



New Zealand Velocette Register

Newsletter May 2026

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

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

This years Velo Register Rally organised by Maurice Voss in Kerikeri was a great success, we enjoyed great riding weather and fantastic roads for the rally, although some of us got a touch damp on the ride up. I rode up on Wednesday afternoon and got thoroughly soaked but not as wet as those who arrived on Thursday. A few entrants elected to delay travel until Friday as conditions were truly awful on Thursday with flooding closing a bridge just north of Whangarei on Thursday afternoon.

Next years Rally is being organised by Richard and Paula Pointon in Murchison.

Hello Everyone

Due to the response so far, we will go ahead with the Rally, in Murchison. 25-28 Feb 2027
Please contact Sandy at Kiwi Park to secure your accommodation, she will talk you through the best options for you. I have been talking to her this morning and she has another group trying to squeeze in this weekend, so get your bookings in now. Tell her you are with the Velocette Rally Group for the best deal ..

Kiwi Park Motels and Holiday Park
Sandy 03 5239248 or 0800228080

Timetable

Arrival 25th Feb for meet and greet BBQ dinner at Kiwi Park
26th Feb organized ride
27th Feb second ride
Depart 28th Feb

Richard and Paula

Velocette Owners Register Rally 2026 Kerikeri

This year's event was organised by Maurice Voss who is a local of the Kerikeri area. There was plenty of notice of the arrangements which enabled a good size group to make the necessary arrangements to attend. Luckily Maurice had made very good plans so when the massive weather event hit the northern part of the island things got a bit chaotic.

Being Australians, we had flown in well before the rally to sort our bike and do a bit of maintenance before Colleen and myself along with Neville and Cheryl Mickleson set off from Hamilton for a slow meandering ride to the rally taking in the sights and visiting various friends before reaching Kerikeri on the Thursday to begin the start of the rally.

Incidentally, I think this is our 15th NZ Register Rally that we have attended. So, we know most of the regulars. We look forward to every rally and meeting any new Velo enthusiasts. On our way up the weather turned bad on the Wednesday and we made it to Whangarei in the evening very wet. We spent the night drying our gear.

On Thursday morning we set out for the short ride to Kerikeri in atrocious conditions. The wind and driving rain made motorcycling extremely exciting. The road was flooding and at one stage we thought snorkels would be needed. Thankfully Woodlands, the motel complex, which was where the rally was located allowed us to book in early and once again dry all our gear.

The wind and rain continued with more rallyists arriving throughout the day. It was comforting that Maurice assured us all that things would fine up overnight and the rally could go ahead.

The first official part of the rally was the Thursday evening BBQ. Maurice along with his small band of helpers being Gay his wife and Carryl Sanson put on a tremendous spread which included some very tasty homemade cake and slices. Some rally attendees had elected to arrive late and turn up next day when flooding had subsided and roads reopened. So, we had a lot of extra food and try as we did could not consume it all.

Friday dawned; the rain and wind had subsided overnight. Those who had braved the conditions of Thursday gathered for the quick briefing and the ride left at about 11.30am. The route went out through the Waihou Valley and the Mangamuka Bridge to take us to Kohukohu to the pub for lunch.

After which we crossed over the Hokianga Harbour by ferry to Rawene. Then riding through the harbour settlement of Opononi and down to the Waipoua forest to visit Tane Mahuta. This was the site of the largest Karuri tree which stands at 51.6 metres and with a 14 metre circumference. Then we returned on the same road and headed for Kaikohe for fuel and then back to Kerikeri.

The Friday night evening meal was to be an on-site roast dinner. The caterers arrived about midday and set up ovens and prepared a sumptuous meal. There was pork, game pork, lamb and chicken along with all the vegies and salads to choose from. The group really enjoyed this and once again tried as they did, could not eat everything. So, it was then a bit of music, much conversation about anything and everything and then off to bed to be ready for the main ride on Saturday.

On Saturday, after a briefing by Maurice we headed out of Kerikeri along Highway 10 then head off onto Mataui Bay road. This took us on a circular ride out along the coast past some beautiful bays. The scenery was beautiful with islands dotted close to the shore. Truly a magnificent sight.

Then we rejoined the highway and made our way to Mangonui. A Food Festival was being held here, and we joined in for lunch. Lots of choice, whatever took your fancy.

After lunch we headed on to Taipa where many refuelled before heading cross country before joining the highway that took us over the Mangamukas. This road was enjoyed by all the riders, and we stopped at the top for a rest before heading down the other side with all the twists and turns and made our way back to Kerikeri.

Once back at Woodlands, the rally headquarters, people were loading bikes on trailers and getting ready for the Presentation Dinner in the evening. The dinner was at the local pub which was a couple of kilometres from the motel. A mini bus made numerous trips ferrying everyone to and from which made it very civilized as we were all able to have a drink and not have any driving problems.

Highlights of the dinner was the presentation of Velocette Cup which is awarded each year to a deserving member. Jeremy Lambert our newsletter editor was the very well deserving receiver of the Cup. Congratulation Jeremy.

Numerous other awards which included a couple of Hard Luck trophies where given to Trevor Hackett and Neville Mickleson even though neither bike stopped. Trevor's bike had a slipping cush drive. He travelled slowly uphill but dynamite fast downhill and round corners but to save time was put on the trailer so as not to be left behind. Neville's Venom Clubman lost the nipple of the clutch cable, so Neville rode it without a clutch and then repaired the cable and continued.

