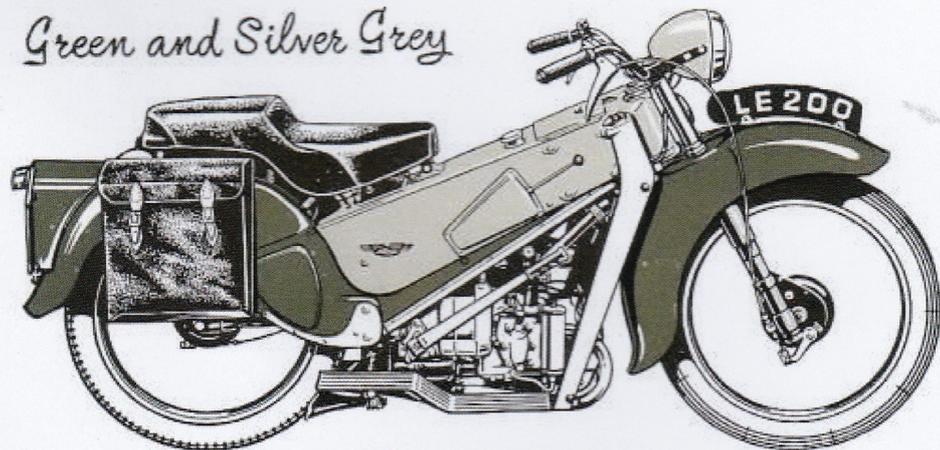
*Ruby and Silver Grey*



*Blue and Silver Grey*



*Green and Silver Grey*



THE SILENT *Velocette* L.E in DUAL COLOURS

LE Velocette 200cc colour schemes.....

This is part 3 in a series of articles by the President of the Australian Velocette Owners Club, Keith Canning 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 3

Keith Canning

1913 3 ½ Horsepower Side Valve Veloce

The work continues on the 1913 3 ½ HP Veloce & one big ticket item was to build the wheels. In Australia we are extremely lucky to have an expert build the old-style rims for vintage motorcycles & cars. The company is Vintage Rims & they are based at Kingaroy. That is about 3 hours from where I live. Steve Hood builds this very rare product & sends them all over the world. These rims are called Beaded Edge or Clincher type. They are different to the normal safety rims that we run on most bikes as all that really holds them on the rim is high air pressure.

Steve built the correct rims which are known as the Westwood profile for me. They are 36 spokes for the front & 40 spokes for the rear. The Sturmey Archer hub on the rear were made for 40 spokes only. I also required a brake rim which is fastened on the right-hand side of the rear wheel. This rim is 16 inch &



*Rear wheel laced up on the setup table*



*Wheels & Tyres complete*

simply attaches to the side of the spokes. The rear brake is a rubbing block which will contact the inside of the rim. I have had the rims nickel plated.

I am lucky enough to have a friend who is an expert on Sturmey Archer 3 speed hubs. In June I travelled down to Dubbo in NSW. Lionel Simpson is that expert & real font of knowledge. Lionel & I built the hub into as new condition. I wanted to be there for the build because they are quite a complicated device & I needed to

understand the workings & adjustment. They work very similar to the very old bicycle hubs only are much larger unit. It contains 33 steel clutch plates which run in oil. The correct oil that was used in the day was "Sperm Whale Oil". This as you can imagine is not really available these days, so we use ATF. There are no seals & it must be reoiled every 100 miles or so. You must also always park with the filler to the top of



*Parallel frame rails to true the rear & front forks*

the hub, or your oil runs out much quicker.

Once I had the rear hub at home, I laced both hubs into the rims & the completed wheel could be fitted to the front forks & positioned for the rear forks to be fabricated with all the correct clearances. If you remember from my previous article, there are only 4 of these Veloce 3 ½ HPs in the world. None of the other three have the 3 Speed Hub as the top-of-the-line model had. They are all single speed direct drives. So, the rear forks had to be constructed so as they housed the rear wheel & allowed room from the drive rim on the left-hand side & the brake rim on the right side. The hub also requires 6 ¾ inches between the locating rear lugs.

