



***QUALITY BUILT MOTORCYCLES
FROM FIRST — TO LAST**

**MOTO-RALLYE
R. LECONTE**
Spécialiste des Grandes Marques
Anglaises et Allemandes
44, Rue de Vouillé - PARIS-15^e
Tél. 4 12 77 5

The VIPER 350 & VENOM 500 SPORTS O.H.V.



Two high performance sports models in the best Velocette tradition that handle superbly. Single cylinder overhead valve engines (Nimonic 80 exhaust) with aluminium alloy heads. Close-spaced main bearings and "whip-free" flywheel assemblies identical in both models. Dry sump lubrication, including large renewable filter. Automatic ignition Control. Oil bath primary chain case. Velocette four-speed, foot controlled gearbox.

Crankcase, gearbox, dynamo and battery enclosed in streamlined fibreglass fairing of sleek appearance, simplifying cleaning. Rear swinging arm suspension and oil damped Velocette front fork — the former quickly adjustable for load. Full width steel hubs with exceptionally powerful front brake, chromium-plated rims, ribbed front tyre. Sports type mudguards with tubular stays chromium-plated. Lighting equipment with 7½ in. headlamp in streamlined cowl, and 6 volt 60 watt. automatically regulated dynamo with car type silent "V" belt drive. Pillion footrests as illustrated — extra.

The VENOM is also available to sidecar specification.

Standard finish in Black/Chrome, Red/Black, White/Black enamel. Crankcase and gearbox can be supplied polished in lieu of fairing. When specified in Red or White the engine fairing, petrol tank and mudguards are finished in this colour unless advised to the contrary.

VIPER & VENOM VEELINE 350 & 500

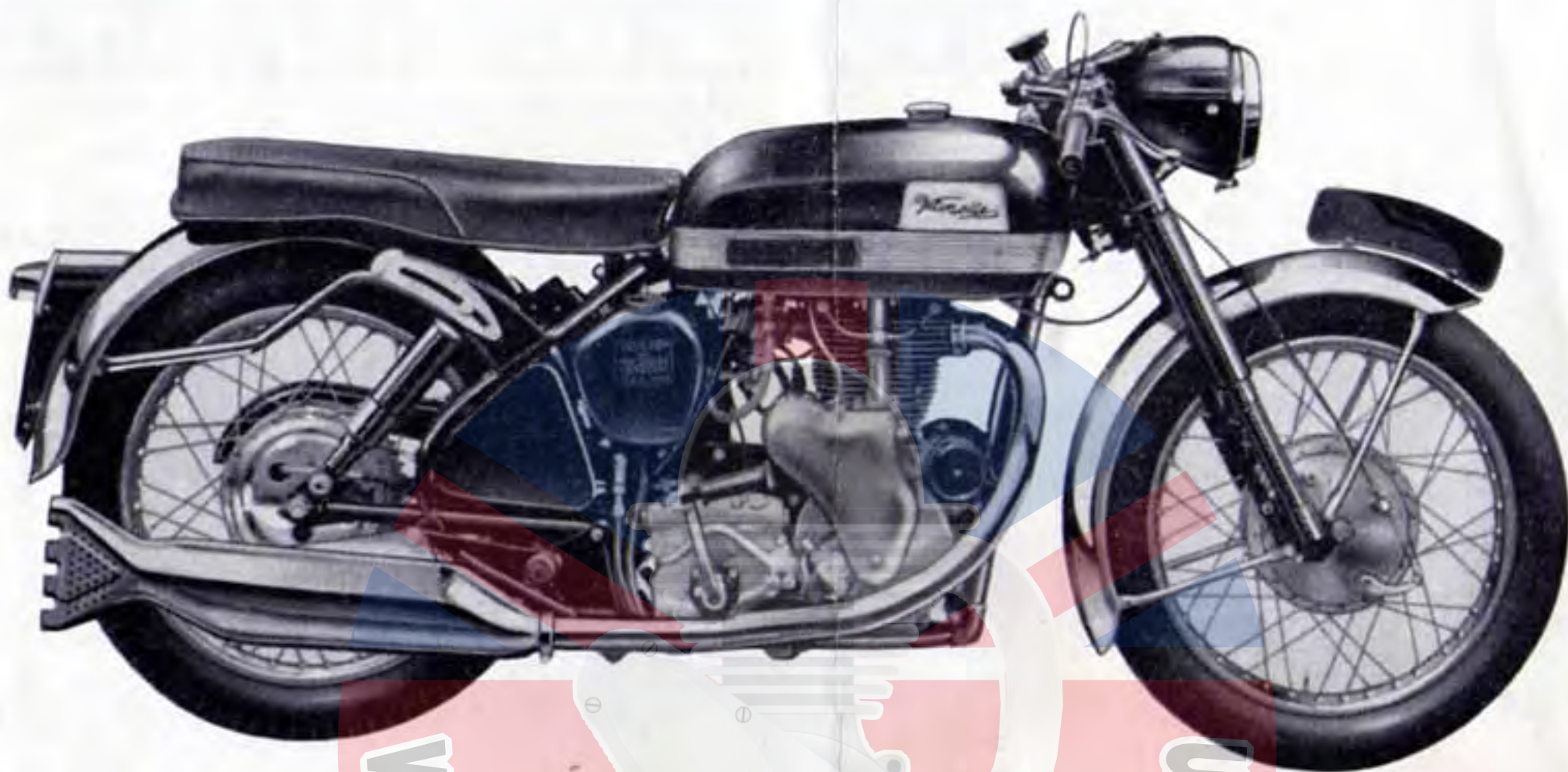
The very successful and popular Viper and Venom models are also offered with Dolphin type frontal fairing as shown. The excellent streamlined form gives much improved penetration and a good measure of protection for the high speed rider. Technical specification identical to Viper and Venom models.