On Sunday morning with the rally over everyone said their goodbyes and headed home. I expect all thinking where next year's rally will be held and who will make it happen. This year's rally was very much a success, and much thanks goes to Maurice, Gay and Carryl. It was a pleasure to be part of it. It no wonder, as Velo people are the nicest people.

Keith Canning

Australia







Canterbury Velo Fellows update

Steve McPhee

Here is a brief synopsis of the 2 catch-ups we have had so far.

Being a newbie to the 'World of the Velocette' I was wondering if there were any 'other enthusiasts' locally that would be keen to meet once a month for a ride and a pie n pint.

Long story short, with help I found 4 others with a similar affliction who between us can account for 7 Velo's: three Mac's, three Venom's and a 1947 KSS.

Four of us met up at Loburn School at 1.30pm, March 22nd and rode up the Ashley Gorge Rd 20 miles to The West Hotel in Oxford to exchange fibs and have a hydraulic sandwich.

As there are a couple of bikes being worked on, Graham turned up in a Tin Top, and Peter on a Moto Morini. After an hour or so we rode back home the same way with the general consensus being we would all like to continue in the same vein with longer rides in the summer (bad timing) and maybe an overnighter.



On April 12th the plan was to meet up at 10.30 outside the Anglers Arms in Sefton... mmm, pubs at that hour, it's not toooo early is it?

The day looked very English, almost spitting with rain... there was a Venom, '47 KSS, Moto Morini, and a Honda GB400. The destination was the Greta

Valley Hotel ... with the fire going. We rode up Hwy72 through Broomfield, Waipara, Waikari and up the Scargill Valley. On arrival at our destination there were 3 plumbers vans outside the front door attending to 'a large water leak' and a 'possible pub closed', plus it had been drizzling for the last 10 miles ... Fortunately the fire was going and therefore a beer was required to combat dehydration.

We all departed 1.5hrs later with it raining a bit more consistently, wet weather gear on for some of us.. the others were much tougher...By the time I arrived home it was the best part of 100 miles covered ... still enjoyable though.

Cheers Steve McPhee



100 Year Anniversary of Velocette First TT Win.

Have you realised or maybe been reminded by another Velocette enthusiast that this year 2026 is the 100 year anniversary of the first Isle of Man TT win for Velocette.

Alec Bennett won the 1926 Junior 350 cc TT riding an Overhead Camshaft Velocette. The race was 7 laps of the 37.7 mile circuit. This totalled 264.11 miles for the race length. His time was 3 hours, 57 minutes and 37 seconds. This equated to an average speed of 66.7 mph. Bennett's speed was that good that he finished nearly 10 minutes better than the second placed rider. This rider Jimmie Simpson was on an AJS.

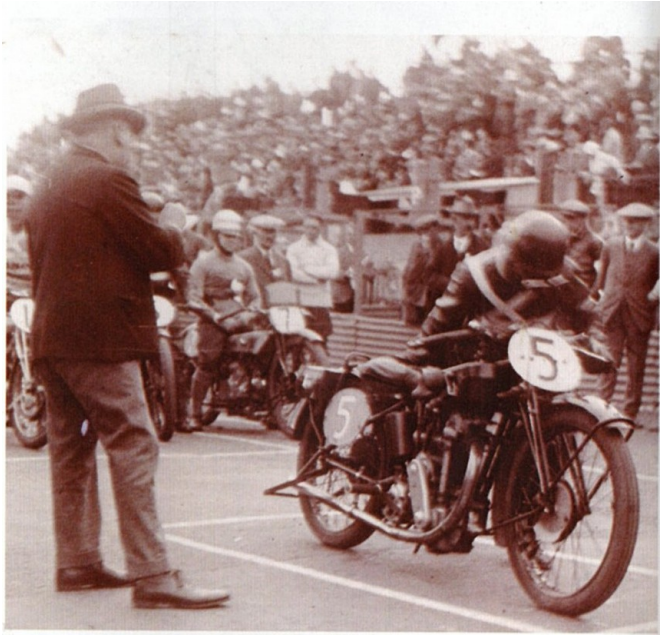
It is also worth noting that if Bennett on the 350 Cammy Velo had competed in the Senior 500 race and achieved the same average speed then he would have placed 2nd in that event.

In this race Stanley Wood on a Norton achieved a 67.54 mph average speed. The second placed rider was Wal Handley on a Rex-Acme. His average speed was 66.31 mph which is slower than Bennett's on the Velo.

The TT win was very important to Velocette as it was a boost to the company and factory. Because of this result, they received many orders for these well sorted and developed machines. They actually took more orders for bikes than they could supply. It forced the move to the new premises at York Road, Hall Green.

The previous year 1925, the first year of the "K", had not been a good year for Velo with the 3 race machines failing due to faulty rocker forgings and lack of good oil cooling. But in 1926, the oil system had been redesigned and sorted and this "K" Velocette was the machine to have.

The rider Alec Bennett was so committed to ride a Velo that he suggested to Percy Goodman that if he didn't win then he would ride for nothing. This offer could not be ignored. Bennett was a previous winner having already won a couple of TTs.



Alec Bennett at the start of 1926 TT



Alec Bennett No 5 Velo trails Wal Handley on Rex-Acme round the Ramsey Hairpin before overtaking him to win.

Alec Bennett's approach to the race was to take the first lap at a steady pace to let the castor oil warm up and pass efficiently through the small bore plumbing. Then for the next 6 laps to set a cracking pace. On the last lap, number 7 he dropped the Velo at a sharp corner then known as the "Nook". He quickly recovered and got going again to finish 10 minutes ahead of his closest rival.

