

Velocette

NEW ZEALAND
JUNE 2015

I hope you enjoyed your first newsletter. This second newsletter contains write-ups on other rallies, rides and race meetings along with various projects and your for sale and wanted to buy. Hope you enjoy.

2015 Annual Donation Now Due: Your (\$5.00 or more) donation normally covers the year in which you make it. Thank you to the people who have donated their \$5.00, or more to cover this year. If you would like to assist in covering our printing, postage and associated expenses and have the option of receiving your newsletters in hardcopy form please forward your 2015 donation to: NZ Velocette Register, C/-Paul Hayes, 2/12 Bungalow Ave, Pt Chevalier, Auckland. *Donations over \$5 are carried though to the next year.*

Passing of valued members: It seems appropriate to start this second newsletter with tributes to some of our valued members who have left us.

It was sad news to find out, just after our last newsletter went out, that **Ron Gilbert, from Dunedin**, whom many of you will have known or met over the years, had passed away at the end of August. Ron was a life member of the Dunedin MC Club, for his many contributions to the club over the years, and was both a collector and an avid participant in Classic and Vintage bike and car events. Ron acted as our South Island point of contact for many years and helped organise and run our Dunedin Rally. He, and Eldora, attended our rallies whenever they could. His contribution to the Register was appreciated.

I would like to thank Dave Tofield for agreeing to take on the role of our South Island contact.

It was with sadness that we learnt in March that **Eric Nash, from Renwick**, died from complications after planned surgery. Eric and Sylvia had been active, in both NZ and Aus Velo events, from the time they arrived in NZ until Eric's health saw him having to stop riding several years ago. Since then their house has been a welcoming open house for any passing Velo or BMW rider. Many of us, attending the Rally at Collingwood, took the opportunity to call in and see them both. At that stage Eric and Sylvia were in good spirits and Eric hoped that the planned surgery would give him a new lease on life; unfortunately this was not to be.

Earlier this month **Peter Stone, from Auckland**, passed away.

Farewell Peter Stone: 6th September 1926 - 5th June 2015 written by Lynda Maddock

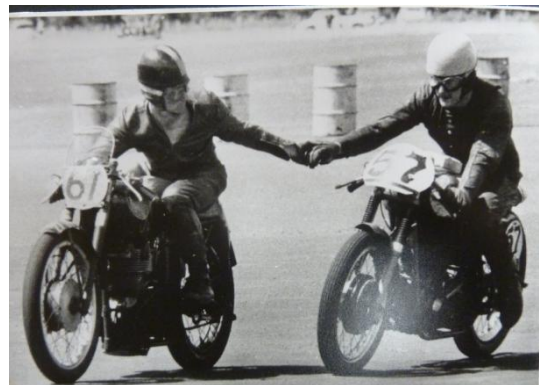
Peter was a remarkable man with a lifetime association with motorcycles, in particular his beloved Velocettes. His father wouldn't let the young schoolboy have a motorcycle but Peter being Peter kept his first motorcycle, an ex WD Indian, at his future wife Valda's fathers garage and began his interest in mechanics. It wasn't long before his skills were noticed and he began fixing bikes for Laurie Summers and then running the workshop when Laurie Summers Motorcycles opened for business in Auckland. Through the 1940's and 50's Peter raced at almost every race event, including Cust in the South Island on a KSS having great duels with top riders like Len Perry, Dene Hollier, Rod Coleman and Peter Murphy. When Laurie Summers got the agency for Jawa and a 250 race bike arrived from Czechoslovakia Peter set to work to make it reliable and really go. After many years of motorcycle racing, Peter took up his other love – flying and with his dear friend Marion spent many happy hours both in the air and reading up on all things aeronautical. Peters vast knowledge was amazing and he also had a real aptitude for photography and leaves a vast collection of photographs. He had the honour of being the Patron of the Auckland Motorcycle Club. In 2005 the Classic Register celebrated 100 Years of Velocette and Peter not only brought out his



Mk8 KTT but had a blast around the Pukekohe race circuit on it with a huge smile on his face. It was an honour and a privilege to have known him and to have been able to share some of his memories.

Here are some photos that Peter Thompson had of his old friend. This seems an appropriate time to use them.

Peter working with the press in the workshop of Laurie Summers Motorcycles, Ponsonby Road, Auckland. Note the bench made from Velocette motorcycle crates. And Peter towing in a young Ginger Molloy on his broken down BSA.



The centre page of the recent NZCMRR Megaphone has even more photo's, including ones of Peter at the 2005 Festival with his KTT.

And only this morning we have heard of the passing of **Joy Fellows**, long time partner of Ivan Rhodes, whom many of our UK travelling members would have met.

