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Velocette Venom 500cc

Rebuild Project Part Two

From January 2020

1959 Velocette Venom 500cc Motorcycle; "Bought As Seen - as a Basket Case" in 2018. Year One (Part One) covers ALL of the work carried out from when I purchased the Venom back in December 2018, right up to, and including, ALL of the work completed as of the end of December 2019.

(Photo below = Oil Tank Mod) This was the last photo posted in last year's Venom Blog. You can see the 2" Monza Oil Filler Cap that I intend to fit.



DISCLAIMER: Apologies in advance to All You Vegetarians, Vegans and Velocette Owners, especially those without a sense of humour: My intention is not to offend (but I probably will), so be warned. Do not read on if you are easily upset, or of a nervous disposition: ALL modifications and alterations have been done to either improve and/or to update this 1959 Velocette motorcycle with 21st century technology.

No animals were hurt or injured in the making of this Blog ! Obviously not counting those used in the production and consumption of the obligatory bacon &/or sausage sandwiches. Oh! Yes . . . and I suppose in the Leather used, to make the new Leather Seat Cover (for my new Fibre Glass Seat). But; apart from the afore-mentioned No Animals were hurt or injured in the production of this Blog (Or was they???)

The following new photographs (below) show the next stage of development and all work undertaken in this my 'Second Year' of ownership (& work), from January 2020 to the end of this current Year. My 1959 Venom when completed is unlikely to be a faithful reproduction of the original specification, but more a 'hybrid' based interpretation.

1st January 2020: Work Continues . . . No. 1 photo below: Monza Oil & Petrol Caps (with threaded steel fittings – to be welded onto each Tank).

Photos 2 & 3 show just how 'tight' the gap is between the engine Rockerbox / Tappet Cover Plate and the underside of the Petrol Tank. My intention is to 'Add' another engine 'Breather' fitted to said Tappet Cover Plate, so I will have to 'Relieve' a bit more metal from the Tank (that's a round-about-way of saying Cut Even More Metal Out of the Tank). Also; photo 3, you can see the Tank is still 'Open'! (not welded-up-yet).

Photos 4 & 5 show the state of 'Build' progress at the moment. Photo 5, you can see the fibreglass seat that I've made (still 'bare' – as yet).



1



2



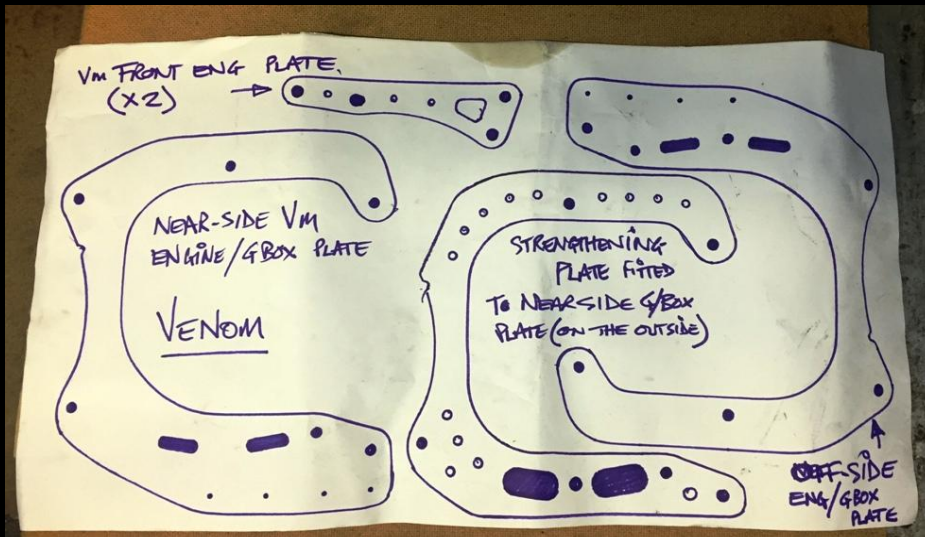
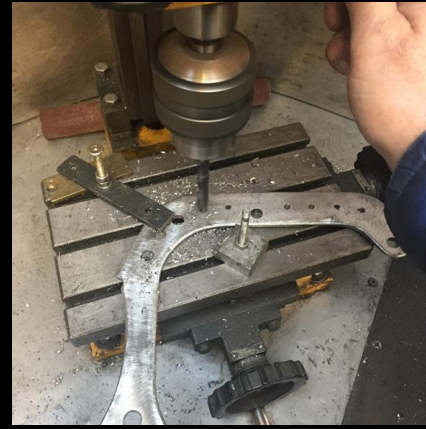
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4



5



Engine / Gearbox Plates:

Photos above: I decided to neaten-up the engine /gearbox plates, by bolting them together and filing-down the edges so that they are all 'exactly' the same profile. I then put a radius on the edges of each plate (smoothing the edges down).

On the Venom (unlike the MAC) there is a third 'strengthening plate' that fits on to the outer part of the *nearside* engine / gearbox plate (see photo above right). As can be seen, I have drilled a few extra holes in this extra plate for lightness.