Some interesting other facts about the race is that for 1926 all alcohol based fuels were banned and road petrol had to be used. Also, it is worth noting that the race history states that "most" of the TT Course had now been tarmacked. This included the Snaefell Mountain section. So, we may assume that by using the word "most" that there must have

remained some dare I say, some gravel or cobble stones. I wonder and will leave you to your own conclusions!

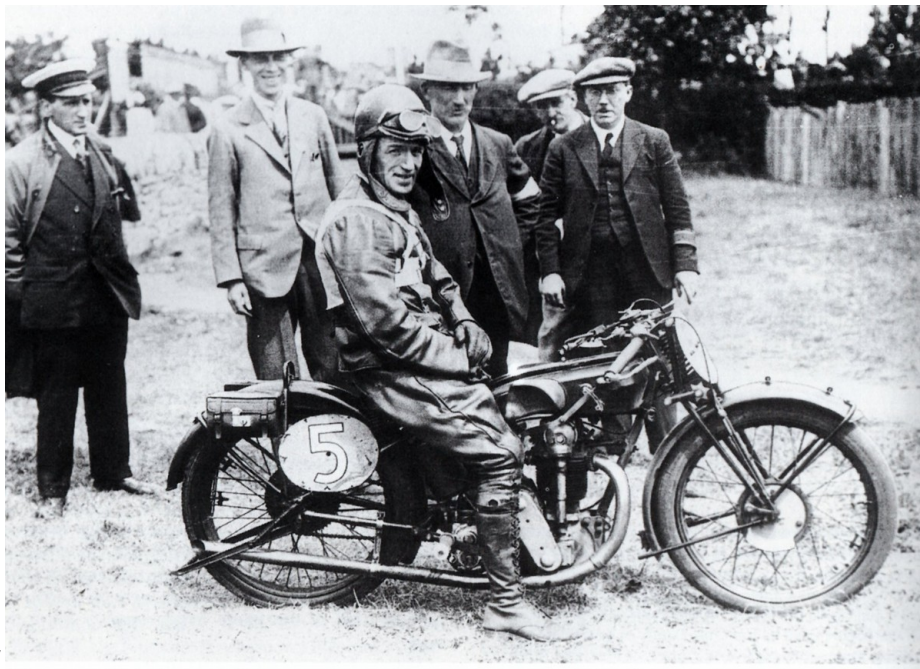
1926 was a big year and attracted an extensive entry list of manufacturers. These included Norton, Rex-Acme, AJS, Douglas, Royal Enfield, HRD, Sunbeam and of course Velocette to name a few. Also, the Italian makes of Bianchi, Garelli and Moto Guzzi.

Velocette not only had TT wins in 1926 but in 1928 and 1929. This led to this being incorporated into the fuel tank decals. There is a further part of this story which saw them later removed as some saw it as an omen when further winning eluded them for a time.

Another interesting fact is that race practice for the 1926 and 1927 events were run on open public roads with normal traffic of cars, bicycles, horses, wagons, tractors and buses. This was completely normal. Then in 1927 while practicing, a rider named Archie Birkin crashed and was killed when he swerved to avoid a Fish Van. So, from 1928, practice was held on closed public roads.

Also, in 1928 the "K" Velo had the first positive-stop foot gear change. Other makers had modified the hand change for foot operation, but none had designed a mechanism which could change gears up or down with a single movement and return the shift lever to its original position. As well as being a significant improvement for racing, this quickly replaced the hand gear change lever and became the standard for almost all motorcycles to this day.

So, in reflection this anniversary is a very important milestone in Velocette history. Its just another reason why we love these beautiful bikes.



Alec Bennett 1926 Junior 350cc TT Winner

Lets raise a glass and toast to that victory 100 years ago.

Keith Canning



Alec Bennett retired from racing in 1932 to concentrate on the motorcycle business he established in Portwood, Southampton in 1924, just up the road from where I used to live. The colour photo on the left is the day they closed in 1984

Adapting a Royal Enfield 7" 2LS brake

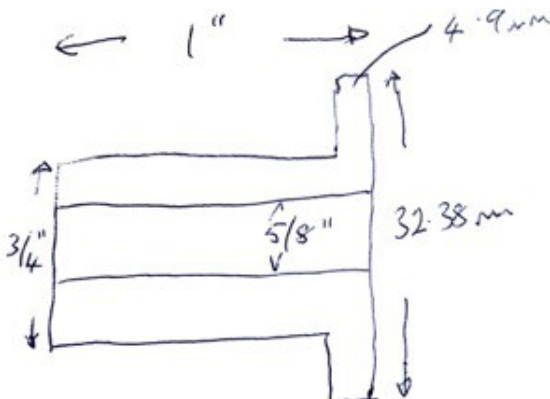
Bill Irwin



I really enjoy riding my ISDT replica and have now covered over 6000 miles on it. It's smooth, willing and comfortable with great handling thanks to light weight due to alloy tanks, rims and barrel and minimal electrics. The only thing that disappoints me is the feeble standard 7" brake. With hindsight I should have bought an 8" full width hub but the narrow 7" hub came with the frame so I used that.