Those who knew them will always remember them at their prime and we pass on our best wishes and condolences to the family left behind.

Collingwood Velo Rally other results: Here is an email and list of results for the rally received from Mike Garland, that I inadvertently missed in the previous rally write-up. Congratulations to everyone:

"It was a very successful weekend. Everyone seemed to really enjoy it. I visited Steve as soon as I got back home. He was really chuffed to get his award and was truly touched by the card from everyone, painted by Jan Thomson.

Here is the list of the award winners.

1. Bad Luck: Steve Carrington
 2. Longest motorcycle ride to the event on a Velocette. #36 David Tofield Dunedin
 3. Best non-Velocette: #39 Pauline Schwass – Triumph Tiger Cub
 4. Bike with the most character - #12 Robbie Thomson -Mac
 5. Best Velocette Special - #5 Ashley Southgate –Viper Special
 6. Best Other Velocette - #21 Katherine Hughes – Viceroy
 7. Best Venom - #36 David Tofield
 8. Best MAC - #3 – Alan Forgie
 9. Best MSS - #1 – Mike Garland
 10. Swagman Award by Keith Canning – Robbie Thomson for his outstanding contribution
 11. The Velo Cup Awarded to Carryl Sanson
- Judges were Keith Canning and Pete Butterworth."

Pre NZ Velo Rally – National VVCC Rally February 20 by John Bryant

The National VVCC Rally was held in Cromwell starting on the 20th February, just one week prior to the Velo Rally. Around 163 riders and 60 supporters participated, with quite a few of our Velo family present either on Velo's or some of their other bikes. Dave Tofield rode his Venom from Dunedin taking part before continuing up to Collingwood.

The Saturday run had three options short, medium, and long. We chose the long run, which turned out to be very long as we not only got lost but also managed to take an English couple on their borrowed BSA with us. Eventually we got back onto the correct route and with a quick stop at the field test area at Lowburn, we continued on towards Queenstown prior to turning off Highway 6 for the back road to Arrowtown. Here we were told that we were the last of the riders so after a short stop for an ice cream we were off again over the Crown Range with a quick stop at the Cardrona Pub where we caught up with some of the other riders, then on to Wanaka followed by a rather late lunch at the Transport and Toy museum. Here there were more field tests for those still willing to participate. The afternoon ride back to Cromwell was the end of a lovely ride in perfect weather. During the day there had been a number of breakdowns with some being assisted by Mike Okane on his well stocked BSA outfit being able to supply parts for three of our VVCC members.

The dinner and awards was held at the Rally Headquarters with an excellent talk by Jim Hanna with anecdotes from his books including that of John Britten; One Good Run The Legend of Burt Munroe and Kim (Newcombe) The Kiwi on the Konig. The overall winners of the rally were Robert and Lorraine Young from Whangarei.



Mark Hodgkinson

Sunday dawned sunny for our trip to the Highlands Park Race Track to look over some very exotic vehicles and where the more wealthy members took a run around the track, this was followed by a group photo. On leaving the Park we were led through Cromwell to a laid out track for a parade where we were given a warm welcome by the locals. Followed by a mass display and an inter branch field test, which undertaken with much hilarity. The second Southland "Left Over" Team, which included Malcolm and Mark Hodgkinson (on Velo's) were declared the winners.

Monday saw Angela and I joining rally members with a ride to The Warbirds Museum at Wanaka. After our lunch and after looking through the exhibits, we fare-welled our friends to continue on our way up the West Coast to the Velo Rally at Collingwood.



Pre NZ Velo Rally – Trip from the North

Twelve of us descended upon Pete Johnson, on Friday Feb 21, for the Art Deco weekend in Napier. Our thanks go to Pete who managed to find room to feed and bed us all while also acting as tour guide and chauffeur. A great time was had and from this trip came the idea for next year's rally. Napier region only has a few Velo owners but it does have a lot of fantastic motorcycle roads.

On the way down to the ferry we took the opportunity to visit Peter Thompson's private museum at Rangotea, about half an hour's ride south of Fielding. Sited in the middle of farmland and set beside the original family home this large shed private museum, with mezzanine floor holds a large collection of vintage through classic motorcycles and paraphernalia. Peter and his wife spent a couple of hours guiding us around and talking about the history of the various bikes and trips they have made with them, including the Cannonball Run in the USA. Some of his bikes are also ridden in NZCMRR race events. Keith and Colleen tell us that they had even managed, on a previous trip, to talk Peter into opening some of the overflow containers which hold even more early vintage bikes.