Photo left: You can see I have drawn around all of the engine / gearbox plates, so that I have a 'Template' for future use. Just in case that I decide to make a new set of plates using lighter Duralumin.

Future proofing . . . well! That's the plan.

After painting primer onto the Engine / Gearbox Plates . . . I bolted them together onto the Gearbox and then into the Frame in order to 'Locate' the ideal place for the Main Engine Oil Feed 'Outlet' (commonly known as the Ball Valve Union assembly & Valve Body; Velo Part No.s MAS14 & M253). The 3rd photo below right; shows the bottom of the Oil Tank (marked with Engineers Blue and 'scribed' – i.e. the square scribe marks) to show the 'Gap' between the Frame Swing Arm Trunnion Lug and the rear of the Gearbox to identify the best place to fit the new 'Turned' Union Fitting (to be mounted 'in-board & between' the Gearbox & Frame, just like I did to the MAC Oil Tank). The Oil Tank rubber mounting spool is also visible on the third photo (below right).



The three photos above show; the 'Fitting' that I turned and threaded on my Myford Lathe (tapped to 3/8" bsp thread) and then 'Bronze welded' into place, followed by 'chasing' the thread with a Tap to clear-out any flux &/or weld-residue. I also made and bronze welded a new Oil Tank Drain Plug fitting in place. I must add, the 'slow progress' on the Venom 're-build' is largely due to the extremely cold conditions in my un-heated workshop. I find that for every 30 minutes spent working, I probably spend at least another 3/4 of an hour drinking coffee & having a 'Thaw' in the warmth of my house.

Slow progress in the Winter Months (thatt's the reality).

10th March 2020; work resumes on the Oil Tank modifications. I found that the 'centre nut' that holds the brass plate & seal in place (to the body of the new two inch Alloy Monza Filler Cap - 1st photo below) was very loose and most likely to un-screw itself (when in action). So . . . I fitted a split pin in the centre threaded stud to make sure *said nut* would definitely NOT come undone (and disappear into the depths of the Oil Tank).



SPLIT PIN FITTED TO SECURE THE INTERNAL NUT



2nd Photo (above) shows the threaded-fitting (that the Monza Cap screws onto) with a *Flange* brazed in place. 3rd photo (above) shows the fitting in place. At this stage the Oil Tank looks a bit of a mess (okay, I know . . . a massive understatement) but once the Tank has been 'Linished' and cleaned-up, primed and painted, it will look GREAT (I'm sure).



The two photos Left; show the 'Clearance' between the Oil Tank and the Mudguard (as it wraps-around and follows the contour of the Mudguard).

Also (left), the rubber mounting brackets & engine return oil pipe (welded to the top of the Oil Tank) are clearly visible in these photos.

Photo right:
The repositioned engine oil feed 'Ball Valve' fitting, placed in-board between the gearbox & the swing arm Trunnion.

I modified the MAC oil tank in the same manner and this proved a very effective & useful 'Mod'.

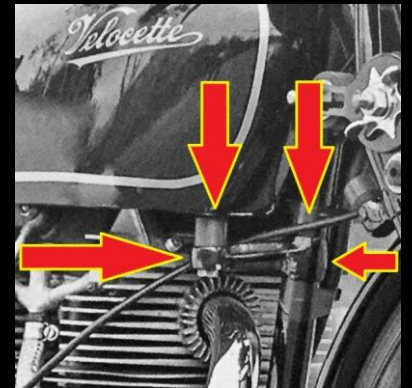
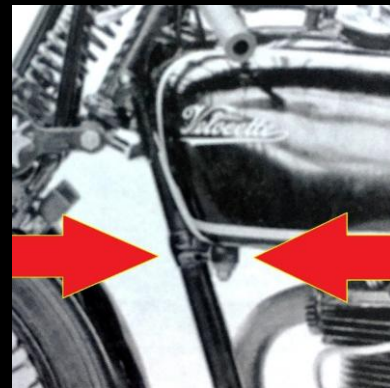


14th March 2020: Oil Tank pressure-tested (1st two photos below). Only two small leaks detected (bubbles in the water), but after a bit more welding = said leaks cured. A second pressure test confirmed that the Oil Tank is now airtight (Yeah, no more Bubbles) and therefore *Oil-tight* and . . . once more, fit for purpose. The last three photos (below right) show the Oil Tank after Body-Filler & Primer has been applied . . . Its getting a bit closer to completion.



bubbles in the water (above). Inner-Tube used on filler neck.

The first two photographs (below left) show the new fitting I 'turned' (& threaded) fitted into the front Sidecar Lug. The intention is to secure the Petrol Tank just like Veloce did on their early Bikes i.e. Under Tank Mounting. Obviously, I will cut-off the original 'Tank Fittings' later as they become surplus to requirements. The next two photos on the right below (with 'RED ARROWS') show a 1934 KSS Mk II model & a KTT Mk VIII Racer (c.1938-40's). You can see both Petrol Tanks 'Resting' on top of 'Cast Lug Bracket' (which was brazed directly to the front down-tube – just like the Sidecar Lugs that are fitted to the later RS Frames). Note that each Tank is bolted & held firmly in place via rubber bushes. In my opinion, this is an *Ideal Mounting* method, much superior than the present RS system.