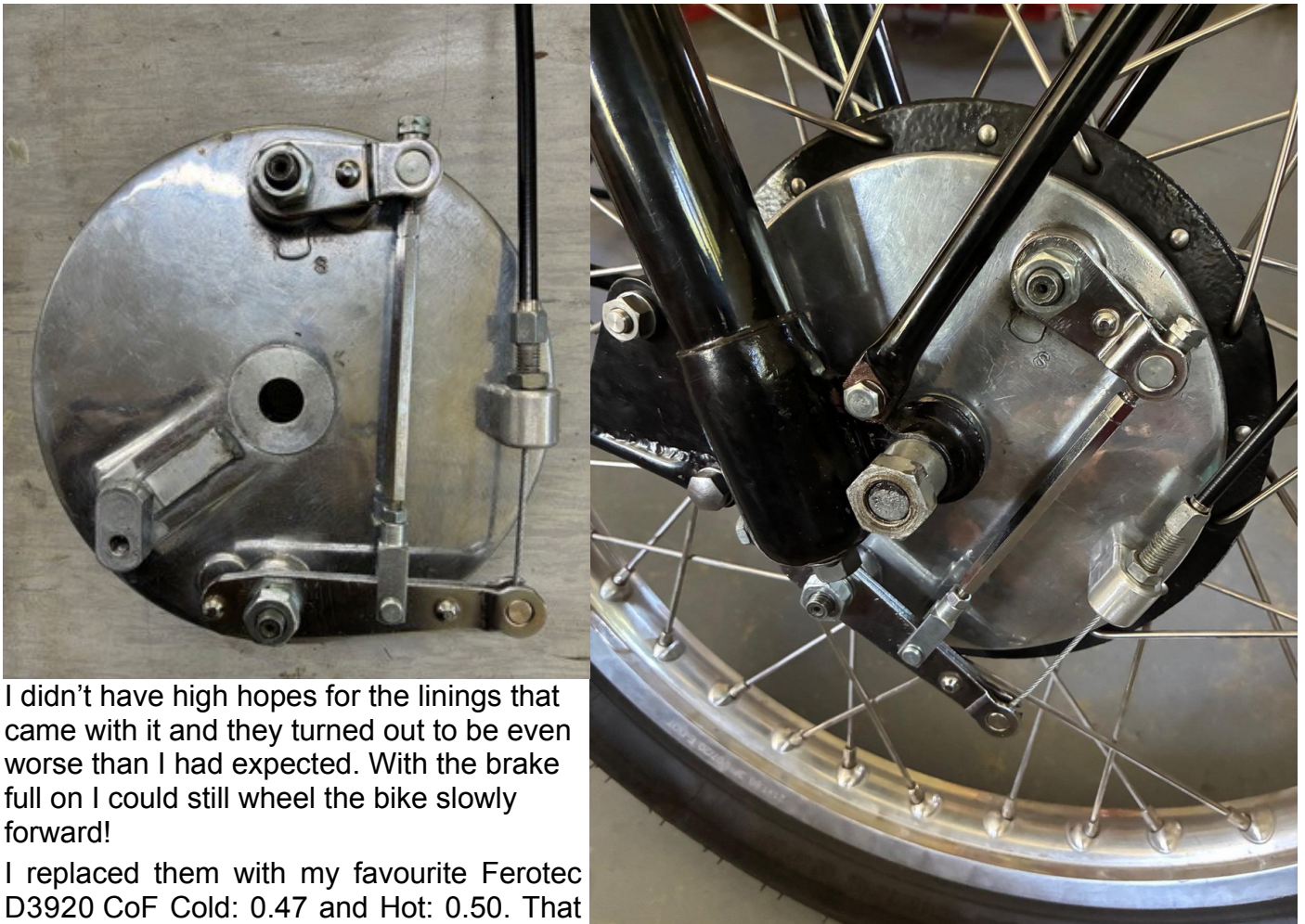
I recently looked at the cost of buying a new 2LS brake along with hub and spokes but the total cost was more than I could justify to myself so decided to try a 7" 2ls brake assembly from a 350 Royal Enfield instead. I bought a new one for US\$50 on eBay India and it arrived in less than 2 weeks. The quality was surprisingly good so I set about adapting it.

The only way I could see how to fit it on the Velo without fouling the fork legs was to change the link between the two pivots so that everything apart from the brake anchor was in front of the forks. Initially I thought of welding on an extension to engage with the Velocette standard brake anchor but then I worked out a simpler, stronger setup using a small block of steel drilled and tapped 5/16" BSF. I had to drill the lower mudguard mount on the fork to 5/16"



to take a larger bolt but otherwise no changes were needed apart from a longer brake cable. The centre of the Enfield brake plate needed to be drilled to take a 3/4" diameter top-hat bush to suit the 5/8" Velo axle with the 4.9mm thick outer flange diameter to suit the recess on the outside – 32.4mm in my case. I've got used to working in mixed metric and imperial! The Enfield had an anchor slot which I filled in with a suitably shaped piece of alloy block held in place with JB Weld. This provided a strong mount for the anchor bracket which is held in place by a 5/16" bolt from the inside. A threaded cable stop block is held by an internal 1/4" allen screw and pinned to

stop it rotating. I inverted the lower lever and cut the linkage off it using a 5mm clevis to link it to the other lever. 5mm because that was the thread on the adjusting rod that came with it. Below you can see the modified brake plate off and on the bike. I also had to cut down the width of the shoes to suit the narrower Velo brake drum.



I didn't have high hopes for the linings that came with it and they turned out to be even worse than I had expected. With the brake full on I could still wheel the bike slowly forward!