Standard finish in Black/Chrome, Red/Black, White/Black enamel. Crankcase and gearbox can be supplied polished in lieu of engine fairing.

When specified in Red or White the frontal fairing, the engine fairing, the petrol tank and mudguards are finished in this colour (unless advised to the contrary).



THE VIPER CLUBMAN 350 THE VENOM CLUBMAN 500



These super sports editions of the Viper and Venom models incorporate special racing equipment for participation in Clubman Type races. Specification includes high compression piston. Monobloc carburettor. Racing type hand controlled magneto. Rear mounted footrests and pedals. Flexibly mounted large capacity petrol tank. The front fork has two-way damping action. A steering damper, tachometer (rev. meter) and light alloy rims available extra. Also the two streamlined models with Dolphin type fairing: the Viper Clubman VeeLine and Venom Clubman VeeLine. Mechanical specification as detailed. See panel under "DETAILED SPECIFICATION" for list of extras available. Double leading shoe front brake available extra.

Standard finish in Black/Chrome, Red/Black, White/Black enamel. Crankcase and Gearbox polished. When specified in Red or White the petrol tank is finished in this colour (unless advised to the contrary).



If a Clubman VeeLine is ordered in Red or White the frontal fairing and the petrol tank is finished in this colour (unless advised to the contrary).

All specifications are subject to alterations without notice.

Telegrams: "VELOCE, BIRMINGHAM"

YORK ROAD (P.O. Box 275) • HALL GREEN • BIRMINGHAM 28 • ENGLAND

VELOCE • LIMITED

Telephone: SPRINGFIELD 1145 (4 lines)



QUALITY BUILT MOTORCYCLES

Quality, in a motor cycle, is performance. Which explains why the first machine to average **over 100 m.p.h. for 24 hours** is a Velocette, forerunner of the model you can buy today known as the **Venom Clubman VeeLine**.

Every model in the Velocette range has this quality built in. Quality design . . . quality materials . . . quality workmanship . . .

Key to Velocette quality is strict stage-by-stage inspection. Result: a range of superb machines in which we — and our customers — can have supreme confidence.

The VIPER 350 & VENOM 500 SPECIAL



Standard finish in Pale Blue enamel. With anodised aluminium motif on petrol tank.

The Viper and Venom "Special" models have been introduced into our range to give riders the opportunity of owning a quality built machine at prices well below those ruling for our standard models.

The "Specials" have the same performance as their more expensive versions, whilst a new full width steel hub provides for the braking.

The mudguards, stays, toolbox, rims, oil and petrol tanks are in pale blue enamel finish, whilst the petrol tank is set off by an attractive anodised aluminium motif.

The remaining parts are finished in black. Pillion Footrests, Stoplight, Larger Aluminium alloy hubs and Chromium plated wheels are available as extras.

The Viper "Special" is powered by a 350 c.c. o.h.v. air cooled single cylinder engine with a four-speed foot change gearbox. In the Venom "Special" is fitted a 500 c.c. o.h.v. air cooled single cylinder engine. They are identical Viper and Venom Engine Units as fitted to the "Sports" models.