The next day saw most head back to the East Coast for a ride around Castlepoint and back through Masterton before meeting up with the rest of us in Martinborough for the night. The next morning I got to take a ride in Bill Biber's, surprisingly comfortable, Ural sidecar around the town before seeing the others off on a very blustery ride to Cape Palliser to see the boats, bulldozers, fur seals and the lighthouse before coming back together in Featherston where some visited the Fell Train museum, (well worth an hour or so), before we all headed through to Wellington arriving just ahead of the rain.

After our crossing we made our way down to Renwick for the night and to catch up with Eric and Sylvia Nash before we continued over to Collingwood the next day. Some of us stopped in to see Steve on our way through Motueka and while feeling a bit better he wasn't up to riding and wasn't sure if he'd make it to the rally. Takaka Hill, according to a legend we heard while at the rally, has around 365 turns. While I don't know if that's true I knew from past experience that there are definitely a lot and if you manage to get a clear run it is one of the best motorcycle rides. Unbelievably this year our luck was in both pre and post rally and we only encountered a few vehicles which all let us past at the first opportunity.

Post Velo Rally

Quite a few of us had decided to stay on at the Rally site on Sunday so after leaving Paul Sangster's collection and saying our goodbyes those that remained went about exploring the area. Neville, I and his folks decided on a 45 minute scenic flight which took us on a big clockwise loop from Takaka across to the west coast and then up and along the length of Farewell Spit before heading back around to Takaka; a very informative and entertaining pilot and great views made this excursion well worth it.

The next morning most of those who remained headed off in differing directions, Pommie Pete tagged



along with us and we headed over to Nelson where we spend several hours looking around the NZ Classic Bike Museum, 74 Haven Road. Luckily they had put a couple of Velo's around the front of the building as the grey building is set back from the road behind a fence and raised carpark and only has 'NZCM' displayed in large letters making it a bit hard to notice if you are approaching from the north. When you approach from the South there is signage on the side of adjacent

building, by the car park entrance. While non-descript from the outside from the time you go up the front steps and enter the front door you get a fair idea that the \$20 adult entry fee is going to be money very well spent. The building is home to hundreds of well displayed bikes, and artwork all owned by Tom Sturgess, and is run by volunteers from the various Nelson Bike Clubs. With storage for your bike gear along with a lounge upstairs where you can take a break you have the ability to look around at your leisure and really appreciate the collection. You can even get to see the mechanics/restorers at work in the adjacent workshop through large windows.



I guarantee you will be impressed with the quality and diversity of the collection. To get a taste of what the collection contains, and more information, visit www.nzclassicmotorcycles.co.nz. Those with smart phones are even able to download information sheets on a lot of the bikes, details of how to go about that are on the website or one of the volunteers will down-load the necessary app for you. The museum is now open 6 days a week 9-4 weekdays and 10-3 on Saturdays.



It was far later than we had anticipated before we headed on our way to the West Coast. By the time we hit Murchison it was starting to cool off so it was a short re-fuel and photo stop before we continued through to Westport and found a motel and dinner (350km).

While we were busy doing that the Warmerdam's and Canning's chose to take the Farewell Spit Eco Bus tour – a six hour return trip from Takaka to the Spit and just a tad dearer than the plane. Most had a great time, but unfortunately Colleen Canning got a bit too energetic whilst running wantonly down the beach

and tore her hamstring, which put an end to her and Keith's South Island motorcycling. Thankfully Ashley Southgate had also stayed around at the rally site and was able to transport Colleen back to Nelson hospital the next day where Sylvia Nash took over the chauffeuring duties and took Colleen back to stay with them to recuperate. A consequence of this was that Keith and Colleen got to spend almost a fortnight of unplanned quality time with both Sylvia and Eric for which they were later very thankful.

The next day we headed north from Westport to Karamea via Dennison to view the incline from both the top and the bottom. Pete's Thruxton was coughing a bit by the time it snaked its way up 7km of corners to the top but the displays and views from up the top made it well worth the effort. A lot of time and money has been spent up at the old Dennison village, building facilities and erecting information boards and paths so that people can get a feeling of just what it was like to live and work there. Campervans are even allowed to park up overnight and on the day we were there you could see for miles; what a view to open the curtains to in the morning. Further up the road we came across one of those temporary small orange road-works signs sitting on



the side of the road - but hold-on this one wasn't a picture of a man digging, it was a helicopter – now that was a first. A few hundred metres later and we came across quite an amazing sight, as far as you could see every power pole had a ladder and linesman, there were definitely more than 20. Once they were ready the helicopter would lift and hold the cable drum while the linesman fitted the cable off. We continued winding our way up down and around up to Karamea where we had a nice lunch at the pub before we headed back to Westport and then madly decided to try and beat the predicted storm and continue on towards (and eventually to) Hamner Springs (424km).