I replaced them with my favourite Ferotec D3920 CoF Cold: 0.47 and Hot: 0.50. That improved things but was still disappointing on the road. After a 50 mile ride using the brake frequently I pulled the wheel out to check the linings. I was surprised to find that only the centre third of each shoe was wearing despite having been turned to fit the drum. Part of the problem was that the pivots weren't allowing the shoes to slide into contact with the drum at their closest ends. I filed the outer pivot bosses on the shoes to allow some outward movement and using chalk on the drum set about finishing the high spots off until I had full contact on each shoe. On the road they quickly improved and after about 20 miles of frequent use were at least as good as the original. I know with narrow shoes and only 7" of diameter they are never going to really powerful but after 100 miles more use they are now noticeably superior to the Velo brake and will probably improve over the next few hundred miles.

This is part 4 in a series of articles by the President of the Australian Velocette Owners Club, Keith Canning about his most recent 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 4

Keith Canning

1913 3 ½ Horsepower Side Valve Veloce

Keith Canning

It really is a major undertaking to bring the 1913 3 ? HP back to its former glory. It's a lot of work but very satisfying & rewarding to say the least. There are no manuals or parts books just a few photos & drawings at best. So, a lot of research is necessary before any building or repairing can be done. I must say here I am very thankful for those from overseas which is where the other models are located for their help. Be it information, photos, or drawings & measurements.

The work has continued but I personally have had a few setbacks with health. I have been in hospital three times since the last update. I suffer from Atrial Fibrillation and ended up in emergency after collapsing. From that, they discovered that I also suffered from Atrial Flutter which more likely caused most of the problems. Anyway, into hospital for two different procedures & hopefully they have fixed everything.



Seat and base



Testing the handlebar positions

The Veloce used a couple of different saddles or seats if you prefer. They are like larger bicycle seats. One brand Veloce used was a Brooks & I managed to find one that could be restored. They are a steel lattice type frame with springs at the rear onto which a leather covered pan is attached. A very good leather craftsman by the name of Chris Stephan from Boonah in Queensland completed the leather work & the seat looks amazing. I have had some test seatings, & it feels great for now. I wonder if I will say the same on longer rides.

Veteran handlebars are quite different from later motorcycles. The correct shape & how they attach into the spindle of the front forks was

needed. I managed to borrow a set from a friend from which I could measure & try. This was best achieved by sitting on the bike & adjusting things until we had what we think is correct. Once the bars are finished, we will know if own testing was correct.

You would recall that I have had the correct mudguards built by Vintage Steel in WA. Now was the right time to fit them. The front guard uses saddles & stays which are in the form of rods with threaded ends. They are very adjustable. The rear is secured into the rear fork at the bottom & a saddle on the brace between the tubes that runs from under the seat to the rear lugs. The saddles had to be made to fit each different tube size. The hydraulic press & making suitable jigs made the

job possible.



Front guard mounted showing stays

The Veloce has a rear carrier which is made from 1/2 inch steel tube. The carrier is also used to secure the latter part of the rear mudguard. To make all the correct bends we used a pipe bender. My wife Colleen came into her own as she has a hidden skill of knowing which way to bend & how much. Special sockets needed to be made to join the various tubes. Once the sockets



Special sockets to join the tubes of the carrier

were in place everything could be brazed. The finished carrier turned out very well & once in place I was able to complete the fixing of the rear mudguard including the tail support.



Carrier and rear guard secured



Toolboxes test fitting

The Veloce has a small toolboxes on either side suspended in the carrier. A friend Rob Blackmore makes these to size & made an excellent set which fitted perfectly. To complete the boxes, they have a leather lid on the side. The boxes are now painted & are ready for the leather work.

The footrests on the Veloce are adjustable for position & height. The rear brake pedal is also attached to the left-hand side footrest while on the right side is the foot clutch pedal. This pedal is a heel toe arrangement. The clutch for the Sturmey Archer geared hub needs to be able to be locked in for holding the bike stationary. So, an over centre arrangement is used to achieve this function.



Footrests with brake and clutch pedals

That's about where I am up to at present. It is really taking shape now. Really looking forward to completion & that first ride. Stay tuned.

Keith Canning

Kerikeri Velo Rally 2026 and an Oily Trip

Alice Leney

I'd been looking forward to this rally since it was announced last year, as I was still working overseas at the time, and it would provide a great opportunity to get the 1930 KSS out for a run. She is called 'Azzura' because of her paintwork. On getting back home to NZ in October, one of the first things I did was to modify the cambox cover lid so that I could pump some oil into there from an oil can for when the bike had been sitting for a long time. This action was primarily driven by the fact that when I got the piles of bits that I used to build the motor, I had an awful lot of flogged out camshafts! Clearly, one of the issues that they had was not enough oil to the cams. I also have heard stories of Vincents that weren't started very often - or not for very long when they were started occasionally (we know the type) - which would wear out cams rapidly. Clearly, the word is that cam follower rubbing action on a cold motor with only minimal residual oil can cause rapid wear through scuffing of followers. I figured that when the bike had been stood a long time, the oil will have drained out from the cambox chamber, and it would take a few minutes for the oil bath into which the cams dip to fill up again. However, as we shall see later, I had not analysed the start-up situation with regard to my KSS that well; that said, it is a useful mod if the oil can be squirted into the right place before start. (On a Vincent, if it has been standing more than a few weeks, pulling off the tappet covers and squirting oil down the pushrods is a very worthwhile action to take.)

BUT: when I put the cambox cover back on I realised the gasket was broken; it is a pretty thin gasket, home-made, and has to navigate around felt 'wipers' at each end. I was in a rush to get at the next bike to work on, and thought 'she'll be right' and also THOUGHT I had the gasket back in the right place, but I had not (more of that later).

