

Fitting and Lining-up Sidecar Chassis - MSS (Spring Frame) Model

Slightly different procedure from that usually adopted when dealing with rigid frame models is necessary when attaching sidecars to spring frame motorcycles. As this may not be known generally, the alignment that we have found to be very satisfactory after prolonged road test is given herewith.

Adjust the rear suspension units on the motorcycle to the solo (lightest) setting - fully forward in the slots in the frame brackets. Hold the units compressed to 12 inches between pivot centres. This is half an inch longer than the setting used when adjusting the rear chain.

It makes the work easier to provide beforehand a suitable strip of mild steel drilled at the right centres so that after removing one suspension unit the strip can be slipped over the bottom pivot and held at the top by a bolt passed through the adjustment slot at the front end.

Compress the front fork springs until the distance from the front wheel spindle centre to the underside of the front fork bottom cross member is 19 inches.

The fork can be held compressed by passing a stout cord round the front hub and the cross member and tying it when the right deflection is reached.

Adjust the sidecar connections - if unsprung sidecar wheel chassis - so that the rear cross tube of the chassis is $\frac{3}{4}$ inch higher at the side nearer the motorcycle than at the stub axle end, and set the front connections to bring the front of the chassis about 2 inches higher than the rear cross tube. If fitting a chassis with a spring wheel the spring must be compressed to the normal loaded position when fitting the chassis.

Allow the motorcycle a "lean-out" of at least 1 inch - we use a 2 inch "lean-out" and find that it gives much easier handling. The exact amount of "lean-out" can often be decided best by the rider to suit his own individual preference but must not be less than 1 inch.

Set the "toe-in" to $1\frac{1}{4}$ inches immediately in front of the front tyre.

Details of the smaller sprocket and heavier front fork springs were given in Service Bulletin No. 20 of March 1954.

Propeller Shaft Muff Coupling - LE Model

The new type coupling referred to in the February Service Bulletin No. 28 is threaded externally 1 inch 20 t.p.i. for withdrawal purposes and not $\frac{1}{2}$ inch as was stated incorrectly in the Bulletin.

WANTED

For KSS Mk II - Timing side Crankcase Half, Timing side Flywheel Half, Connecting Rod or complete flywheel assembly. Contact Jeff Francombe, 8 Central Av, Moonah, 7009 TAS.
Ph. AH 002 28 4407 BH 002 282917

WANTED

Mk 8 Head, any condition. Have parts to swap including TT Carb and bevels etc.
Contact H. Heron, No 8 Lockett St, Wynyard, 7325 TAS.

Velocette Owners Club Newsletter
Registered for posting as a periodical
Publication No. VBH 2406

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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 Norm Trigg 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, June 23 at 8 p.m.

ATTENTION OTHER CLUBS

Recently, information regarding coming functions and events has regrettably reached the VOC Secretary too late for inclusion in the Newsletter for that month. The Newsletter is compiled in the first week of any month so information should reach the secretary by that time if it is to be included.

NEW MEMBERS

VOC Newsletter circulation has now reached 160 copies and a welcome is extended to all new members.

VELO WINDCHEATERS

Norm advises that orders for windcheaters have now closed.

A CENTURY ON TWO WHEELS EXHIBITION

Held over the weekend of 27-29 May, this was a top exhibition which the organizers deserve credit for. There was an amazing array of 2 wheeled devices and machines covering the rare and exotic as well as the well known. Velos were well represented by a tasteful selection in excellent condition covering both pre and post war models.

COMING EVENTS

Velocette Enthusiasts Rally, Bundanoon, NSW, 3-4 September. The second annual Velocette Enthusiasts Rally will be held this coming September. A special invitation is extended to enthusiasts in Queensland (four attended last year) and Victoria (one entered last year). I wish to hear your thoughts on the venue for future rallies. Is there a need for the rally to be held up north on alternate years? If it were held further south would there be a better response from Victoria? Could our enthusiasm extend to support a bi-annual event? Anyway, come to NSW in September - cheap accommodation (either motel, guesthouse, cabin or camping) will be available.

For entry forms contact the Social Secretary or send a stamped, addressed envelope to :

John Jennings
P.O. Box 369
Camden NSW 2570

Entries close on the 5th of August.

VELOCETTE ENTHUSIASTS RALLY 1982 REPORT

John Jennings

In order to promote the above event, the following may be of interest to readers.