SPECIAL LINE	VENOM CLUBMAN CLUBMAN VEELINE	VENOM THRUXTON 500	350 SCRAMBLER	500 SCRAMBLER	ENDURANCE
ooled ylinder in.) u. in.)	O.H.V., air cooled vertical single cylinder 86 x 86 mm. (3.385 x 3.385 in.) 499 c.c. (30.45 cu. in.) 8.75 to 1	O.H.V., air cooled vertical single cylinder 86 x 86 mm. (3.385 x 3.385 in.) 499 c.c. (30.45 cu. in.) 9 to 1	O.H.V., air cooled vertical single cylinder 72 x 86 mm. (2.834 x 3.385 in.) 349 c.c. (21.29 cu. in.) 9.3 to 1	O.H.V., air cooled vertical single cylinder 86 x 86 mm. (3.385 x 3.385 in.) 499 c.c. (30.45 cu. in.) 8.75 to 1	O.H.V., air cooled vertical single cylinder 86 x 86 mm. (3.385 x 3.385 in.) 499 c.c. (30.45 cu. in.) 8 to 1
r.p.m. loc to adv.) th auto output	37 b.h.p. at 6,200 r.p.m. Amal Monobloc Comp't'n Hand Controlled Miller type D6 with auto volt reg. 6v. 60w. output	41 b.h.p. at 6,200 r.p.m. Amal 1½" G.P. Racing Comp't'n Hand Controlled Miller D6 with auto volt reg. 6v. 60 w. output Enclosed "V" belt Velo. 4-spd. foot control	29 b.h.p. at 7,000 r.p.m. Amal Monobloc Comp't'n Hand Controlled — — — Velo. 4-spd. foot control	39 b.h.p. at 6,200 r.p.m. Amal Monobloc Comp't'n Hand Controlled — — — Velo. 4-spd. foot control	34 b.h.p. at 6,200 r.p.m. Amal Monobloc Mag. Lucas KIF (auto adv.) Miller D6 with auto volt. reg. 6v. 60w. output Enclosed "V" belt Velo. 4-spd. foot control
belt control	4.87 to 1 4.87 to 1* 5.87 to 1 5.35 to 1 7.7 to 1 7.03 to 1 11.2 to 1 9.25 to 1	4.4 to 1 4.4 to 1* 5.3 to 1 4.83 to 1 6.97 to 1 6.3 to 1 10.1 to 1 8.4 to 1	7.85 to 1 9.5 to 1 12.46 to 1 17.9 to 1	7.2 to 1 8.58 to 1 11.41 to 1 16.65 to 1	4.87 to 1 5.87 to 1 7.7 to 1 11.2 to 1
teeth teeth teeth teeth	·5 in. pitch, 23 teeth ·5 in. pitch, 44 teeth ·625 in. pitch, 18 teeth ·625 in. pitch, 46 teeth	·5 in. pitch, 23 teeth ·5 in. pitch, 44 teeth ·625 in. pitch, 20 teeth ·625 in. pitch, 46 teeth	·5 in. pitch, 21 teeth ·5 in. pitch, 44 teeth ·625 in. pitch, 16 teeth ·625 in. pitch, 60 teeth	·5 in. pitch, 23 teeth ·5 in. pitch, 44 teeth ·625 in. pitch, 16 teeth ·625 in. pitch, 60 teeth	·5 in. pitch, 23 teeth ·5 in. pitch, 44 teeth ·625 in. pitch, 18 teeth ·625 in. pitch, 46 teeth
pitches pitches	·5 in. x ·305 in., 68 pitches ·625 x ·380 in., 101 pitches	·5 in. x ·305 in., 68 pitches ·625 x ·380 in., 103 pitches	·5 in. x ·305 in., 67 pitches ·625 x ·380 in., 108 pitches	·5 in. x ·305 in., 68 pitches ·625 x ·380 in., 108 pitches	·5 in. x ·305 in., 68 pitches ·625 x ·380 in., 101 pitches
n. n. bbbed dded	WM2 x 19 in. WM2 x 19 in. 3.25 x 19 in. Ribbed 3.25 x 19 in. Studded	WM2 x 19 in. WM2 x 19 in. 3.00 x 19 in. Ribbed 3.50 x 19 in. Studded	WM1 x 21 in. WM3 x 19 in. 3 x 21 in. Competition 4 x 19 in. Competition	WM1 x 21 in. WM3 x 19 in. 3 x 21 in. Competition 4 x 19 in. Competition	WM1 x 21 in. WM3 x 19 in. 3 x 21 in. Competition 4 x 19 in. Competition
sq. in.) sq. in.)	7.5 in. x 1.5 in. (23 sq. in.) 7 in. x 1 in. (10.75 sq. in.)	7.5 in. x 1.5 in. (23 sq. in.) 7 in. x 1 in. (10.75 sq. in.)	7 in. x 1 in. (10.75 sq. in.) 7 in. x 1 in. (10.75 sq. in.)	7 in. x 1 in. (10.75 sq. in.) 7 in. x 1 in. (10.75 sq. in.)	7 in. x 1 in. (10.75 sq. in.) 7 in. x 1 in. (10.75 sq. in.)
gall.) ll. S. gall.) l. S. gall.)	·5 Imp. gall. (2.27 litres, ·6 U.S. gall.) 4.25 Imp. gall. (19.3 litres, 5.1 U.S. galls.)	·5 Imp. gall. (2.27 litres, ·6 U.S. gall.) 4.25 Imp. gall. (19.3 litres, 5.1 U.S. gall.)	·5 Imp. gall. (2.27 litres, ·6 U.S. gall.) 2.5 Imp. gall. (11.35 litres, 3 U.S. gall.)	·5 Imp. gall. (2.27 litres, ·6 U.S. gall.) 2.5 Imp. gall. (11.35 litres, 3 U.S. gall.)	·5 Imp. gall. (2.27 litres, 6 U.S. gall.) 2.5 Imp. gall. (11.35 litres, 3 U.S. gall.)
ns.) ns.) s.) ns.)	84 in. (213 cms.) 27.5 in. (70 cms.) 39 in. (99 cms.) 48 in. (122 cms.)	84 in. (213 cms.) 27.5 in. (70 cms.) 39 in. (99 cms.)	89 in. (226 cms.) 34.5 in. (89 cms.) 43 in. (109 cms.)	89 in. (226 cms.) 34.5 in. (89 cms.) 43 in. (109 cms.)	89 in. (226 cms.) 30 in. (76 cms.) 44.5 in. (113 cms.)
cms.) s.) ms.) los)	53.75 in. (136.5 cms.) 5.5 in. (14 cms.) 30.5 in. (77.5 cms.) 385 lb. (174 kilos)	53.75 in. (136.5 cms.) 5.5 in. (14 cms.) 30.5 in. (77.5 cms.) 375 lb. (170 kilos)	53.75 in. (136.5 cms.) 6.5 in. (16.5 cms.) 33 in. (83.8 cms.) 330 lb. (152 kilos)	53.75 in. (136.5 cms.) 6.5 in. (16.5 cms.) 33 in. (83.8 cms.) 335 lb. (152 kilos)	53.75 in. (136.5 cms.) 6.5 in. (16.5 cms.) 33 in. (83.8 cms.) 375 lb. (170 kilos)
los)	404 lb. (183 kilos)				
	*TT Close Ratios optional	*TT Close ratios optional			

