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**1964 Velcoette High Spec Thruxton Rep
NOW SOLD**



Engine Size: **500cc**

£TBA



Velcoette High Spec Thruxton Rep 500cc Electric Start.

Built History;

It has been built over 3.5 years and is based on a genuine Clubman RS frame. It is fully on the road but I haven't used or MOT'd it this year. All components have been put carefully together with a lot of research, advice and knowledge and created a fast but tractable ultimate Velocette.

Would have been easier and more profitable to buy a genuine Thruxton. All documentation and receipts for work has been meticulously filed and will come with the bike of course.

Engine: The true value of this Velo is in the jewel of an engine. built around Alan Walker strengthened crankcases with beveled, lightened and balanced flywheels. Carillo conrod and Cosworth Manx Norton Piston & rings. Custom alloy barrel. Very special Squish head with revised inlet angle and 1 3/8" bore (suitable for 1000 series or a GP carb). COLSIBRO race valve guides and NUCLEUS race valves, tuffrided to 72 RC which are approximately 9g lighter than lightest standard valves. DBD Goldstar type

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racing valve springs and titanium caps. Top and bottom followers are lightened and polished. Custom titanium pushrods. Custom DH type cam. All timing gear matched. Vernier type adjustable magneto pinion. Rebuilt high capacity oil pump.

Carb is currently Mk1 Concentric 1036 with a gauze type bellmouth, mounted on a modified Thruxton type inlet manifold.

Engine has been tuned on the dyno with variety of downpipes, carbs and rear silencers. Top figures were 34BHP with GP carb and open megaphone on a slanted Clubman type downpipe. Currently it's around 30BHP with 1000 series carb and standard fishtail silencer, has an idle and is very tractable and much easier to start.

Gearbox and Drivetrain: Reinforced triple engine plates. Freshly rebuilt gearbox with new mainshaft & sleeve gear, all new bearing including sleeve gear bearing. Machined kickstart shaft seal. Standard ratio suits the bike well. Shifts nicely with no problems. Full Kevin Thurston beltdrive with Yamaha R1 clutch plates & sealed crankshaft exit. Custom chaincase made from a bolt up type original. Several gearbox sprockets available depending on what type of riding you'd like to do. All complete with RK heavy duty race type chain.

Frame, Forks, Brakes & Wheels:

Frame checked for straightness, blasted and painted, re-bushed and aligned swingarms. NJB Manx Road Racer shocks & fully rebuilt and re-sleeved front forks. Tomaselli adjustable Ace bars and genuine Tomaselli throttle and grips.

New Akront aluminium flanged rims back and front, WM3 on the back and WM2 front with fresh Avon Roadrider tyres, new bearings throughout.

Rear is built around a light MSS type cotton-reel hub with a new drum and fully floating rear shoe setup modification. Front is a standard full width hub with Twin Leading shoe brake. Stainless heavy duty spokes all round. Drums and shoes skimmed to match and provide perfect braking. Custom Barleycorn aluminium rearsets with experimental folding gearchange toepiece (works well)

Tinware & Seat:

Refurbished Thruxton style mudguards and stays. Brand new Thruxton oil tank. Refurbished Thruxton cutaway type 4 gallon tank. All with fresh gleaming paint. Seat is 1.5 length race type from Seymours.

Electrics & Instruments:

12V powered by Criterion alternator and modern gel battery. Standard Lucas 7" headlight and rear light, brand new custom built wiring loom throughout, all new period connectors everywhere, properly soldered. Rebuilt Smiths Chronometric Speedo and Rev counter as per Clubman\Thruxton spec.

Recent Work Caried Out;

Electric Start Fitted.

The engine has been professionally completely rebuilt (by Graham Austen whose machine has been so successful in the Lansdowne series ridden by Sam Rhodes) and has covered very few miles since. With flow bench Results. Rebuild In January 2017

Briefly the mechanical specification of the rebuilt engine is as follows:

1. The drive side crankcase is a reinforced special item.
2. Tapered flywheels.
3. A Carillo conrod.
4. A new Omega forged Manx Norton Piston.
5. Alfin barrel with new Westwood liner.
6. The cylinder head is of unknown origin but could be a Joe Pico head from the US. It closely resembles

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a Thruxton cylinder head with steep downdraft angle. A 1.5" Mk 1 concentric carburetor is used .

7. Valve springs are Gold Star

8. A toothed belt primary drive and clutch utilizing Yamaha clutch plates.

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