

It is possible with these forks that owing to handling in transit oil has drained from one side to the other through the connecting air tube at the top of the fork. This must be balanced between the two members in the following way.

First, remove valve cap on the top of the left hand fork member and depress valve core to release air pressure.

Push the forks down to their extreme compressed position. A resistance may be felt and motion may continue slowly before the forks are fully compressed but this is only an indication that the oil is being transferred from one tube to the other. When the forks have been thus compressed, release them and then bounce them up and down about six times.

The oil is now balanced and the **fork** may now be inflated.

Use a motor cycle tyre inflator and with the rider seated normally, inflate slowly until the two spots on the sliding or lower tubes are in line with the ends of the tapered mud shields on the outer main tubes.

Now bounce the forks up and down a few times and tighten the clamp bolt in the left hand fork end.

It is not necessary or desirable to check the air pressure in the fork as the correct loaded position is given quite simply by the spots mentioned above.

VELOCE LIMITED
SEPTEMBER, 1947.

FOR SALE

Cromwell pudding basin helmet, mint condition. Coloured Thruxton silver with original transfers intact, this is a real collectors item. Size 7 $\frac{1}{2}$. Best offer over \$60. Those interested ring Kim White, 651 4592. (Vic.)

WANTED

To build up a racing Velo I am after the following :
1. A pre '62 250, 350 or '54 500.
2. Rigid or swing arm frames, hubs, motor/gearbox (pref. later than '50/'51).

For a second racing bike these parts don't have to be spot on at all. I don't mind worn bearings, bore etc. Contact Steve Tucker, 34 Dodds Rd, Olinda. Ph. 7511 877 (Vic)

SPEEDO &
TACHO
SERVICE

Classic racing enthusiast Dennis Quinlan operates a one man specialist firm called "K.T.T. Services" from a workshop beside his home at 2 Holborow St, Croydon, NSW. (Ph 02 - 798 4189). He can repair, service or renovate just about any instrument and does an excellent, low-price job at converting old speedos to tachos which look like new. He also has stocks of all the bits and pieces like drive gearboxes that go with the instruments. It's only a phone call or jiffy bag away and the job is first class. Dennis has also just completed making a small batch of Velo gearbox kickstart blanking plates. Just perfect for Classic racing, they fit most models from MACs to Thruxtons. Cost is \$28 complete and ready to fit; or \$20 without the bearing (an MS7).



Velocette Owners Club Newsletter
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NEWSLETTER Dave Dobinson (481 7806) TREASURER: Bill Hackett
EDITOR: (758 4636)
SPARE PARTS Peter Hern (716 2590) SOCIAL Tim Holliday
MANAGER: SECRETARY:

Please address all Correspondence to: Velocette Owners Club,
P.O. Box 289,
BOX HILL. Vic. 3128.

SPARE PARTS: Spares are available at meetings or by writing to the Spare Parts Manager at the above address, enclosing a stamped, addressed envelope for reply. If required urgently, ring Peter to make suitable arrangements.

SUBSCRIPTIONS: Subscriptions are due on the date noted on your Newsletter address label. The notations "PLEASE REMIT" or "FINAL NOTICE" indicate that your subscription is due or overdue. Joining fee is \$10 (refundable on leaving the Club). Annual subscription is \$10 - cheques should be made payable to the Velocette Owners Club.

MEETINGS: *Fourth Thursday of every month (except December).
Location ... Members meet in Deepdene Hall, Deepdene Park, Balwyn. Melway Reference 46 A - 7.
*NEXT MEETING ... Thursday, August 25, 1983 at 8 p.m.

SLIDE NITE: A feature attraction of this coming meeting will be selected slides of 1969 Racing at the Isle of Man TT and the Isle of Man Veteran Motorcycle Rally of the same year. Thanks to Ian Isbister for offering this as the scenes and machines should be of great interest.

CUP A' CHAR? Courtesy of Debbie and Debbie who volunteered to do the organizing, starting this coming meeting members will be able to have a cup of tea (plus bikkies) for the paltry sum of 40c.

REVAMPING OF
SOCIAL
ACTIVITIES:

Ideas are sought re improving the current dearth of social activity within the Club. Suggestions so far include Sunday morning rides to various members houses for a chat and look at restorations in progress; BBQ in a park one Saturday or Sunday; Club rides to Winton on Classic days to see the Velos race; Xmas break-up. The Club eagerly seeks ideas, particularly as good riding weather will be with us shortly.