The day came to leave Coromandel and head to the rally. As it is 500km to Kerikeri from home, and the first 100km are slow, winding, work, and on dirt for the first 6 miles, then barely a straight for the next 55, I decided to take it easy and make it a two-day trip to get to Kerikeri. The bike was only put on the road in early 2022, and I did ride it to Kerikeri before to show the previous owner - Dave Rogers - what I had done with the pile of bits I got off him, but it was still only really just about run in as it hadn't done many miles since then. The motor is entirely second hand parts, except the piston rings, and the piston is nominally new, but was rattling around in a box of other KSS bits on a stall at Beaulieu in the UK, not boxed up itself. So all those old bits - valves, guides, mains, bevels - had to settle in and get used to living with one another. I'd taken it pretty easy for the first 1,000 miles so as to give them a chance, keeping speed down to not much more than 50 miles an hour, but recently the old girl was showing some tendency to want to go faster. So off we went.

Luckily (!) I didn't look at the weather forecast before I left, as I might not have gone! the tail end of a cyclone was coming at us. But I did take my raincoat, as the day I left it was drizzling, and the drizzle turned to proper rain after an hour or so. The first few miles Azzura seemed pretty good, and I stopped at a mate's in Coromandel town for a cuppa. Azzura was leaking a bit of oil, but nothing too serious although maybe a bit more than usual. But by the time I got to Thames (and the rain kicked in properly) I stopped for gas and saw the rear half of the bike covered in oil. As one gets down the coast road the bends open out and speed goes up. Higher speeds clearly meant much more oil... I had heard that you can tell a KSS rider by the fact he is wearing waders, but this was much more oil than it used to put out (being exposed valves etc) and I did wonder if the cambox wasn't draining, as clearly it was coming from the top of the motor. Two hundred metres down the road from the gas station I went around the roundabout and straight onto my arse! A kind gent pulled over in his car and helped me out of the path of a semi trailer doing its best to turn me into road kill. 'Must be some diesel on the road' he said; I nodded but made a

metal note that oil on tyre plus rain needs to encourage a more conservative progress!

We took the back road to Auckland along the Kaiaua coast, stopping for a coffee at the Kaiaua store. I mopped up the bike and looked at the problem, handily convincing myself that the cambox wasn't draining properly and the oil was coming out of the inlet rocker (the front - exhaust - rocker and valve was pretty dry all told). We made a diversion to Chris North's place, Chris being a long-standing Velo man and I sought some advice. I pulled out the inlet gutter-to-guide oil pipe and blew it out with some air. Off we went, now getting near the Auckland rush-hour, and rain coming on more and more persistently. We successfully navigated motorways and tunnels until we reached Woodhill north of Auckland, where I had a bed for the night with another Velo-fellow. Inia Taylor. There I learned that this rain was a cyclone, and the wind really started to kick in. Next day we were hunkered down, so off with the main cambox drain pipe, to discover that the little flapper disc in the crankcase breather was stuck 'up' and so wouldn't be flapping up and down as designed. Ah Ha! (I do remember that I had been careful on the build to make sure it was flat and flapping correctly.) Must be the cause of the trouble! Feeling like I was on the right track, I spent the rest of the day tidying up some Norton parts that had lain in a box for far too long, and would remain there forever - or go to the scrappies - if nothing was done to give them a little clean up and oil and encouragement to longevity.

Next morning - after a wild night - the sky was blue and the sun shone brightly. I took off to Hellensville and met Trevor and Rick Hackett at a café, as we had arranged to ride up together. But about 10 miles up the road Azzura died, like I'd hit the kill switch. Plug out: no spark. Clean the points (pretty oily of course, my efforts the day before seem to have done nothing to the oil leak I'm realising). In the bright sunshine it was hard to see the spark too. Anyway, back together, starts and stops. Hmm. Looks like fuel. I start to take off the carb, and convince Trevor and Rick to carry on. I can also see that with the oil problem clearly NOT fixed, it is going to be a slow trip for me, and we hadn't even set off from Hellensville until noon, so quite a way to go yet. Rick was on a Rapide, and Trevor on a lovely '88 Honda TT 500, so both could eat miles much faster than I. An hour later, carb has been to bits, muck scraped out of corners where it had collected, Azzura have largely sat in the shed for much the last 4 years, and we are back on the road. Azzura made good time, but we did have to stop about every 30km to wipe up the mess to try limit the amount of oil on the back tyre. Fortunately, the oil didn't get on me, as it shot between my legs, over and around the oil tank, and onto the tyre. We developed a routine: if it wasn't a gas station (and Azzura does a measured 75 mpg at highway speeds so don't need them that often, although the tank only holds 8 litres) we'd pull up by a trash can and wipe down the bike with some of the kitchen towel I had strapped to the back, and in five minutes be off again good as new (if still a little greasy). The highway north of Whangarei said it was closed from floods, but with plenty of traffic coming the other way we gave it a shot and managed to get through late in the day without getting our feet wet, and rolled up at the Rally motel not long before Lighting Up Time, for Azzura has no lights fitted (Optional Extra in 1930).