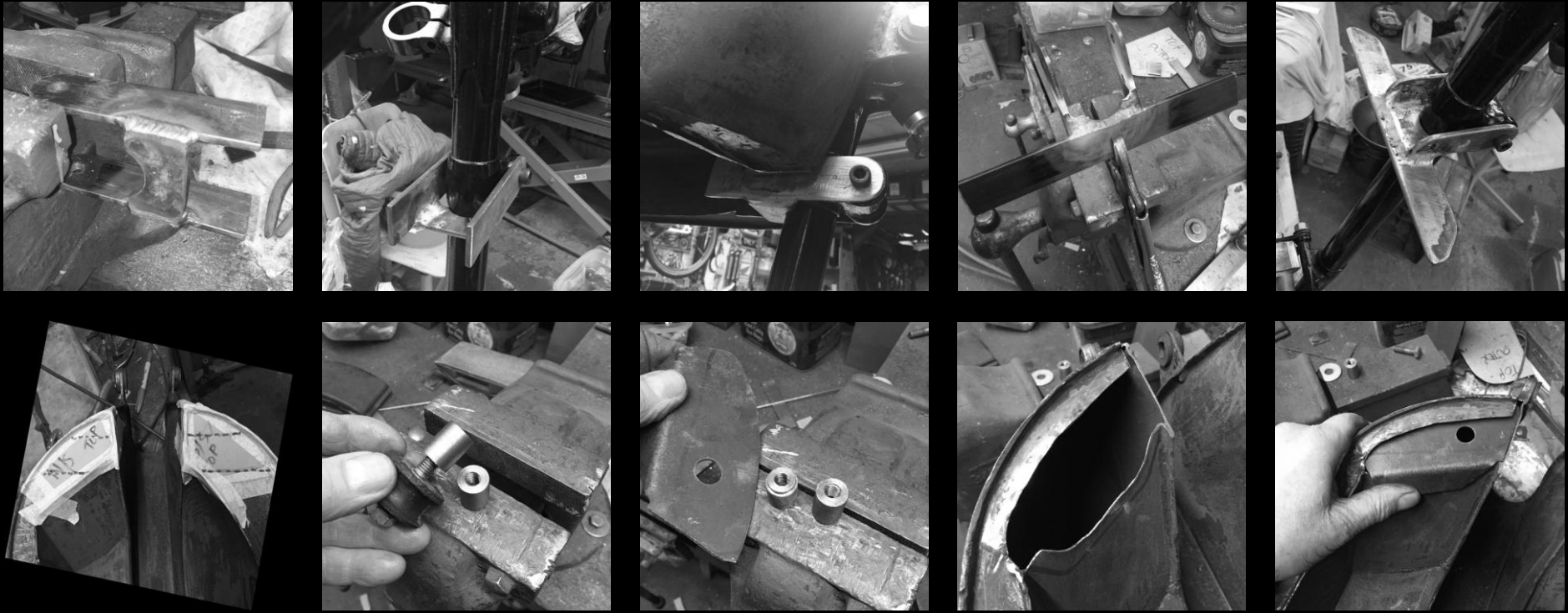


Wednesday 18th March 2020 - Covid-19 Update:

As ALL of my paid work (& unpaid work) has now been cancelled (as a self-employed person & community volunteer due to the latest Coronavirus outbreak). And (because of my age & medical circumstances) I now find myself in total shut-down or as the Government put-it, I'm in 'self-isolation'. This is both a curse & a blessing in many ways. The downside is; I have no work, and so I have no self-employed income (Bummer!) and like so many of us here in the UK, I am following advice to STAY AT HOME (due to Covid-19 Pandemic) for at least the next twelve weeks. This measure is to ensure that we have no social contact with others, this regime is intended to *Slowdown the Spread* of this devastating Virus.

The upside is; I now have loads & loads of time on my hands. Which means I can spend as much uninterrupted time as I want working on my beloved Velocettes. So . . . the work continues (until the money runs out – or, I expire – which ever comes first).

21st March 2020: As stated above; I've decided to reposition the front Petrol Tank 'Mounting Point' to an 'Underslung' type rubber mounted bracket.



Photos below show the next stage. Metal removed (1st photo left) from the underside of the Tank to make more clearance around the Tappet Cover area. I intend to make a 'Breather Outlet' directly attached to said Tappet Cover. This new Breather, will be additional to the engine breather that I have already fitted to the engine crankcase (just below the Magneto). So, in effect, this Venom will have two engine breathers – both breathers going to an 'Oil Separation Collector Tank' (similar to the one I made & fitted to my MAC) – which will then 'condense & separate' the Oil Mist, with the condensed oil draining back to the Oil Tank and 'Breathed/Vented Air' going to atmosphere. Photo below right, show a bit more CAD work (cardboard aided design) to be transferred to steel plate & welded-up.



Fabricated steel plate (from cardboard cut-out above) in place ready for welding (1st photo below). Next two pix show 2) plate welded & 3) plate primed.