To position the wheel correctly & ensure the front forks were true & central, I fabricated an external frame from 50mm angle. This comprised of 2 lengths parallel & full length of the bike frame. This could support the rear section precisely while templates were made so the tubes bent to the correct profile. Stuart Hooper is an old hand at sand bending pipe having built many exhausts & extractors. Stuart & I had them bent & brazed into place, a perfect fit.

The correct profile for these tubes are a “D” shape. My good friend Neale Gentner who is a very skilled metal worker was able to press the correct “D” shaped tube out of round. This was achieved by gently compressing round tube down into a “former” with suitable sized solid pipes inside to limit the flattening until the desired measurements were achieved.



*Rear fork D tubes after bending*



*Muffler & magneto mounting*

Having the front & rear wheels in the frame along with the motor in place, I was able to make the muffler & magneto mount which is placed in front of the motor & just behind the front wheel. The muffler setup is an engine pipe down to a horizontal 3inch tube which is the muffler. It had 5/16 holes along its length facing down to the road. There are also holes at the left-hand end which has a moveable rotating flap. This type of muffler is called “A town and country”. The use is explained in the various handbooks in that the gasses escape though all the holes, both underneath & to the left side when riding down the country. When you ride through a village you close the flaps on the left



*Pattern for magneto chain cover*



*Castings of the magneto chain cover & backing plate*

side. This is so you don't scare "ladies and horses". Early motorcycling was very thoughtful.



*Sturmev Archer pattern, new bronze casting & lever*

With the magneto in place, I needed the correct alloy backing plate & cover. Obviously, none of these are available so I made a wooden pattern enlarged just enough to allow for the shrinkage when casting. Matilda Foundry at Maryborough in Qld did a brilliant job. They also cast me the correct bronze plate for the foot clutch. Lionel Simpson lent me an original which I have been able to copy for the lever mechanism. To make the pattern for the bronze I took a silicon



*New Crank pin*

mould from the original then poured a resin replica which I enlarged to account for shrinkage then added a wood backing to get the correct thickness. It worked very well & now these plates can be made for other veteran owners who need them.

The engine work has also continued with most of the overhaul complete. New valve guides were machined from cast iron & new valves of the correct length & size were sourced & modified. After much measuring, early Mitsubishi petrol Pajero valves filled the bill. Original cams have been retained with the followers built up & sized to a finish. Much of this work was done by Stuart with his mastery on the lathe & mill. We thought the crank pin was ok but on inspection someone had belted one end & bent it, so Stuart made a new one with perfect clearance. The engine is just about ready now for final assembly.

The fuel tank is now completed. Peter Herrington who is a master sheet metal & fabricator kindly agreed to help me with this very difficult task. I made all the fittings for the fillers, outlets, oil pump & locating sockets. I also made a template of where the flat tank fits between the top & lower frame tubes. This also included the mounting points. Peter did the rest. The tank is not only for fuel but also has the oil reservoir housed inside. The finished tank is fantastic & it fits perfectly. I must also thank Dave Masters from the UK. Dave is a Velo expert having written books which many of us have in our collections. He supplied measurements & drawing of the correct curves. This was a great help.



*Valves fitted*

So, the Veloce is really starting to look like a motorcycle. It is progressing well but with plenty more to do. I am really enjoying the project even though it takes a huge amount of time. I really look forward to riding it & bring it to rallies. Stay tuned, more to come.