drive from special timing cover.
Gears. T.T. and GP carburettors.
man only). "Blown" racing type

EXTRAS AND ACCESSORIES.

American or English style handlebar (*American standard on Endurance model*). Aluminium full width hub and brake assembly (*standard on Clubman model*). Pillion footrests and bolts, stop light and switch. Polished chromium-plated safety bar (*cannot be fitted unless Engine fairing is omitted*). Steering damper (*standard on Scramblers and Thruxton models*). Chrome mudguards (*standard on Black ordinary Venom, Viper and Clubman models*). Air cleaner, carrier (*for use with Velocette Panniers only*), pannier frames and bags. Chromium-plated wheel rims (*Viper and Venom Special models*).

Finished in Black/Chrome, Red/Black or White/Black. Handlebar Chromium-plated—American type optional. When specified in Red or White the engine fairing, petrol tank and mudguards are finished in this colour (unless advised to the contrary).

Quickly detachable wheels with chromium-plated rims. Central and prop stands fitted. Lighting by 7½ in. headlamp in streamlined cowl. Automatically regulated 60 watt dynamo driven by enclosed car type "V" belt. Sidecar fork springs and lower gear ratios are obtainable without extra charge.

DETAILED S

MODEL	MSS	*VIPER SPECIAL VIPER VIPER VEELINE	VIPER CLUBMAN CLUBMAN VEELINE	* VENOM VENOM VENOM V
ENGINE — Type	O.H.V., air cooled vertical single cylinder	O.H.V., air cooled vertical single cylinder	O.H.V., air cooled vertical single cylinder	O.H.V., a vertical single
Bore and Stroke	86 x 86 mm. (3.385 x 3.385 in.)	72 x 86 mm. (2.834 x 3.385 in.)	72 x 86 mm. (2.834 x 3.385 in.)	86 x 86 (3.385 x 3.385 in.)
Capacity (swept volume)	499 c.c. (30.45 cu. in.)	349 c.c. (21.29 cu. in.)	349 c.c. (21.29 cu. in.)	499 c.c. (30.45 cu. in.)
Compression Ratio	6.75 to 1	8.5 to 1	9.3 to 1	8.3 to 1
Brake Horse-power	27 b.h.p. at 5,000 r.p.m.	26 b.h.p. at 7,000 r.p.m.	28 b.h.p. at 7,000 r.p.m.	34 b.h.p. at 6,000 r.p.m.
Carburettor	Amal Monobloc	Amal Monobloc	Amal Monobloc	Amal Monobloc
Ignition	Mag. Lucas KIF (auto adv.)	Mag. Lucas KIF (auto adv.)	Comp't'n Hand Controlled Miller type D6	Mag. Lucas KIF (auto adv.)
Generator	Miller type D6 with auto volt. reg. 6v. 60w. output	Miller type D6 with auto volt. reg. 6v. 60w. output	with Auto volt reg 6v. 60w. output	Miller type D6 volt reg. 6v. 60w. output
Generator Drive	Enclosed "V" belt	Enclosed "V" belt	Enclosed "V" belt	Enclosed "V" belt
GEARBOX	Velo. 4-spd. foot control	Velo. 4-spd. foot control	Velo. 4-spd. foot control	Velo. 4-spd. foot control
Gear Ratios (overall)	Solo 4.87 S/C 5.5 to 1	5.5 to 1	5.5 to 1	4.87 S/C 5.5 to 1
	Solo 5.87 S/C 7.3 to 1	6.6 to 1	6.6 to 1	5.87 S/C 7.3 to 1
	Solo 7.7 S/C 9.6 to 1	8.7 to 1	8.7 to 1	7.7 S/C 9.6 to 1
	Solo 11.2 S/C 14 to 1	12.6 to 1	12.6 to 1	11.2 S/C 14 to 1