(1st three photos below) show the panel beating done to get rid of the 13 dents on the visible side of the Tank, including panel beating-out the recessed panels (where the round plastic Velocette Badges are traditionally located). The tank is once more looking MUCH better now that these 'Dents' have been removed.

The end photo (below right) shows more 'cut-out' work done to the 'underside' of the other side of the Tank. This new 'Hole' (where the metal has already been removed & will be recessed just like I did on the off-side), then weld-in-place to enable better 'Access' to the Venom Spark Plug. The MAC has a tad more room than the Venom when changing the spark plug because the MAC engine sits slightly lower in the frame than the Venom (hence a tad more spark plug room). These petrol tank modification hopefully will be worth the considerable amount of effort and work taken to alter this Tank.

Only time will tell !



Petrol Tank panel beating & dent removal



Cylinder Studs (1st two photos below left = before & after cleaning), plus Crankcase Stud 'Threads' being cleaned-up and re-tapped (3/8" BSF thread).

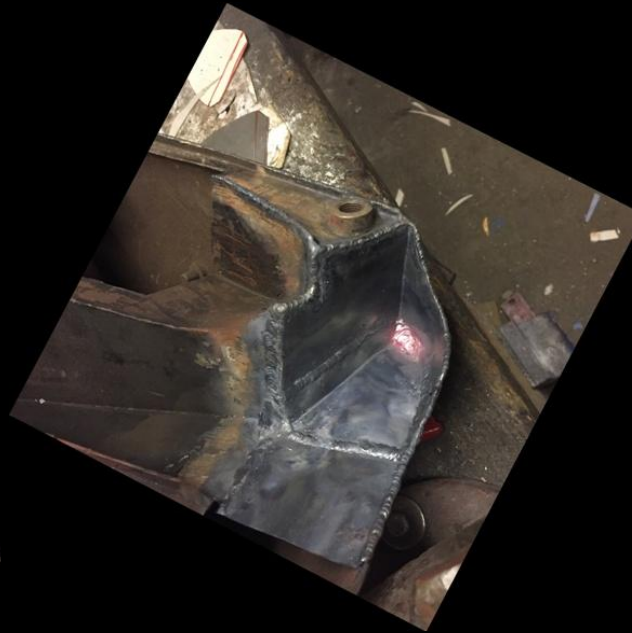


The photograph right shows the underside of the petrol tank mounting bracket. You can see it is a short piece of round mild steel bar, drilled & tapped (as a blind hole) and then welded into place.

This is where the Rubber Mounting 'Spool' will 'Thread' in to the bottom of the Petrol Tank.

One Rubber Mounting Spool on each side of the Petrol Tank as described earlier).





The Tank modifications are continuing at a slow but steady rate . . .

The photo (above right) shows the clearance gained by 'recessing' the Tank.

All this re-modelling of the Tank has meant the Tank has been 'on & off' a zillion times.

The photo (below right) shows the Tank 'BEFORE WELDING'.



The intention is to weld an extra 'Engine Breather' to the Tappet Cover, and attach a flexible breather hose that will run under the top of the frame tube (on its way to the 'Oil Separator Catch Tank to be fitted under the seat).

I believe Two Breathers are better than One.

Hence, the need to increase the clearance between tank and tappet cover.



Re: Petrol Tank: Yet more fabrication & welding (below). And . . . Yes! Yet another Cardboard Template transferred to 18 gauge steel plate ready to weld.



Tank nearly finished . . . Well! The Welding is getting there, not quite finished, but nearly.

The painting will have to wait until I can 'Get Out' and buy some black paint, thinners and all of the ancillary consumables needed to paint my Petrol & Oil Tanks.

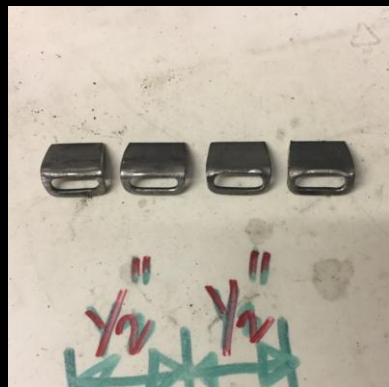
This 'Getting Out', to buy materials, etc. may have to wait until the UK Government removes the Ban on Business closures and eases the 'Social-distancing' regime & general public travel.

Photos Left: Mini Rubber Mounting Spools fitted to the Petrol Tank & the next photo shows the Tank 'Resting' onto the New 'Under-slung' mounting bracket (all bolted up nice'n'neat).



Anyone who has worked on Velocette 'singles', and especially those who have fitted or replaced clutch or throttle cables (and wiring looms for that matter) will have found that there is very little room to manoeuvre between the petrol tank and the steering head-stock & frame for such components.

Therefore, I decided to increase this 'Gap' by grinding away the welded seam-flange at the front of the Tank. My thoughts are that as well as providing a lot more room, this mod will also improve cooling flow to the top of the engine.