Current state of the build

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**BAY OF PLENTY  
SPEED TRIALS**

Spring tides and a particularly strong wind marred the otherwise successful speed trials held by the Bay of Plenty Motor Cycle Club at Ohope Beach on Sunday, June 8th. Top speed of the day was clocked by W. (Bill) Grey (Norton), of Rotorua, 96.53, with the next man, G. Trebes (B.S.A.), 95.24. The riders present represented clubs from as far afield as Waihi, Tauranga, Rotorua and Opotiki. Speeds were as follows :

T. M. Carron (Triumph), 76.92; G. Pickup (Triumph), 87.17; G. Trebes (B.S.A. Gold Star), 95.24; J. Sampson (Norton), 78.09; P. Brightwell (Norton), 83.72; B. Lemon (B.S.A. 350), 56.66; B. Seobie (A.J.S.), 82.77; D. Tyree (B.S.A. 350), 81.82; W. Hood (J.A.P. 250), 55.3; H. Jones (Triumph), 70.04; G. Rickard (Triumph), 76.59; W. Grey (Norton), 96.53; B. Woods (A.J.S.), 77.6; W. Robertson (Royal Enfield), 61.12; E. Wright (A.J.S.), 73.17; D. Smith (350 Triumph), 45.8; R. Clay (650 Triumph), 75.03; I. Francis (Triumph), 82.84; D. Rickard (Triumph), 76.11.

**MANAWATU-ORION A.G.M.**

Annual Meeting and Election of Officers of the Manawatu Orion Motor Cycle Club :

Patron, Mr A. Farland; President, Mr A. Gordon; Vice-Presidents, Messrs G. Pearson, D. Col-lison, E. Pink, M. Page, A. S. Farland, E. Faulkener, H. Palmer, P. McGhee, E. West, H. Jensen, A. Ploen, C. Page, D. Managh and J. Manning.

Committee, G. Pearson, E. Pink, D. Hollier, M. Andrews, A. Ferguson, W. Smith, H. Watkins, P. Croad, K. Cribb, M. Turnbull, T. Grant and P. Lockett.

Secretary, F. Whitcombe; Club A.C.U. Steward, A. Gordon.

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# The New Zealand 2024 Velocette Rally - and beyond.

## Andrew Ross 1955 LE

### Part 3

*In parts one and two of Andrew's adventure he described the Rally in Motueka and his ride to Westport. Part 2 took him down the West Coast and across to Christchurch. Part 3 takes him back up the East Coast to Blenheim.*

The next days ride was only to just beyond Kaikoura, about 120 miles. So I spent the morning walking into the centre and looking about. The way into town was through the red zone which had been completely cleared of housing after the earthquakes. What had been suburbs now had the appearance of overgrown parkland with long grass and trees dotted around. Quite attractive. There was still plenty of smoke to the east as the Port Hills continued to burn.

In the centre, I was struck again by the empty spaces, semi-demolished buildings, and some strange-looking new builds. The cathedral remains were covered in scaffolding, but the stone buildings of the arts centre had been beautifully restored. Inside, there was an interesting exhibition on the rebuild.

Getting off at noon, I took the Marshlands route north and avoided the expressway, joining SH1 near Kaiapoi. Out in the countryside, the hills were scorched brown and tinder dry. The nor'wester had really picked up, and I began to wish I'd left earlier. It was straight from the side and strong enough to make big trees thrash around. At least, with it blowing from the left, I wasn't getting hit by the slipstreams from oncoming trucks. The stretches of roadworks where the road was one lane with a 30 km speed limit were a relaxing respite from the battle. I finally got to the town of Cheviot and took a small break to top up the tank. The lady at the service station commented on how breezy it had become, and what a day to be out on a bike!

However after Cheviot the conditions began to get exciting, rather than dangerous. The wind was helping me up inclines where it funneled through cuttings. The winding sections over the hills before the coast were fun, being just the right gradient for 2nd gear of a three-speed LE, where I could maintain a reasonable 30 mph speed uphill. And flying down the other side, there was the wonderful view of the east coast of the South Island, accompanied by the strong smells of ozone, seaweed, and seals.