The first Velo Enthusiasts Rally held at Bundanoon last year attracted 25 entries, 17 being Velos. It was a great success and fulfilled the aim of a congenial weekend for Velo-fellows in a suitable setting. The Southern Highlands of NSW are an ideal venue as they resemble in many ways the English countryside.

My preparations climaxed the Friday before the rally when I took the Velo to be registered, after an extensive rebuild. The inspector had a soft spot for Velos and passed it. A bonus came when the number VT 849 was issued. Thus equipped, we set off into a blustery headwind. With 80 kms to Suttons Forest completed and only 20 to go, I could relax and enjoy the ride.

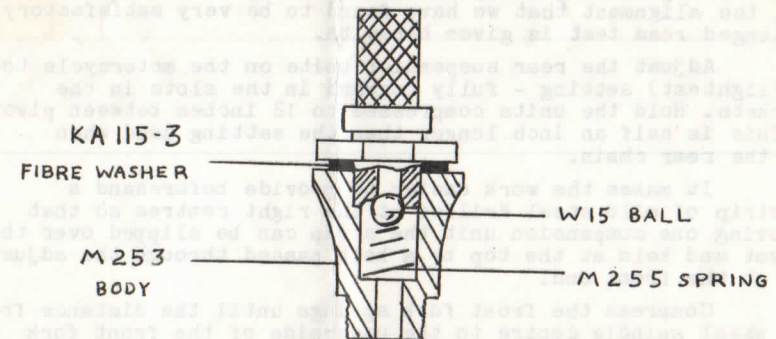
After spending Friday night with friends we arrived at the check point to find 4 Queenslanders and a couple of Sydneysiders already there. By 2 pm the assembled group was ready to leave for the run to the Fitzroy Falls. The older bikes departed ten minutes before the second group, which comprised a few Thruxtons, a Sportsman, a Viper and an MSS. The soul stirring sound of the bikes attracted a lot of attention, also from the local constabulary. After experiencing the magnificent sight of the Falls spilling into the Yarrunga Creek Gorge we returned to the picnic area to chat with the crowd of onlookers.

On arrival back at Bundanoon we sampled the old-world charm of the place, including the Tudor-style pub, and compared the various machines. After the evening meal in the motel, prizes were awarded. The pre-alloy class went to Dave Deltmar's 1928 Model U while the 1966 Thruxton of Tony Keene's (ex Dennis Quinlan 6 Hour machine) won the post alloy.

After a boozy and very philosophical night, we started Sunday with a photo session and rode to Thirlmere Rail Museum. A meeting with several members of the Vincent Owners Club led to much discussion. At the completion of our inspection of the Museum the rally was officially over for 1982 and everyone headed home - for some, a 1000km ride.

From an organizers point of view the rally was a complete success and I expect that this years will be also as numbers attending increase. See you there in 1983!

VELOCE LTD.
YORK ROAD
HALL GREEN
BIRMINGHAM. 28.

SERVICE SHEET - DECEMBER 1950.FILTER ASSEMBLY MAS 14THE CORRECT PROCEDURE FOR FITTING THE CHECK VALVE IS AS SHOWNRE MOV/MAC CRANKCASES PART NUMBERS M43/5 & M44/5

Crankcases carrying the above part numbers have now been scheduled by us as obsolete and unfortunately we are unable to obtain further castings of this early type. It will be necessary therefore when requested to supply the cases as above to forward the following parts which replace, and providing they are used in pairs are quite interchangeable with earlier crankcases. The new crankcases carrying part number M43/44/8 were fitted from Engine No. 15523.

It is also necessary when fitting the new crankcase to have the intermediate gear returned to us for the fitting of the new type bush M202/4 as a new spindle M200/4 has been incorporated. (Overseas agents should ensure the new type bush is fitted as, of course, it is not convenient to return the gears from overseas). As this new crankcase is not drilled to take the original type ball valve it is also necessary to supply with the above assembly the new type check valve assembly.

enumerate all parts as required when the new type crankcase is fitted.

1.	M43/44/8	Crankcase	£10.10.0d
1.	M200/4	Spindle assembly	16.0d
1.	K246/5	Filter	2.8d
1.	M202/4	Bush	3.9d
1.	MAS 14	Gauze assembly	2.3d
1.	W15	Ball	2d
1.	M253	Body	5.1d
1.	M255	Spring	3d
1.	KA115/3	Washer	3d