After two long days of riding we happily spent the next 36 hours lying in the hot springs, doing washing and exploring the town before we headed to Kaikoura, for some seal shots and lunch. Here we left Pete and continued north back to Renwick to catch up again with the Nash's and Canning's.

The next day, Friday, we headed towards Havelock with the idea of maybe catching up again with the Warmerdam's before heading back along the coastline to our afternoon ferry crossing however the first storm front caught up with us with a vengeance so as soon as we got to Havelock we very cautiously rode Doubtful Sound to Picton, in the driving rain. The road has improved greatly since we last travelled it, with lots of passing bays, where cars who (who were going even slower than us) thought we wanted to pass kept pulling over. We look forward to doing it again in the future on a good day! At Picton the wonderful proprietor of Da's Barn Restaurant/bar allowed us to sit for a few hours to dry out and get warm. We highly recommend this place not only for its hospitality but also for the food and the décor (an eclectic and enjoyable history lesson of the region). Thankfully the storm front passed over and by the time we left for the ferry we had brilliant sunshine and the warm wind saw our riding gear almost dry by the time we arrived to stay the night with Nick Thomson and the Velo's.

Saturday saw us high-tail it out of Wellington hoping to stay ahead of the storm-front however we spent too long catching up at the Horton's so rode a fair part of the way north in the pouring rain. A couple of weeks of adventure, seeing some new roads and doing some new things while catching up with a lot of people.

Roycroft Trophy, Hampton Downs Race Track: March 14-15, 2015

While mainly run as a Vintage and Classic Car race weekend there were about a dozen bikes taking part in the motorcycle demonstrations. Numbers of competitors and spectators were down on previous years and the imminent threat of a major storm saw nearly everyone leave prior to the Sunday prize-giving. We took along the KTT to this event and bought home the Roycroft Cup. Craig Pippin (pictured) was also there on his Mac. John Meharry turned up in style on his LE to watch and got into the theme of the day.



Hawke's Bay Classic Motorcycle Club Inc 'MAIL RUN': Saturday 21st March 2015

Sixty-two bikes (ranging in age from the 1920's all the way through to the 1980's) had a great ride from Taupo to Napier before putting their bikes on display down at Marine Parade.

From Napier - Peter Hargroves on his beautiful 1936 GTP (which took out the best Velo award), Garry Sye on his 1949 MAC and Pete Johnson on his 1939 MSS, from Martinborough - Bill Biber on his 1936 MAC, from Tauranga - Howard Jones on his 1954 MAC and from Auckland - Lindsay Banks on his 1952 KSS MTJ. *Peter and his GTP feature in the earlier newsletter on page 2, taking part in this year's Art Deco parade.*

The Waikato VCC MC 'Mooloo' Rally: Saturday April 11 2015

Well this was supposed to be a bit of a Velo get together weekend. Unfortunately Pete Butterworth had a falling under the Honda incident on the way home from the Velo Rally, at Roy White's place, and was now gingerly walking around in a moon boot, so he with Paul and Jean Hayes still came down but now by car.

Of the 50 entrants we had 8 Velos with Michael Wigg, John and Angela Bryant, Warwick & Trisha Darrow, Stuart Metge, Neville and I (we got 2nd in the Post 60 Class), Pete Johnson, Andrew Drake (back on the bike after his Puke race accident) and Ted and Christine Rippey (who won 'First Waikato'). A few of our members were also there on some of their other bikes.

It was a surprisingly sunny morning as we headed out from the VCC clubrooms, in Cambridge, and headed northwards towards Tauwhare before swinging further out until we got to our lunchtime destination of the Huntly Coal Field Museum. This was the timed section of the rally, which would determine the results.

At the Museum we had an excellent lunch outside in the sun and then had ample opportunity to look around the 1890 homestead, built originally for the first Huntly Coal Mine Manager. The homestead now houses displays and artefacts which give you a good insight into the lives and conditions of miners and their families from the start of the mines. Fred Rix, the rally plotter, and one of his friends were a font of information as they gave a very informative talk which added greatly to the visit.

All too soon it was time to head off, this time we crossed the Waikato River and headed towards Glen Afton and the "Blue Rooms" sports club for some skill tasks. The



Blue Rooms started life as a pottery works with clandestine watering hole for the local miners; it has gone through several reincarnations since the pottery works closed while always remaining the 'local'. The tests here included pool and darts, during which it seemed impolite to not have a drink, and outside you were required to ride a slalom course in the slowest possible time and then down the road you had to ride for what you believed was 100m (Ted managed to get this one perfect). From here the route headed back to Ngaruawahia via Waingarō Rd, then onto Whatawhata and Ngahinepouri Rd before heading to Bruntwood and back to the Clubrooms, before the evenings prize-giving.