Stopping in Kaikoura to purchase a tin of Irish stew, I carried on north, the seaward Kaikoura mountains rising majestically on the left and the rocky coastline on the right. My destination being in the vicinity of Half Moon Bay, where a friend I hadn't seen for eight years resided, and where I could hopefully camp the night. Would he still be there?

After a bit of to-and-froing to get my bearings, I parked up on a seemingly random spot on the road, climbed the low embankment, and crossed the railway track. Entering a mere hint of a gap in the trees, I soon found a rough path climbing steeply through the undergrowth. Following this for a hundred metres or so, I passed the odd hydrangea bush that sat oddly with the native forest. Then suddenly, there was the back of a small low whare (N.Z. term for a minimal house or hut), and the smell of wood smoke. Yes! Peter is still here.

"Hello, hello", I called as I came around the side of the whare, and there he was, a small bearded man, looking surprised, a bit worried, then relieved. "Oh, I thought you might be the fire brigade". "I know you, but I can't remember who you are?" After reminding him and apologizing for arriving unannounced, he was delighted to have me camp the night.

We had a lot of catching up to do, as it was before the 2016 Kaikoura earthquake that I had last been out to visit Peter. The number one question though was “Did you end up getting the Royal Enfield?” The answer was “yes, and come and have a look,” so we went out to where the forest began to give way to an open grassy slope, where a shed had been built onto a still living tree. A canvas frontage was rolled up and there was the well-used and not very shiny beast, an Indian-built 500cc Royal Enfield Bullet.

My next question was “But how on earth do you get it up here? Because I too have arrived by motorcycle, which is presently parked down on the side of SH1 with all my gear.” The answer to that was a narrow track he had cut, sidling along the grassy hillside and down through a little gate to the railway line. Here you bumped across the tracks and down the embankment to the road.



*Peter Paton. Half Moon Bay*

We walked back to the LE, and Peter was surprised and impressed to see such an old and unusual motorcycle. I managed the route back up with only one minor spill; it was hard to go really slow without slipping the clutch, given the LE's highish first gear ratio. I marveled at Peter's maneuvering 280 kg of Enfield up and down here all the time. He said its first of five ratios is actually very low. However, later he related a story of getting jammed on the tracks on a dark and stormy night. Luckily the nightly freight train had just passed before.

Anyhow, locally Peter is known as 'Peter the Monk' and has described himself as a non-denominational monk, but does ere towards the eastern philosophies. He's lived a minimal self-contained lifestyle on the Kaikoura coast for over 40 years, with his gardens, beehives, and stained glass workshop. Solar panels charge batteries for his modest electricity requirements.

The 7.8 magnitude earthquake at midnight on the 13th of November 2016, which shook New Zealand, was centred nearby. There was up to 4 metre lateral movement and one metre uplift of the Kaikoura coast. Luckily Peter's little house survived, but his gardens ended up down on the railway tracks. Some houses down near the road had boulders crashing through them.

When I last saw Peter earlier in 2016, I was surprised when he disclosed his plan to purchase a new Indian-built Royal Enfield. India being a country he's very familiar with. 'A 350?' I inquired. But no, only a 500 would do. I was skeptical, as Peter was about 60 then, 5'2" tall, and had virtually no motorcycling experience. Wouldn't something a bit smaller be a more sensible choice? However, eight years on, after innumerable hassles with getting a learner license on a 500cc bike, failing the eyesight test, and learning to ride, he is now a true motorcyclist. He's been all over the country in all seasons and weather conditions, seeking out obscure unsealed roads and camping in remote locations.

I was shown how the back suspension mounts had been lowered and how he had made a new seat that sat as low as possible in the frame with minimal padding. The seat cover and saddlebags had been very skillfully made out of heavily cured deerskin and hand-sewn.