COMING EVENTS

MECV Run, 21 August, Sunday. Sponsored by the Velo Club, this will be a ride to Badger Creek Reservoir (out of Healesville) for a BYO BBQ and informal gathering. The Classic Club will be leaving the Eastland Shopping Centre carpark at 10 a.m. and those who wish to ride with them are very welcome.

Bundanoon Velocette Enthusiasts Rally, 3 and 4 September, NSW. A further reminder to Velo fellows about this coming rally, which looks like becoming an annual interstate event. Since last Newsletter, the organizers have received word that 5 Queensland Velos will be there and a member of the VOC, France currently living in Canberra will also be attending, along with his Thruxton (which was ridden in the 1967 Bol D'Or 24 Hours Race). Those interested should contact :
John Jennings
P. O. Box 369
Camden. NSW. 2570.

Entries should be in by the 29 August but late entries will be accepted.

Classic Owners Motorcycle Club Inc. Rally, 29 and 30 October. This will be the Club's thirteenth Annual Rally and will be held in the very picturesque Clare Valley, 85 miles north of Adelaide. Entry forms can be obtained from the VOC Secretary and further information can be obtained by writing to : The Rally Organizers,
C.O.M.C.C. Annual Rally,
P.O. Box 270,
Elizabeth. S.A. 5112.

RACING MAC's

Peter Hern's 350 Racing MAC came 4th at the recent Winton Meeting in the Open Classic Race. Peter put in a commendable effort, only losing out to a 650 6T Triumph and two 650 Tritons. Peter and Steve Turner will both be racing their MACs at Winton and Calder in the following weeks, so watch out for them.

V.O.C. Spare Parts Management - Result of last month's Meeting

As members would probably be aware, Norm Triggs suggestions as printed in the July Newsletter were made on the probability that the Club would have difficulty in finding an applicant for the job of Spare Parts Manager. For the alternatives listed, the Club was very thankful.

However, Velton Motors (as Norm predicted) has already experienced problems trying to ride two horses (or should I say a Vel and a ton) and in this respect he advised us that as the Club had an experienced volunteer he would gladly withdraw his proposals.

The Parts situation was therefore resolved and a show of hands (after due proposals, etc.) of the thirty-plus members present at the July meeting was unanimous in accepting our volunteer, Peter Hern, as Spare Parts Manager.

Peter is one of the original VOC members from back in the days when meetings were held in members' homes. He shared the spare parts operation with Peter Lord and is aware of the snares and pitfalls involved - and he still wants to do it! So, its Spares as usual and our

congratulations and thanks to Peter.

I would like to thank those thoughtful members who made the effort to write on the subject. From the thoughts expressed by those writers I feel sure that Peter's appointment meets with approval throughout the Club.

To you Norm, our sincere and grateful thanks for the excellent job you have done for the Club spares.

Roly Dousset
Chairman, VOC

INSTRUCTIONS TO DISTRIBUTORS FOR ASSEMBLING THE VELOCETTE
DOWTY OLEOMATIC FORK TO THE MACHINE

Method of fitting to frame

Wrap a piece of brown paper or similar thin, tough material round the outer tubes from the tapered end, shield upwards, to the enlarged collar which is gripped in the split clamps on the lower head member. This can be held in position by the application of grease and its purpose is to protect the enamel during the fitting process.

Slacken the two clamp bolts in the lower head fitting, remove the steering damper knob and rod by unscrewing, remove the two cut-away clamping blocks in the top head fitting and remove the large head adjusting nut.

Drive the steering column downwards through the top head fitting until it drops down over the main fork tubes freely.

Place the head race balls in position with thick grease and place the fork in such a position that the top head race on the fork is resting in its correct position on the balls of the top head race cup. Now slide the steering column up through the head lug until the lower head member slides over the enlarged collars on the main fork tubes. It will probably be necessary to use a hide mallet to assist this process, but care must be taken to see that none of the head race balls are dislodged.

Replace the head adjusting nut and the clamp blocks in the top head fitting. Adjust the steering head until it will rotate with absolute freedom but without a trace of "rock" or end play.

Tighten the split clamp blocks securely. N.B. This is most important on telescopic forks.

Finally, tighten the two clamp bolts in the bottom head fitting and remove the protective sleeves.

The front wheel is held by a detachable or "knock out" spindle and this should be completely removed when the wheel is placed between the fork ends. N.B. Make sure that the fork formed on the aluminium brake plate is properly engaged with the brake torque bolt, i.e. the bolt with two milled flats on its head.

Push the detachable spindle through the left hand fork end, i.e. the one with a split sleeve fitted and so through the wheel hub and the right hand fork end. Replace the nut and washer and tighten wheel spindle securely. N.B. Do not at this stage tighten the clamp bolt in the left hand fork end.