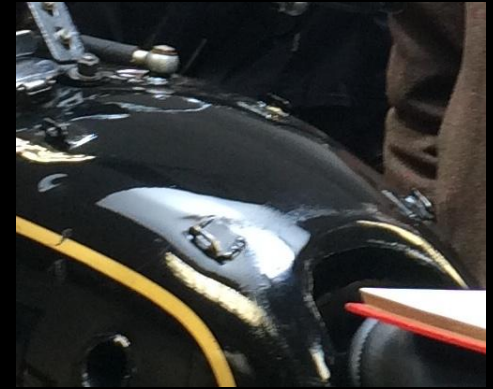
The four photos left; Show the Tank Pad brackets that I've made and welded to the Tank.

This mod was copied from the KTT Racers of the 1930's & 40's.

Q: Why? You may well ask?

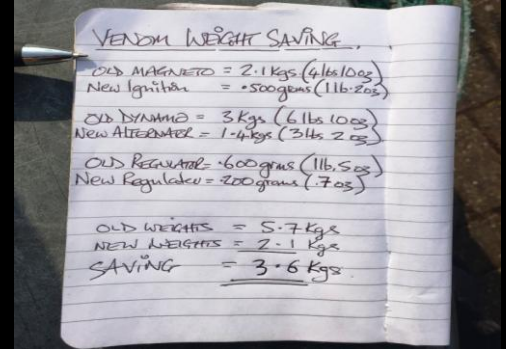
A: Purely cosmetic and a cheeky 'Nod-to-the-Past'.

Example of welded petrol tank pad brackets (KTT Racer below)



7th April 2020: I finally verified the oil capacity of the Venom Oil Tank. I then compared it with the original Oil Tank (which I still have – in reserve). My much modified Venom Oil Tank now has a total capacity of 2.2 Litres and the original oil tank as a total capacity of 1.6 Litres. Both measured with a calibrated measuring Jug – the liquid used being Petrol. I didn't want to use oil, as I still need to paint the Oil Tank and thought oil would be harder to clean-out than petrol.

On Monday 6th April, I ordered a couple of 'Upgrades' for my Venom from Stuart at Criterion (Engineers) Ltd. They arrived today (9th April). See photos below.



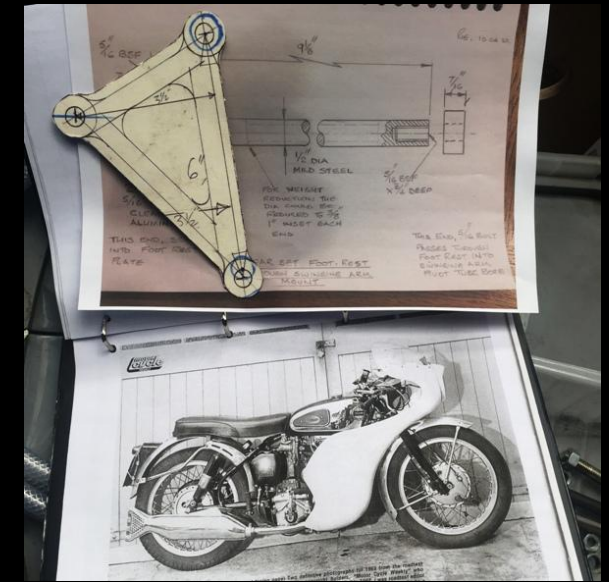
First photo (Above Left) show the contents of my delivery. These comprise; a brand new Criterion Kubota-type Alternator and comes complete with a Solid State 'intelligent' Regulator (third photo bottom Left), plus leads, fixing brackets and full fitting instructions. This is Stuart's "third generation alternator . . ." (see the latest edition of VOC Fishtail for details pages 22 – 23).

The other upgrade parts include a Criterion Electronic Ignition Mag. replacement kit. This new Drive Body (2nd photo above Left) is flange mounted unit fits in exactly the same place as the original Magneto, but contains a Pazon contactless sender and Pazon ignition module, plus a new 12v Lucas Coil and full fitting instructions.

You can see I compared the weights of the old & new units = Massive weight 'Savings'. Great Products and Fantastic Service. "Thank You once more Stuart".

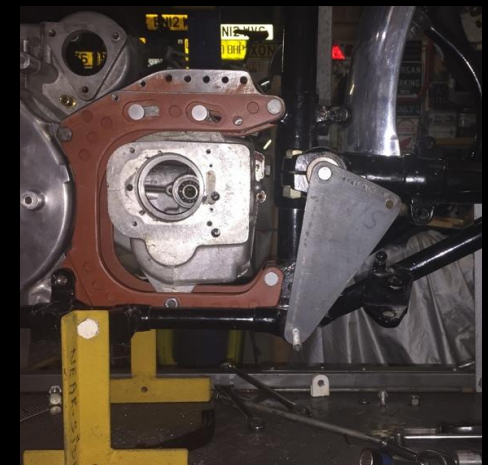
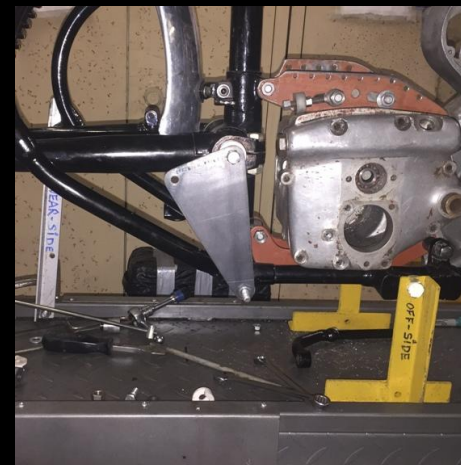
I slightly modified (once more) the engine / gearbox plates, by drilling a few more holes & tapping them for the option of multi-fitting-positions for battery bracket (& maybe other fittings, etc.), see the three photos below.