Congratulations to the pictured Ted and Christine for their 'Waikato First' (yep they will be in charge of leading us astray next year) and Neville for somehow getting 2nd Post 60.

During the rally we had put out an open invitation to all Velo members for a BBQ lunch at our place. So the next morning people arrived and we all got to catch up again while also celebrating Peter Butterworth's birthday and surprising Carryl by having another bigger presentation of the Velo Cup. It's great to get together, get the Velo's out of the shed (if possible), have a good ride and also have a good time.

The Northland VCC MC Rally: Saturday May 16 2015

This was the first Northland MC rally that Neville and I have attended and we had a ball – we'll definitely be back! The weather had been fairly horrible all week and we caught the last of the first front on our ride up to Whangarei on the Friday alternating between sunshine, heavy showers and quite bitter wind, so it was with some relief and delight that we awoke Saturday morning to a far better day. Waking early gave us the opportunity to walk from our motel and complete the Harbour Basin Loop, even managing to see the bridge lifting to let the yachts out of the harbour before we headed down to the VCC clubrooms.

Whangarei has a brilliant set-up with Heritage Park providing a wonderful location for a lot of various clubs (including the VCC), alongside the Museum, Kiwi House, Historic railway and homestead. I was surprised by just how many of the over forty entrants we knew considering we were a long way from home. While only John and Angela Bryant, on their 56 Venom and Tony Vaughan on his '59 LE Mk3 actually rode Velo's on the ride and John Meharry arrived in full regalia, to catch up with everyone pre-rally, we were surrounded by fellow Velo owners and it was great to catch up.

While given a suggested nominated time to start participants were welcome to leave as they liked. Luckily word came back quickly and John Rummery, the rally organiser, was able to warn of a vital missing sign where a marshal had now been placed, before many people had headed off. The morning ride saw us head west before we turned north and headed through the countryside, a short dog-leg through the outskirts of Kamo then up to just south of Hukerenui before we headed back down SH1 until we passed the Kauri Dairy Company and then we headed south-east until we got out to Pataua North where we paused for lunch. The still



damp roads, patches of loose stones and occasional short shower in no way detracted from the great ride. After lunch John, who is also Deputy-Principal at Kamo High briefed us about the afternoons run and history of Replicore, where we were heading. Replicore now specialises in making specialty radiators whether it be for vintage cars or planes – send them an old radiators or drawings and they can make it. Then riders slowly traversed the local footbridge one by one, (with the special permission of the council) to get from Pataua North to Pataua South, From here we headed to visit Replicore and Tamaterau Engineering where they are currently making a set of radiators, oil coolers etc for an American Mustang. Not only were we shown around the facilities but Donna also demonstrated the different machinery involved in the radiator process from a manual flat sheet copper roller folder to automated punch machines which either punch the required shape into the ends of the copper radiator tubes or punch slots into the copper sheet. After a very interesting visit we all headed back to the Clubrooms where the rally officially ended.



The evenings prize-giving was held at the Kamo Club; a perfect location and with the Club's courtesy van only costing \$2 a person each way it was wonderful to not have to worry about getting there and back.

John and Angela won the Post War Class and also were the overall rally winners. Congratulations! Though John did say that he wouldn't be ticking the 35 mile an hour average instead of the 40 in the future.

The next morning saw us ride past Heritage Park as jumps were being erected for the day's horse event and the steam locomotives were busy building up steam. If it wasn't for the fact that we still had a long and very likely wet and cold ride back to Hamilton I could have happily spent several hours checking out the things on offer. Who knows next year we may just take two days off work so that we can! Thanks to John, Christine and all the other helpers for a great event.

NZCMRR 2014 SUMMARY

You would be right to say that 2014 was not a good year for our Velocette racing teams. Mechanical breakdowns and failures saw many bikes parked up during the year while parts were repaired, sourced or made. Some riders also had to choose just which of their bikes they would ride as the new race programme format combined some classes together into the same race, meaning some Velo's didn't even make the track during the year. That said even though no Velo managed to make every event, or in many cases every race at the events they did get to, we did have a couple of championship place getters.

Congratulations go to:

Best results were in the **350cc Pre-War Class** where **Jack Mickleson #93** achieved second place, taking his MAC to more meetings than any of his competitors. **Martin McClintock #417** took out third place from his two race meetings and **David Nance #116** and **Neville Mickleson #95** and **Craig Phippen #117** all took part at one event during the year on MACs and KTT's.

In the **250cc Clubmans Class Phil Price #197** on the MOV, was the only Velo competing in this class and he managed to take third place, with his five first places at the two opening events.