TRANSMISSION				
Sprockets	Engine 16 teeth S/C	5 in. pitch, 21 teeth	5 in. pitch, 21 teeth	5 in. pitch, 21 teeth
Clutch	5 in. pitch, 44 teeth	5 in. pitch, 44 teeth	5 in. pitch, 44 teeth	5 in. pitch, 44 teeth
Gearbox	625 in. pitch, 18 teeth Solo	5 in. pitch, 21 teeth	5 in. pitch, 21 teeth	625 in. pitch, 18 teeth Solo
Rear Wheel	16 teeth S/C	5 in. pitch, 55 teeth	5 in. pitch, 55 teeth	16 teeth S/C
Chains	625 in. pitch, 46 teeth	5 in. x .305 in., 67 pitches	5 in. x .305 in., 67 pitches	625 in. pitch, 46 teeth
Primary	5 in. x .305 in., 68 pitches	5 in. x .305 in., 124 pitches	5 in. x .305 in., 124 pitches	5 in. x .305 in., 68 pitches
Rear	625 in. x .380 in., 101 Solo			625 in. x .380 in., 101 Solo
100 S/C pitches				100 S/C pitches
WHEELS	WM2 x 19 in.	WM2 x 19 in.	WM2 x 19 in.	WM2 x 19 in.
Rims	WM2 x 19 in.	WM2 x 19 in.	WM2 x 19 in.	WM2 x 19 in.
Front	3.25 x 19 in. Studded	3.25 x 19 in. Ribbed	3.25 x 19 in. Ribbed	3.25 x 19 in. Studded
Rear	3.25 x 19 in. Studded	3.25 x 19 in. Studded	3.25 x 19 in. Studded	3.25 x 19 in. Studded
BRAKES — Drum diameter and width and				
Lining Area	7 in. x 1 in. (10.75 sq. in.)	7 in. x 1 in. (10.75 sq. in.)	7.5 in. x 1.5 in. (23 sq. in.)	7 in. x 1 in. (10.75 sq. in.)
Front	7 in. x 1 in. (10.75 sq. in.)	7 in. x 1 in. (10.75 sq. in.)	7 in. x 1 in. (10.75 sq. in.)	7 in. x 1 in. (10.75 sq. in.)
Rear				
CAPACITIES				
Engine Oil	5 Imp. gall. (2.27 litres, .6 U.S. gall.)	5 Imp. gall. (2.27 litres, .6 U.S. gall.)	5 Imp. gall. (2.27 litres, .6 U.S. gall.)	5 Imp. gall. (2.27 litres, .6 U.S. gall.)
Fuel Tank	4.25 Imp. gall. (19.3 litres, 5.1 U.S. gall.)	4.25 Imp. gall. (19.3 litres, 5.1 U.S. gall.)	4.25 Imp. gall. (19.3 litres, 5.1 U.S. galls.)	4.25 Imp. gall. (19.3 litres, 5.1 U.S. galls.)
		* 3 Imp. gall. (13.6 litres, 3.6 U.S. gall.)		* 3 Imp. gall. (13.6 litres, 3.6 U.S. galls.)
PRINCIPAL DIMENSIONS				
Length Overall	84 in. (213 cms.)	84 in. (213 cms.)	84 in. (213 cms.)	84 in. (213 cms.)
Width Overall	27.5 in. (70 cms.)	27.5 in. (70 cms.)	27.5 in. (70 cms.)	27.5 in. (70 cms.)
Height Overall	39 in. (99 cms.)	39 in. (99 cms.)	39 in. (99 cms.)	39 in. (99 cms.)
Height Overall VeeLine Models		59 in. (150 cms.)	48 in. (122 cms.)	59 in. (150 cms.)
Wheelbase (in static loaded position)	53.75 in. (136.5 cms.)	53.75 in. (136.5 cms.)	53.75 in. (136.5 cms.)	53.75 in. (136.5 cms.)
Ground Clearance (in static loaded position)	5.5 in. (14 cms.)	5.5 in. (14 cms.)	5.5 in. (14 cms.)	5.5 in. (14 cms.)
Seat Height (in static loaded position)	30.5 in. (77.5 cms.)	30.5 in. (77.5 cms.)	30.5 in. (77.5 cms.)	30.5 in. (77.5 cms.)
UNLADEN WEIGHT	385 lb. (174 kilos)	380 lb. (172 kilos)	380 lb. (172 kilos)	385 lb. (174 kilos)
UNLADEN WEIGHT VeeLine Models		399 lb. (181 kilos)	399 lb. (181 kilos)	404 lb. (183 kilos)