We went back to the campfire outside the whare where all cooking is performed in the open air. I dumped the tin of Irish stew into the pan of homegrown vegetables already simmering. The cicadas were still singing their last songs for the evening, and an occasional truck rumbled past below. Before it was completely dark, I put the tent up on the edge of the trees.

The next morning I awoke to a dawn chorus of bellbirds. Today, the 16th of February, happened to be my birthday, not a bad start. It was a cool, soft grey kind of morning, no wind, and a light misty drizzle. My host was already up with his fire, but I employed my camp stove to hurry along the coffee and porridge. Later his bike was wheeled out, and I helped get it on the centre stand for

some chain maintenance.

I finally got away late morning. I'd been looking forward to this last leg of the journey along the east coast, but the misty rain made for large droplets that sat on the helmet visor and were hard to look through. After lunch at Kekerengu, I just took the visor off - much better. As the road went inland, the cloud lifted and the day warmed. With a slight tailwind, it was a smooth, fast ride through Ward, past Lake Grassmere Salt Flats, and Seddon. Then over the Dashwood Pass, and I was back in Blenheim by mid-afternoon.

This is pretty much the end of the trip. It had been a week on the road, over 800 miles covered through some of the South Island's best scenery. The LE had performed splendidly with only minor problems. Fixing the oil leak had made a huge improvement, but the bike still exhibited a certain thirst for oil, a bit more than its stablemate. The big trip had loosened up the motor and it was running smoother than ever. The only glitch being a flat spot at small throttle openings. Could a number '30' pilot jet, instead of the '25' help with this?

The gearbox is clunkier when changing speeds than bike one. My theory is the new gearbox seals create more friction and the primary shaft loses its spin too quickly when the clutch is disengaged. And then there was that jumping out of first on Arthur's Pass.

If I can ever get hold of a four-speed box, I think that would better suit the hilly city I live in. The LE is a fantastic mount for long-distance riding. I'm looking forward to more such trips in the future.

## MSS Tank

From John Campbell

Probably not an article but worth sharing, the end result of my old tank for the MSS which is close to running.



*Cat keeping a protective eye on freshly painted  
MSS tank*

I have quite a few spare crankcases and other bits if there are people out there in need.

Contact John Campbell [johnandmaryjanecampbell@gmail.com](mailto:johnandmaryjanecampbell@gmail.com)

## 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 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.

The combined balance between our Rally account and the General account is \$5620.12.

## 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)

Magneto and Generator Repairs. John Williams. John is located in Henderson. Auckland. ph 021 556 732.

## Co-ordinators

Here are some contact names which are possibly in your area. We have put this information in so you may be able to contact these persons for information, rides etc.

Steve Carrington. Motueka. 0272 259916.

Steve McPhee. Rangiora. 022 378 2740

David Topliss. Cromwell. 0272 583 208.

Cheryl Mickelson. Hamilton. 07 849 3568

Warwick Darrow. Auckland. 021 203 4562.

Maurice Voss. Northland. 0211 924 600..

## For Sale

Rockers. Mac exhaust and inlet. Cam followers Mac and Venom. 7inch Lucas headlamp with glass and chrome rim (no amp meter recess). Head lamp holders (both types). 1 outside chaincase.

17/8 cam with wheel(excellent), 17/5 cam with wheel(New), 17/3 with cam wheel.(Good).

Alloy carb spacer 1.333 inch. New S/a trunnion (brand new). fk 27. MSS, KTS.KSS engine plates. Chrome plated. S/A alloy stand.

1955 Mac. \$9000.00. in lovely condition. Everything refurbished and repainted. Rebuilt Mag, 14 heavy duty gearbox. will require running in.

also a 1953 Mac which is just being finished off. Please ring to Roy Harvey. 021 677952.

## Wanted

WANTED. Generator. Would anyone out there have a 60watt long type 6 volt generator for sale. Need not be pristine condition, but rebuildable. Please phone Mike Smith 021 713500

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**For more details contact Neville Smith  
velo499venom@hotmail.com**



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