In the **250cc Modified Class** while both **Chris Swallow #233** and **Phil Price #197** campaigned the Eldee. Unfortunately the seven first places that Chris achieved, at the first two meetings, saw him one win short of achieving 3rd place in the championship. Hopefully Phil and his team will have all the planned modifications to Eldee III done and have it up and going well for the 2015 season.

In the **350cc Clubmans Class Stefan DeLacy's Viper #123** headed the Velo results coming in fifth place in the Championship, just ahead of **Phil Price #197** on his MAC. **Robbie Thomson #184** was our other competitor in this class.

In the **350cc Modified Class Andrew Drake #112** only managed one race finish on the MAC.

While in the **500cc Modified Class** he achieved fourth in the Championship with his 5 races on the Venom.

In the **500cc Pre-War Class Chris #233** took the Big Velo to two wins at the Hampton Festival.

Congratulations to everyone who took part. Hopefully 2015 will see many of the bikes back together, returning and performing as they once did.

NZCMRR 2015 TO DATE

NZCMRR Classic Festival at PUKEKOHE: January 30 – February 1, 2015

This was the first motorcycle event to be held at Pukekohe racetrack for quite a few years. The aim is to hopefully turn back the clock and bring out the old bikes while providing a wonderful opportunity for spectators to either watch the racing, from the excellent and numerous vantage points, or go down in the pits to look and mingle with the bikes and riders. Considering that this event was pretty much 'done on the fly' without too much advertising it appeared that quite a few still got the word. Camper vans and tents appeared back up on the top of the hill with spectators welcoming the opportunity to stay on-site and watch the weekend's proceedings. The 'new' chicane towards the end of the back straight was deemed an improvement by most and all weekend I only heard 'we'll be back next year' from competitors and spectators alike. Because the V8 concrete barriers are still in place this event was run as a 'demonstration event' without Championship points; instead of Championship points all the Festival Trophies were up for grabs and there was still plenty of great on-track dicing during the weekend and a fair few of the Velo's back on the track.

In the **250 Modified Class Chris Swallow #233** rode the Eldee to two first and two second places while having some excellent duels.

We only had riders in the **350 Pre-War Class with Phil Price #197** running the KTT got three firsts, **Neville Mickleson #95** on the Mk4 KTT got three seconds and a fourth, **Craig Phippen #117** on the Mac got a fourth and two fifth places, **Martin McClintock #417** got a fourth and three sixth places on the Mac and **John Comer #25** riding Peter Butterworth's KTT came in with three seventh places.

Unfortunately things didn't go so well for **Andrew Drake #212** in the **500 Modified Class** when Nick Thomson's Venom seized while in full flight at the end of the back straight and threw him head first down the track. Andrew ended up with a ruined helmet, concussion, a dislocated shoulder, broken collarbone and several ribs and a punctured lung. As the ambulance guy said; his helmet worked just as it was supposed to and it took most of the impact. Andrew spent five days in Middlemore Hospital before heading home and is now almost recovered, having his first outing at the Mooloo.

In the trophy scratch races at the end of the weekend while no Velo's managed to snag the silverware **Martin McClintock #417** got a third place in the first race.

Why don't we have any competitors in the Regularity Class? This is a great class to initiate yourself into the world of racing, or maybe even look at returning. To win you have to have consistent lap times so everyone goes at a much slower pace. If you have ever thought of having a go just ask a racer that you know if you can use their bike, or get your own back out of the garage – you've got nothing to lose.

Neville Mickleson #95 did manage to take out the **Velocette Trophy** (just pipping Phil Price).

NZCMRR : Summer Classic at Hampton Downs: February 8-9, 2015

This was the first round of the Championship points for 2015. Unfortunately the numbers of Velo's were down on the previous week, hopefully everyone will be able to use the winter down-time to get things back together and we'll see more

In the **250 Modified Class Bill Swallow #2** rode Phil Price's Eldee to four first places while **Phil Price #197** rode the MOV to four second places.

In the **350 Clubmans Class Stefan DeLacy #123** rode the Viper to two fourth places.

In the **350 Pre-War Class Phil Price #32** (this time) rode his KTT to three first places, **Neville Mickleson #95** rode his KTT to one first place before he had to retire and **Jack Mickleson #93** rode his Mac to two second and two third places.

NZCMRR : Winter Classic at Taupo: April 25-26, 2015

In the **250 Modified Class Chris Swallow #32** rode Phil Price's Eldee to four first places

In the **350 Clubmans Class Stefan DeLacy #123** rode the Viper to three second places and a third.