I also started to make drawings and cardboard patterns (for the rear-set footrests . . . i.e. Mk I Clubman style) see photo right. I tried various shapes and sizes, etc. of 'Cardboard Cut-Outs' before a decision was made.



Easter Monday, I started work on making my own Rear-Set Foot-Rest Plates & fittings. A complete ready-made 'Set' of Rear-Sets-Rests costs approx. £455.00. So, Dosh being in short supply, I decided to make my own set of rear-sets-rests. Helped along the way by my friend & Velo Mentor Rick Essex who provided me with some detailed drawings and photographs from his own Venom. However, as usual I ended-up making a few 'KJ changes' here & there!

First two photos show the Guide Bushes (made from aluminium bar) that fit loosely inside of the Hollow Trunnion Shaft. These bushes (each end) are for the top mounting of the Rear Set 'Plates'. These Bushes do not 'bear any weight' directly through the 'Trunnion', but merely 'Clamp' the two Plates rigidly together (against an internal shaft that allows enough clearance either side of the Trunnion). In other words they are 'Floating Guide Bushes'. As stated above; these Rear Sets are based upon the 1960's Mk I Clubman.



18th April 2020:

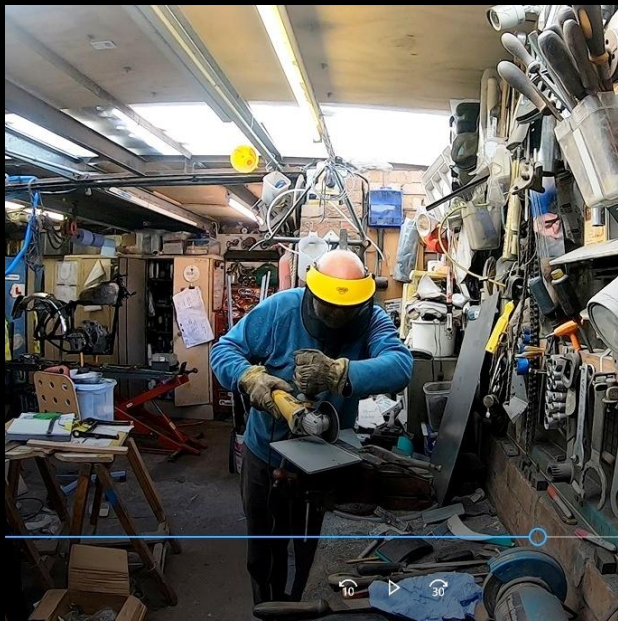
The rear 'Support Strap' is usually just bolted-on to the back of the triangular footrest plate, but as this plate is totally bespoke – I decided to weld the support strap to the plate. Once welded, I then tapped a 3/8" BSF thread to screw the Footrest into. The end of the Strap then provides the third anchor point of the triangular fitting, to the rear footrest 'Lug'. The finished article (Off-Side Rear-Set Footrest) will be painted Black (probably) . . . or sprayed Silver (possibly) . . . or,

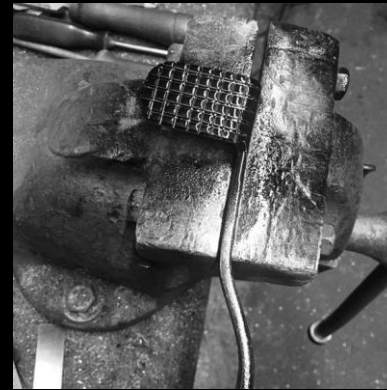
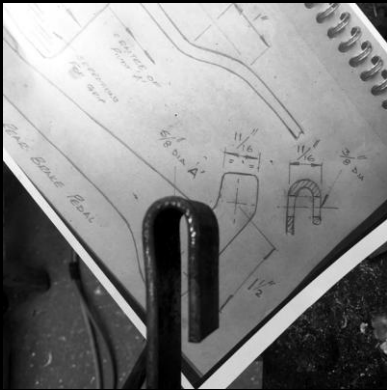
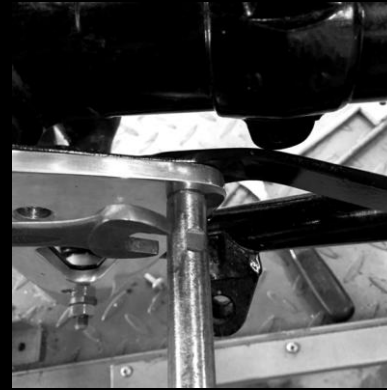
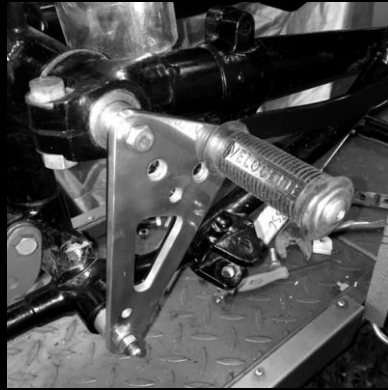


Three photos taken by my garage GoPro: Me working on the Myford Lathe, in the background (1st photo left). Middle shot; just checking by 'Eye' how the nearside footrest plate is looking, and the 3rd photo (right) shows me fitting both plates – in place – for a final check, to see if everything 'lines-up' okay.