*TT Close Ratios optional

RACING AND OTHER EQUIPMENT AVAILABLE (where not fitted as standard)

Sidecar gear ratios and sidecar front fork springs. Choice of colour.

Competition type magneto with hand control. Reinforced drive side rear engine plate.

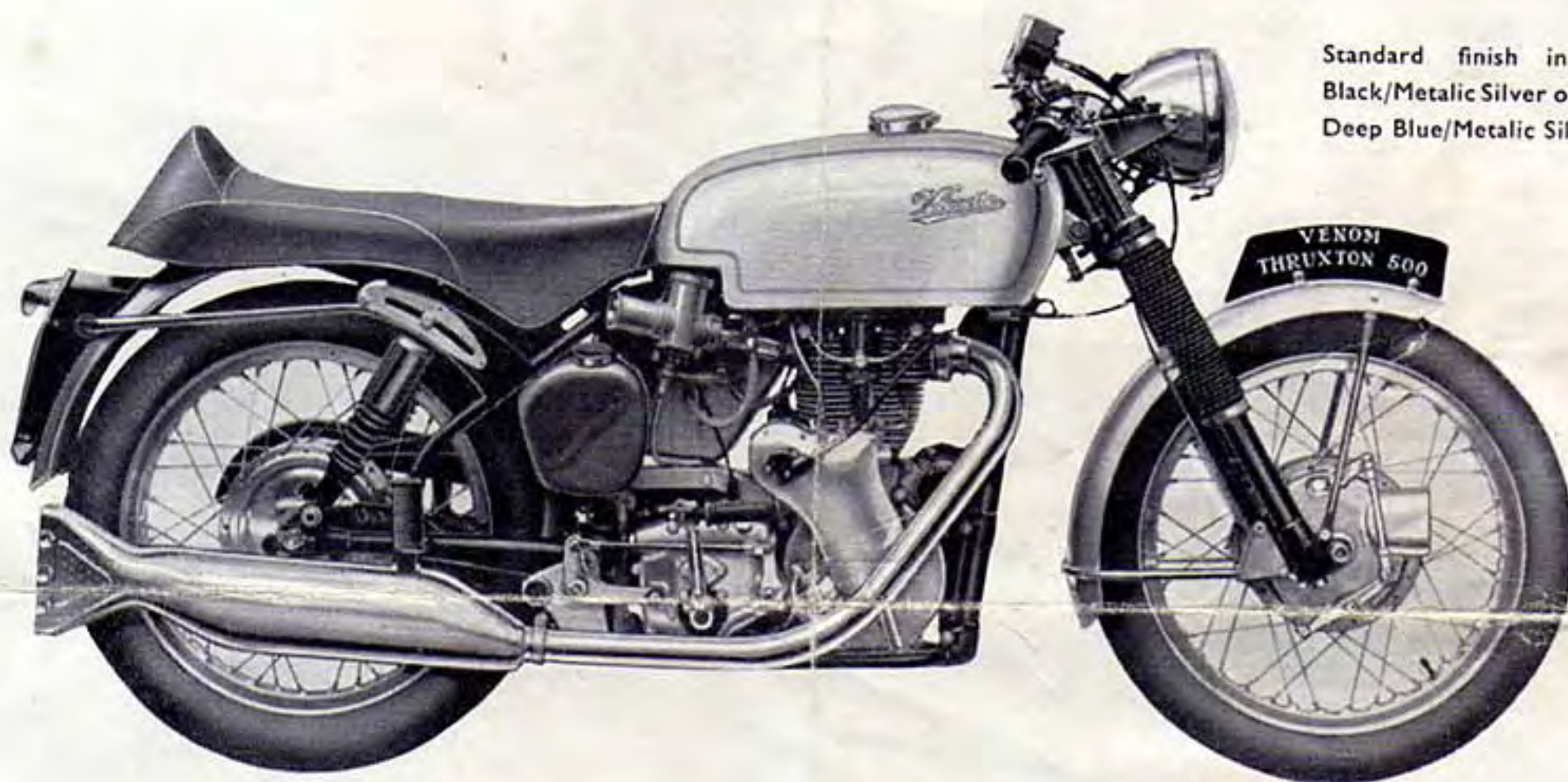
Light alloy wheel rims. Tachometer (rev. meter) and
Exhaust pipe extension or megaphone. T.T. Close R
Large Valve Cylinder Head—2" inlet Port (Venom C
screen only). Double leading shoe front brake.