In the **350 Pre-War Class Phil Price #197** rode his KTT to four first places, **Martin McClintoch** rode his Mac to one second and three third places

Back on the road again – Restoration stories

At the beginning of January we received the following email from **Trotty Collin**. "I am sure many of you will remember Chas and Maide Belk riding their old MAC Velo all around the country, from the far South to Cape Reinga and even taking the bike to Perth...until the frame broke...The bike has been now fully restored and one of the first people (after the WOF crowd...) to see it had to be Maide...It is done and Maide was really excited, I had the impression I had done something right.... Kind regards, Trotty"

Congratulations Trotty on a job well done.



Michael Greig has recently taken delivery of this 1965 Watsonian Palmer, adult and child model sidecar which he intends to tidy up (not restore) and use with his '54 MSS after changing to a 16 tooth gearbox sprocket to and some heavier springs. Coming with a chain brake, tail light and 10" wheel.

Possible events and runs:

Well you are hopefully now in winter, hunker down in the shed and do the maintenance. Here are the future events I am currently aware of:

19 July – HMCC Winter Series at Hampton Downs (with Classic Class)

23 August – HMCC Winter Series at Hampton Downs (with Classic Class)

5-6 September - NZCMRR Taupo Winter Classic Racing

20-21 September - VCC Taranaki Rubber Duckie MC Rally

4-5 October - VCC Otago Dunvegan MC Rally

18-19 October – VCC Canterbury Girder Forks MC Rally

23-25 October - NZCMRR Barry Sheene MC Classic, Hampton Downs Racing

31-1 October-November - NZCMRR Manfield Spring Classic Racing

November TBC VCC Wairapa Gold Medal MC Rally

November TBC VCC South Canterbury MC Run

20-22 November VCC Auckland MC Rally and swapmeet

26-29 November Burt Munro Challenge, Southland

26 December Boxing Day Racing, Wanganui

6-7 February 2016 NZCMRR Pukekohe Classic Festival tbc

13-14 February NZCMRR Hampton Downs tbc

18-21 February NZ Velocette Rally, Napier

21 February Hacksaw Circuit Racing, Paeroa tbc

19 March Hawkes Bay MC Club Annual Mail Run

Finances

Last October our bank balance stood at \$4517.00

Since then after Income from Donations Received and Clothing Sales and Expenses of the October Newsletter, which was posted to all, the current bank balance is \$4,400.66.

Approved expenses due after this are: 2 x Newsletters printed and posted 100 x 2, Flowers sent to Sylvia Nash, Tent Banner materials, Bunting and signage for the Club Stand at the Star Alliance BOTY Show and clothing stock

Income: Excess of income over expenses from the Collingwood Rally, Donations

After Hampton Downs it was suggested that we look at getting the Velo tents roof screenprinted so that it can be seen more easily? I have now made some banners which Velcro onto each side of the roof fringe.



Warwick Darrow is going to get information sheets, bunting etc for the Star Alliance Bike of the Year Show and will be ordering some more clothing for summer.

Ideas are still wanted on how else we can spend our money.

Newsletter: We attempt to put out a newsletter 3 to 4 times a year. Newsletters are normally only posted out to those people whom have forwarded their donation however they are emailed to everyone that we have email addresses for. Most newsletters are emailed wherever possible, to reduce costs, and this gives people the added advantage of getting the photographs in colour and being able to magnify the newsletter if required. Exceptions are newsletters with rally information which are posted to everyone in NZ and non-email overseas past rally attendees. This newsletter was emailed out on **26/06/15**. If you have an email address and did not receive it via email, or your address details have changed, please email me at micklesonn@gmail.com with the subject line of *Velo Register email address update* or Ph 07 8493568 so that I can update your details.

In the future I intend to run special articles, when I have room, – I am collecting files of all the articles and photo's I can get on various bikes and riders and intend to use these to create these articles, I have a stack of late 80's Megaphones to start with. We are always interested in receiving any news or articles for publishing, ideally with accompanying photographs. If you have previously published articles and photographs and can provide updated information I would love to receive them. I will scan and return any originals sent to me. Email micklesonn@gmail.com or post to 69 Ashurst Ave, Pukete, Hamilton 3200.

Thanks, Cheryl Mickleson, NZ Velocette Owners Registrar

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

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

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

Velocette rebuild videos/DVDs available for loan

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

Please contact John Bryant email: jbryvelo@gmail.com or Ph: 09 445 6483

Accommodation available with Velocette Owners

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

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

Wanted to Buy

I am in the process of restoring a **rigid MAC** and would like to get in touch with other MAC owners in the CHCH area contact Chris 03298262, 0276006718 or tinhorse@xtra.co.nz

I am restoring a **Velocette iron MAC** and am short of the **rear mudguard extension which carries the number plate frame**. Contact Malcolm ph: 03 3138900 or email gibbsmn@clear.net.nz

I am after a **GTP piston 40 thou over size, conrod and crankshaft** for a spare motor I have. Evening time is best for contact 068432331 Peter or email: pjhargroves@xtra.co.nz

Kickstart for 11, 12 or 14- gearbox to finish off my new Venom Clubman's project? Contact Roy on 07 5767730, 021 677952 or email rsharvey@xtra.co.nz

Velo Swinging Arm riders foot peg and a drive side Roller bearing for a MAC. Part No K87/2 or Hoffman L462 or MC 22 or R&M 22. Please phone John Bryant on 09 445 6483.