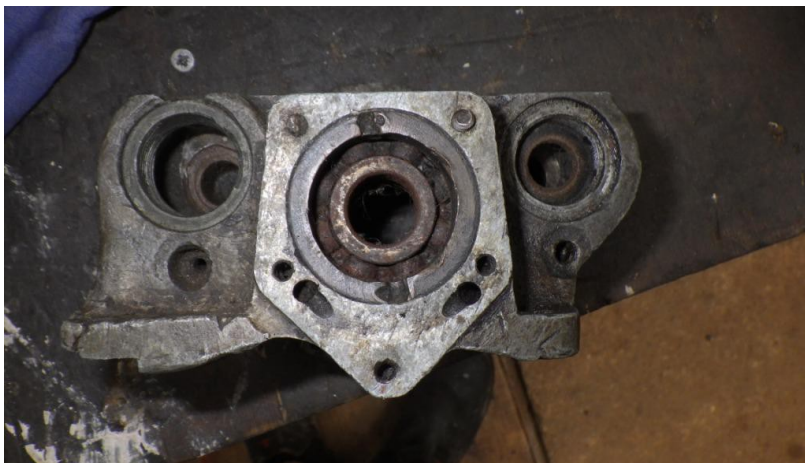
Next day was a great run up to a sea-food festival at Mangonui, via Matauri Bay, and then back to Kerikeri via the Mangamuka Gorge road, lovely stretch of recently re-vamped twisty mountain road. As everyone left to take off that morning, I realised my exhaust pipe holding ring was loose (wire had rusted out standing around) so I had to wait for it to cool before we could chase after the rest, only catching up with the rest of the rally at the food festival by the sea. After pleasant refreshment in the



Rest stop at the top of the Mangamuka Gorge road on Highway 1

After pleasant refreshment in the

sunshine, we then had a wonderful ride across country to meet Highway One north of the gorge, and a great run through the gorge (with a stop at the top) back to Kerikeri. That night I got the 'furthest ridden' ticket and a very nice copy of 'Technical Excellence Exemplified' - although Azzura got nothing as the oldest bike there, by about 20 years or so. I think she earned it more than me, all I had to do was sit on her and wipe up the oil...



Left side end view, shows the two drain holes below the bearing that drain oil from the inside set of cambox gutters. The two holes below where the rocker shafts go are for 1/8" pipe drains to inlet valve guide and the exhaust one goes to the crankcase on Azzura, but to the primary when standard



cambox drain pipes



The Cambox main chamber, right side end view, shows that there are no drains, so oil only gets out via the bearing at the end, or flicked out by the action of cams through the holes in the top.

On the way home Trevor, Rick and I went down the Russel coast road, with a 40 minute slow section on a windy dirt road due to road closed out of Helena Bay, and on the slow section oil loss was minimal - one could clearly see what was what by the dust. Starting from Ruakaka south of Whangarei early on Monday morning, with around 400km to go to get home, I decided to have a closer look at my oil issues. Wiping up, then stopping after 3 miles to look (done several times) clearly showed that the leak was coming from the right side of the cambox cover, just behind the bevel box. As soon as I got home I pulled off the tank and the cambox cover, to reveal that the problem was completely avoidable and entirely my own fault: not only was the broken gasket dislodged, but I had actually managed to put one of the - only - two bolts holding it down outside of the gasket! Amazing it didn't leak



*What I did to my cambox gasket!
Duhuu....*

more!



Rockers showing how oil leaves the main cam chamber through holes in the top where the rockers run on the cams

One more thing to note in this tale, for Cammy aficionados. Those on the rally will have seen that Azzura has a small oil gauge permanently fixed into the bevel box: this is to keep an eye on oil in the cambox - remember all those flogged out cams? (Indeed, one time during 2022 I was just about to go onto the motorway in Auckland and looked down to see no oil pressure. I was kindly rescued by my friend with his Ute, and half an hour later we were back up running and eating fish and chips as it soon became clear that the ball on the pressure regulating valve next to the oil lines had become dislodged somehow. I wonder how often that happened to others in the past?) I have been running around 20 psi in my bevel-box, and I know this is not what the Good Books say, which is 8-12 psi hot. But I found that

below 20psi the pressure drops very rapidly and is not so consistent; maybe I have the wrong spring in there, but the length measures right (thanks Norm's Technicals!). More oil is better than less, and previous runs had not shown the oil leak as excessive, so I'm sticking with 20, I know it's 'not right', but it works for Azzura. It is important to note two things in this respect: the cambox itself is not pressurised, that is actually at atmospheric; and the oil from the bevel box is 'ejected' into the cambox by spurts every revolution, when two grooves in the bush and shaft line up and allow oil to pass. So as long as the oil drains out down to the crankcase, oil pressure in the bevel box (which include the bevel shaft and lower set of bevels) shouldn't matter that much. I have an oil seal in the bottom bevel box behind the timing side main bearing so this makes it easier to hold pressure - the original seal is a brass shim!

Before I pulled the cover off after this trip, I got an old cambox out of the spares dept. and looked carefully at how the drain works, it being several years since I had last looked at this, as I was still thinking that draining was my key problem (until I saw the gasket). There are some pictures to help this description that follows. I had thought that the central chamber, which the cams spin in, drained out slowly down to the crankcase through the end ball bearing, but in fact the bearing housing is shrouded on the inside, so there is always quite a bit of oil in the chamber, enough to hold a good bath for the cams anyway. As the cam goes around it dips into the oil bath, and it then flicks oil up, out of the top cut-outs, and into the gutters either side, one on inlet, one on exhaust. It is these gutters that are the primary drain collection points down to the crankcase, not the central cam chamber. Outside of these first pair of gutters are secondary gutters that are outside of the rocker wiping felts (which are trying to keep oil from getting outside the engine) and these drain with two with small 1/8" pipes. The rear (inlet) one has a pipe that goes to feed the inlet valve guide, for as the inlet valve goes up and down oil should get sucked into the engine with the depression on the intake stroke.