T HERITAGE DESIGNED FOR TODAY

THE EXCITING ... THE NEW VENOM THRUXTON 500

Developed from experience gained during our successful 12 and 24 hour record breaking attempts with a Venom Clubman Veeline, and from participation in Clubman type races both at home and abroad and generally following racing practice, we have produced the Venom ThruXTon 500 which is equally suitable for use on the road and in Clubman races. Fantastic acceleration coupled with a very high maximum speed and good petrol consumption are features of this machine which incorporates a cylinder head of new inlet port design and with modified valve angle to eliminate valve-touching in the event of an engine being inadvertently over-revved. The combustion sphere has a flatter form, whilst the inlet valve is increased in outside diameter to approximately 2" and seats on a radiused Austenetic iron valve seat. An inlet port of steeper draught and greater swirl angle is fed through an 1½" racing G.P. Carburetter, giving considerably more power when used in conjunction with special cam followers and lightened valve gear. The heat treated crankcase has a new breathing system which makes for an extremely clean engine. A manually controlled competition magneto is fitted as standard equipment, and the machine specification includes double leading shoe front brake with air scoop and drilled hub for cooling, telescopic forks with two-way damping and rubber gaiters, clip-on handlebars, ball-ended levers, rev counter and speedometer, separate chromium-plated headlamp (quickly detachable), chromium-plated headlamp brackets clipping on to the top of the chromium-plated fork stanchions, narrow mudguards, integral battery and toolbox on nearside to which is rubber-mounted the racing float chamber (Matchbox type), with provision for vertical adjustment, aluminium wheelrims, new rear mudguard stay, forward operation pattern gearchange lever, rear mounted footrests, new type rear mounted brake pedal, pillion footrests, dual seat with racing backrest, steering damper with wing nut adjustment, 3.00 x 19 in. ribbed front tyre, 3.50 x 19 in. studded rear tyre, rubber mounted oil tank, swept-back exhaust pipe, raised silencer.

A special Dolphin type frontal fairing is available for this machine giving greater penetration and wider protection.



Standard finish in Two-tone Black/Metalic Silver on Two-Tone Deep Blue/Metalic Silver.