On the following page are images showing examples and measurements sent to me – identifying the positioning of the brake lever pivot point and the centre stand spring anchor point. The 2nd photo shows the 'Near-Side Rear-Set Steady Stay' welded to the mild steel backplate. The final two photos show the finished 'Plates' fitted – but before painting. Next thing on my work-agenda is to fabricate a new Footbrake Lever.





During this Covid-19 'Lockdown / Self-isolation period' this is the only 'Biking' that I have been able to do.

Imagination . . . Oh What a wonderful thing 'imagination' is!

I'm just testing my home-made Rear Set Footrests, for comfort & fit. "So Far! So Good"!

And . . . the Beard is coming along nicely too. I decided that as the Government has turned me into a reluctant Hermit-type Recluse, I may as well grow my hair & beard and 'Look-the-Part' (until such time as 'Restrictions' are lifted), and then 'We can ALL get out on our Bikes again' . . . for REAL!

My mate Rick said "Where do you put the Coin in . . . to make it work"?

And Remember to Keep Your Distance to protect yourself & others



PROTECT YOURSELF AND OTHERS

KEEP YOUR DISTANCE

1st May 2020: Finally . . . I've finished making (& fitting) my 'home-made' Rear-Set-Rest Footrests. The Folding Footpeg is made out of one-inch aluminium bar, 'turned & milled' (2nd photo below), and finally shaped to fit into the 'female base bracket' that I also 'turned & threaded' (3rd photo below).



The original Venom Number Plate is shown on the left hand side of the above photo. And . . . next to it, on the right hand side is my 'much narrower' homemade aluminium Number Plate.

I prefer this slimmed-down version because looks less cumbersome and is half the weight of the original Velocette 'pressed steel' plate.

And . . . it matches the aluminium Mudguard.

The 'triangular cut-outs' in each of the rear-set-footrest plates 'allow access' to the Swing Arm Bush Grease Nipples (on both sides).

I have adopted a 500 mile Grease regime, which should ensure longer life – for said Swing Arm Bushes & Trunnion, etc.





2nd June 2020: After a couple of weeks 'off' from Venom work, I finally managed to get back into the workshop for a bit of Velo-therapy. As I've moved the Oil Tank (lowered it and moved it further back than 'standard' position), the original Velocette Tool Box will NO longer fit where it should fit. So! As I don't intend to fit a rear carrier on to the aluminium mudguard, I decided to fabricate a couple of trays to fit under the Seat, into the space between the rear mudguard and the frame. Also, I have always set my rear suspension position (on all of my Velocettes) to the 'Mid-Way-Position', so I decided to make this a permanent 'Fixed' suspension point (captive nut welded to the new tool tray bracket). This makes removal & refitting of the rear Shocks really easy, especially as it only takes one spanner now to do the job. Finally, I made myself a leather *Tool Bag* to fit into the off-side tool tray (to hold all of my Velo tools securely together under the Seat).



The near-side 'Tray' will house the electrickery, such as the Pazon ignition module, the fuse box and other electrical bits'n'pieces. Well, as usual that's the Plan. The real bonus is that neither Tool Box'n'Tool Bag or the new Electrics Tray can be seen once the new fibre glass seat is fitted to the bike = RESULT.

After successfully fitting a 'Remote Oil Filter' to my 350 MAC, it was a No-Brainer to do the same to the Venom. Hence the modifications already made to my Oil Tank (as illustrated in Part One of my Velo Story). I found that doing an oil filter change (using a throw-away Canister type Oil Filter) is a 'doddle'. Easy to do and not one drop of oil spilt during the operation (after three successful, clean & drip-free oil changes done on the MAC so far). A lot less messy, and a lot less fuss than the original Velo Oil Filter change . . . that we all know and love or hate (*obviously I Hate the original oil filter set-up*).

The photos below show my new spin-off oil filter 'Base' & fitting bracket for the Venom. The Oil Filter used on the MAC is the Norton / Triumph type canister oil filter (with a 17mm thread), however, I decided to go with a smaller oil filter, like the one shown below which has a 20mm thread. It's a lot neater and smaller than my first attempt – so I'm calling this my *Mark II Oil Filter Body*. I used a couple of brass hydraulic fittings with a brass spacer that I turned on my Myford, then silver soldered together to form two elbows. A fabricated steel bracket (rubber mounted) holds the whole lot together right next to the top of the Oil Tank.