I have a **Velo GTP 250** (in many boxes and many parts). I would like to get this motorcycle back on the road in order to join the rallies on my own Velocette. Can anyone help me? I am very confident with the body work, but I need assistance to put a motor together utilising the many parts I have. Actually I do not need assistance; I need someone with experience to put the engine together for me. I am willing to pay for this expertise. Or does any member have a complete GTP engine they would like to see running again, in my motorcycle. Again I would be glad to pay as I have a genuine sentimental reason for wanting to see my old girl back on the road. I have owned this bike for 30 years and both me and her need to get back on the road to make more memories whilst I'm still able. Chris Connolly email: chris.connolly@islnz.com phone: 09 836 7484 or 021 666533

For Sale

Many early **GTP parts** in average condition available. Three engines, frame, webb girder, wheels, good tank, complete clutch etc Contact Pat Steer

1949 mk1 LE Velo, engine# 1142 frame# 1152. This has been restored to original condition (as much as I could) and looks very nice. Alan Forgie ChCh 3858 698 aldiforg@clear.net .nz”

The following Velos, stored in Nelson, belong to Alex Jackson who now lives permanently in Australia and has decided it is time to sell them. Alex wants these bikes to remain in NZ.

1934 prototype pre war GTP with Magneto ignition. Ex Peter Butterworth. Was ridden from Pete's in Auckland to Nelson and was in good condition.

KTP and a KNSS pre War, plus other cammy parts.

A very original **Mac circa 1953.** ex Colin Gregson.

You can email Alex at alex-jackson12@hotmail.com Ph 0061 354751249 or mobile 04 589 01310.

Address: 80 High St, Molden 3463. VICTORIA. Australia.

Norm's Technicalities: \$20.00 (+ \$5 pp): I have one copy left If you would like to order it

contact: Cheryl Mickleson at micklesonn@gmail.com, 07 8493568,

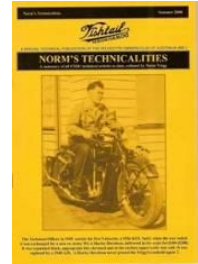
For more information about this book see Dennis Quinlan's

velobanijogent.blogspot.com site

[Norm's Technicalities'...the latest in Velocette technical information.](#)

NZ Velocette Owners Clothing: We still have some clothing left. These include

a couple of short sleeved Polo in Black and Gold with a striped button area @ \$35.00ea in S & XL, the ever popular woollen Beanie @ \$18ea, and the Bucket style hats which provide ear protection from the Sun @ \$20ea. All have the famous Velocette logo embroidered in Yellow.



Make cheques out to the NZ Velocette Register. C/- W Darrow, 10 Standen Ave, Remuera, 1050 Auckland. Ph 09 520 2882 Email: waktrish@vodafone.co.nz.

In the next couple of newsletters I hope to have:

A write up on John and Angela Bryant's trip to the UK and visit to the UK Velo rally in July.

A write up on Carryl Sanson's next adventures in America in July including the Velo rally.

A write-up on the Rubber Duckie in September.

A write up from this year's Kiwi contingent travelling to Perth in November for their Velo rally.

Barry Stanleys' MSS restoration story complete with before and after photo's.

More Velo racing and of course

More For Sale or Wanted to Buys

If you are going on a run, or have a restoration project, and are willing to take some photo's and do a write-up, please do. I will publish it! Either email your copy and photo's to me at micklesonn@gmail.com or post them to me at C Mickleson, Velocette Register, 69 Ashurst Ave, Pukete, Hamilton 3200.



Left: Andrew Drake and Nick Thomson's Venom at Pukekohe, (Probably one of the last photo's before the accident.)

Right: 1929 Velocette KN 350cc OHC Motor at Peter Thompson's Museum



On another sad note Grant Cleeve, of Wanganui, had his house and all his vehicles (along with Terry Bracey's MSS which Grant was about to work on) go underwater in last weekend's flooding. Pat Steer has kindly agreed to take on that job of Terry's MSS so that Grant will be able to concentrate on his own property. We all hope Grant doesn't lose too much.