WITH A GREAT BRILLIANTLY

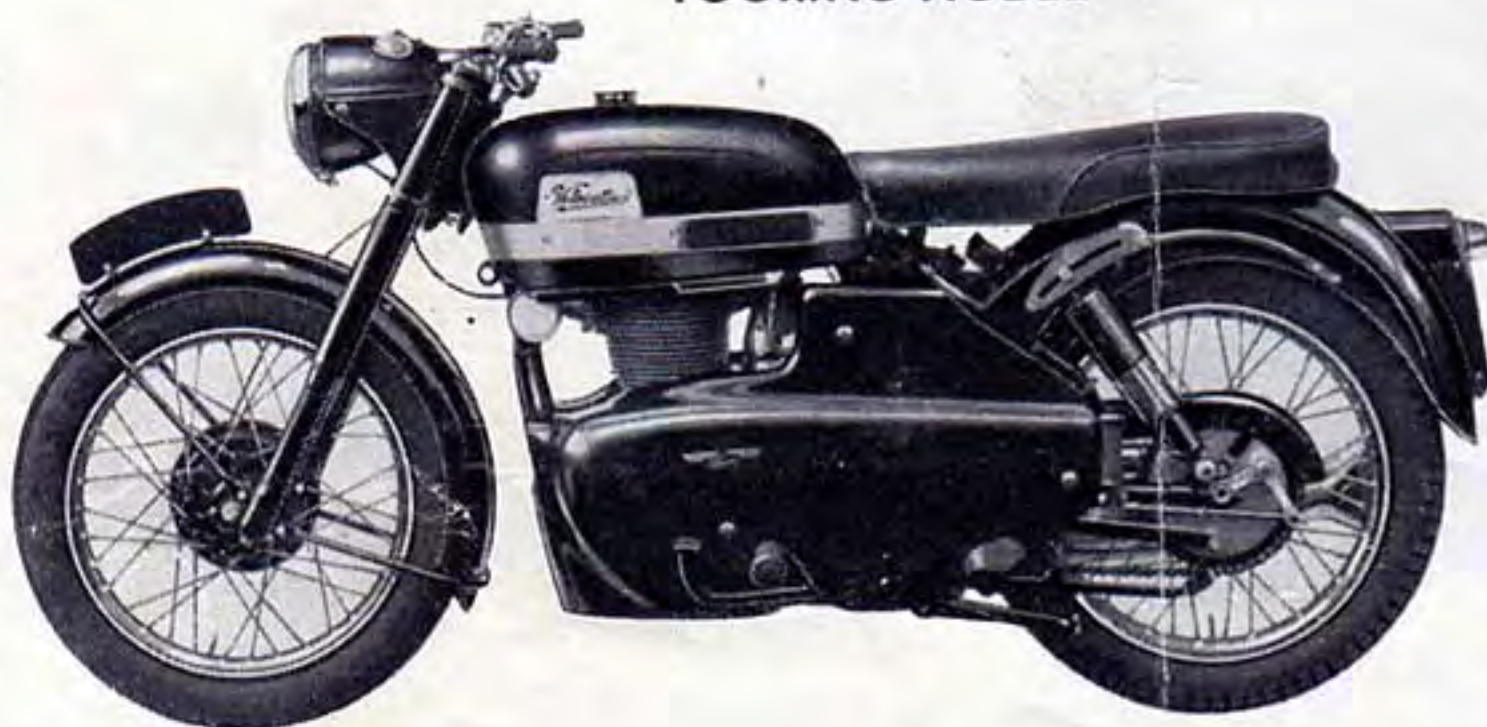
The SCRAMBLER 350 O.H.V. and 500 O.H.V.

Standard finish in Black with narrow plated tank giving increased steering lock and small turning circle. Non-slip pads fitted to footrests. Special Scrambler handlebar (American upswept type to choice). Left-hand oil tank and double capacity air filter extra.



MSS 500 O.H.V.

HIGH PERFORMANCE TOURING MODEL



The high performance overhead valve engines are developed from the well tried Viper and Venom engines. Set to give the maximum power with an open exhaust system, and with monobloc Amal carburettors, in appearance the machines are almost identical and they differ only in engine and carburettor sizes, compression ratios, and overall gear ratios. Crankcase protected by undershield. Velocette four-speed gearbox and with the special driving sprocket and 60 tooth rear chain wheel, provides low overall ratios for scramble work. Rear hub and brake drum has six-stud wheel mounting for extra loads. The front fork has two-way damping; sliders are protected from mud by rubber gaiters. Rear swinging arm of standard Velocette design with specially designed suspension units. Mudguards in polished aluminium with large tyre clearance; front arranged to prevent mud clogging the wheel.

This sturdy machine has enclosed overhead valves and aluminium alloy cylinder head. Dry sump engine lubrication and renewable filter. Automatic ignition control. The engine includes all worthwhile Velocette features, such as the close-spaced main bearings, and narrow rigid flywheel assembly.

Quickly detachable wheels with chromium-plated rims. Central and prop stands fitted. Lighting by 7½ in. headlamp in streamlined cowl. Automatically regulated 60 watt dynamo driven by enclosed car type "V" belt. Sidecar fork springs and lower gear ratios are obtainable without extra charge.

Finished in Black/Chrome, Red/Black or White/Black. Handlebar Chromium-plated—American type optional. When specified in Red or White the engine fairing, petrol tank and mudguards are finished in this colour (unless advised to the contrary).