In the KSS Super Profile book (and I think somewhere else too) there is a recommendation to join the exhaust drain to the crankcase drain, instead of dripping onto the crank shock absorber as standard (I oil my shock absorber regularly with chain lube through a plug in the top of the chain case). The Super Profile (by Jeff Clew, so he knows more than I!) says this works much better. What I have done on Azzura is have a small 1/8" copper pipe leading to a hole in the exhaust guide, and then I pump some oil down that before starting off to lube the valve. The exhaust guide will have pressure in it of course, so it won't do what the inlet does and take much oil if it is only draining from above by gravity. The KTTs had a pump on the end of the camshaft to actively pump oil out of the gutters, but I don't have one of those. Maybe I should try and find one (anyone got one?). Well, that is where I am at right now with my cambox oil system, and as long as the rocker felt wipers work OK, and the crankcase flapper is sucking, and speed is not flat out, it works pretty well all told.

But finally, I would like to offer these observations about a KSS Mk 1, now that Azzura is well run

in and seems to be pretty happy. I rode that bike around 400km the last day, and I *didn't* feel shattered at the end, and the last few miles were on a very beaten-up dirt road that had just been washed out by the storm. The KSS Mk 1 is wonderful machine: it is light, accelerates well, and goes round sharp corners like you wouldn't believe! It is pretty small though, and a bigger person might find it hard, I am only 5'8". I'm only running 6.4:1 as the whole machine is so old, so no souped-up racer here, but it still gets along fine. The clutch is light, the fuel consumption great (Thanks Mr. Trump!!) brakes are excellent, the whole thing is a joy to ride. It is hard to believe it is 96 years old! I recommend anyone who is lucky enough to have one - or can get one - to get out and enjoy these machines. I'd say you'd be hard pressed to find a similar machine of that age perform so well, it was ahead of its time. I've got a few old bikes but this is one of the nicest to ride, even on quite a long distance, though that is not what it is really for. Viva Azzura!



Azzura at home

It has become a tradition at the New Zealand Velocette Rallies that Keith Canning memorialises the occasion in verse

Once again another excellent New Zealand Velo Rally. I thought I had escaped without writing a poem for the Presentation Dinner.

But at the end of the night Trish Darrow asked me if I had a poem. So, I wrote this on a napkin despite the loud music from the band next door.

I hope you enjoy it. Looking forward to the next rally.

Keith Canning

Australia

Kerikeri 2026

The bikes, more than ready
The rain eased to a trickle
Carbs full, the floats steady
Though some needed a tickle

Then the wind abated
There must be a plan
The Velos were elated
Excited, some lifting their stand

They rode though the ranges
And then a ride on a ferry
Corners so many, with constant changes
And sometimes no doubt, even felt hairy

The food kept on coming
Even a pig on a spit
Our clothes are now busting
Never again will they fit.

Now Kerikeri is over, for this fine year
I ponder, is the next one already in the planning
To gather with friends and so much cheer
It's a must, so the Velos are not left standing.

Wanted, For Sale and Free

Free to good home. I have an old mudguard which I want to get rid of. I think its an AS15/12 for a MAC or MSS from 1953-1960. It's in ok condition, with work (perhaps quite a bit) it could be made quite respectable I think. In this day of declining values it doesn't justify buying new tinware (new price from Groves is £163 plus freight of course) so someone might like to have it to restore. If I don't get any response I'm sending it to the tip.

Keith Ballagh 021 051 1978 keith@ballagh.co.nz



Wanted

Tool box for S/A frame and the fibre engine side covers left and right fitted some Venoms Vipers around approximately 1959 to 1963.

Graeme Cartwright 0211448044 graemebcartwright@gmail.com

For Sale

Assorted Velo parts

A job lot consisting of 2 pallet loads of stuff has become available ex a deceased estate. It relates to an about 1938 - 39 Velocette 350cc, so it will be a MAC Velo

There is enough bits there to make up about 1 1/2 - 1 3/4 bikes, and amongst the small stuff there are:

1 Frame (rigid, complete with girder fork front end.)

3 - 4 wheels, both front and rear. and with brakes etc.

3 fuel tanks.

2 motors, one is complete with carb and ancillary parts, the other is in bits but otherwise complete.

Tinware - front and rear guards, oil tanks, tool boxes, etc.

Instruments - speedo etc.

Seats, sprung seats are there also.

Boxes of other stuff containing pedals, levers, etc.

All in all, the stuff is loaded onto 2 pallets.

The deal is, you take the lot - no cherry picking allowed! You need to arrange a suitable time to inspect so that YOU are happy with what is there.

The family involved is looking for offers of \$2.5k+

In the first instance please come back to me and I will pass the message onto the party involved.

Steve McPhee 0223782740 foghorn1951@gmail.com





Restored 1937 MAC as an example of what the above parts could become.

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.

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

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 ph 0419 914 868.

The Original Roo stand. From Neville Smith. Contact velo499venom@hotmail.com.

VOC Australia. www.velocette.org.au

VOC South Africa. www.pomc.co.za.

Danish Velocette Network. www.velocette.dk.

VOC. North America. velocette.org.

L.E Velo Club www.leveloclub.org.uk.

Velocette Owners Group. Germany www.velocette.de.

VOC UK 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..

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 MACs, 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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Velocette
Parts Specialist

TEL: 01234 752033 FAX: 01234 752055

E-mail: mike@velocetteparts.co.uk

Visitors: Please Phone for Appointment

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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

mark@velocetteclassics.com

Contact:
Mark Newsome
Tanks Classics Ltd
Cumbria
07870 762442

Veloc Spares Limited



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

www.velocespare.com

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>