

CLASSIC DRIVER



1960 Velocette Other

Stafford, 18. Oktober

Lot sold	USD 8 379 - 9 775 GBP 6 000 - 7 000 (listed)	Zustand	Gebraucht
Baujahr	1960	Standort	
Motornummer	VM3696	Motorradtyp	Straßenmaschine
		Farbe	Sonstige

Beschreibung

1960 Velocette 499cc Venom Sports

Registration no. VET 583

Frame no. RS13654

Engine no. VM3696

Restored in 2007

Twin leading shoe front brake

Tachometer

Alloy rims

New Amal 10TT9 carburettor

After an initial foray with bicycles, the Goodman family concern produced its first motorcycle under the name of Veloce in 1905. In spite of financial complications thereafter, further machines were manufactured under this name until 1913 when the Velocette name was adopted. In the boom years of the pre-Great War period the company prospered. Their first appearance at the TT in 1913 was inauspicious however, and, interrupted by the great conflict, their initial victory would not be until the junior race of 1926 with Alec Bennett aboard the firm's radical overhead-camshaft four-stroke Model. Having been firmly committed to two-stroke engines up to this point, the Bennett victory sealed Velocette's change of tack, and thenceforth the company's future would be forever linked mainly to four-strokes, and cammy engines in particular.

In 1956, the Viper and Venom Sports models were introduced in 350 and 500 capacities to enliven the model range, which, by 1955 had become somewhat staid in character. This move succeeded in reviving sales a little, and no doubt led to the subsequent introduction of the Clubman models in 1960, and eventually the ultimate overhead valve sports model, the Thruxton, in the hope that Velocette's fortunes could be improved.

VET 583 was acquired by the vendor in 2007 (invoice on file), and at the time of purchase was substantially as seen today, having been restored by a previous owner. The machine is equipped with 12 volt electrics, Morad alloy rims, tachometer, rearset footrests, twin leading shoe front brake, a Thruxton-style petrol tank, and Thruxton type oil tank. The engine, which features an 'Alfin' alloy cylinder barrel, was rebuilt by Martin Adams of Serco with a new piston and re-bore, new valves, guides and unleaded valve seats. The gearbox was also reconditioned, new fork stanchions fitted, along with new exhaust, silencer, speedo, tachometer, tyres, tubes, chains, brake shoes, and an Alton alternator. The vendor obtained and fitted a new Amal 10TT9 carburettor, together with Falcon classic shock absorbers.

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