Photo below left: This was my first attempt at making a fibre glass seat for the Venom. This I now call 'the Mk I' . . . mainly because . . . There is now a Mk II Seat. The reason for the need for a 'Mk II' is that I changed my plans (nothing new there then), of where to house the Battery, i.e. under the Seat. Great idea, I thought . . . but unfortunately, the Seat was quite 'Low Slung' and because it was 'Sitting Low', there was insufficient room for the Battery.

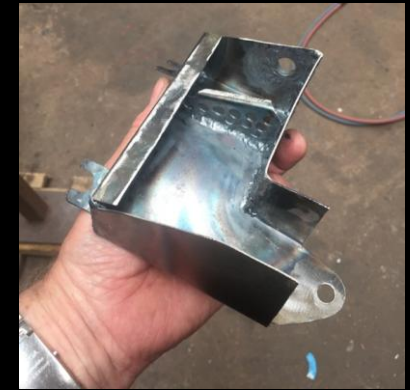


Photos below (on the next page) show the start of the Mk II Seat. I started with a wooden-base to form the initial mould. I then did the first lay-up, just to see if there was adequate room to accommodate the Battery and Ancillaries (before I committed to making the final Mould).





Above photos of the Mk II Seat. The profile is much flatter and resembles the original layout of the original Venom seat, but with the two side-ears incorporated (like the Thruxton). And, because this New Seat sits higher than the Mk I, there is now ample room for the Battery and all of the ancillaries under the seat.



The Tool Tray and the Electrics Tray that I made (to fit either side of the Mudguard – almost like two little Panniers) took an unexpected development. As I had already decided to mount the battery under the Seat, I needed a new Battery Box and so decided to join these two pannier trays together with a steel bridging plate.

First of all, using my trusty old CAD method (Cardboard Aided Design) I planned out everything as a cardboard 'mock-up' and then transposed all of these shapes onto mild steel sheet. After a bit of cutting & folding I had the basis for my new battery box AND . . . for my New Oil Breather Separator Box.

The two breather pipes from the engine go into the two top Breather Box connector tubes, where the Oil Mist is 'Separated' by means of series of Baffled Plates & Chambers. The 'Residual' condensed oil then drains back into the Oil Tank (via the lower return pipe). The separated-breathed-air is then vented to atmosphere via a very short plastic pipe at the back of the Breather Box.



Brackets & new mountings points being made for the New Seat. This new Seat, I've designated as my Mk III because this one is my third attempt at getting this GRP Seat 'right'. The reason for the Mk III was because I had miscalculated the dimensions on the Mk II seat, which turned-out to be a bit too narrow and consequently fouled the 'mock-up' battery & tool box. But . . . the MkIII is so much better.

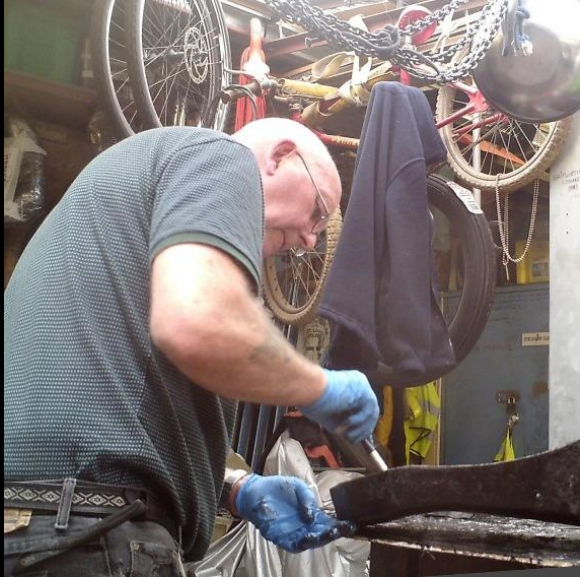


And . . . as you can see, I have 'dropped' the idea of a large fibreglass seat 'Hump' like those fitted to Thruxton Seats. My new Mk III is approximately three-quarters of the length of the original seat. So, its longer than the Single seats used on many early Velocettes, but is shorter than the original VeloSeat. Although, as can be seen – I've made it with 'side-ears' (as they are more commonly called). First Photo below (left) shows the CAD work being used once more to get the desired 'Shape' of the seat. For extra support, I have made a mild steel support bracket (from the front fixing point to the rear fixing point).

I've made my Mk III seat a 'quick release' seat. Well, what I mean is; the rear part of the seat is secured by two pegs, so the Seat can be very quickly 'Slid' into place on to the 'Pegs' and the front seat racket is held firmly in place by means of an 'Over-Centre' clamp (which is most efficient and works really well). The end result is . . . One Very Quick Release Seat.



The following photographs are of the seat base and show the completed 'underside' of the seat with the final layer of fine fibreglass 'Tissue' (below right), and also; the front and rear mounting brackets now firmly 'fibreglassed' into place. This is no understatement or over-exageration . . . but the Seat can be removed 'literally' in three seconds. And fixed back into place (onto the Bike) in the same fraction of a moment. RESULT !



The two photos below show the first thin layer of (firm) foam, glued onto the top of the seat. This is a starting-point for the next layer of Seat-Foam to be applied (aka: essential butt-padding) and then the final stage of this whole process . . . the fitting of a brand new Seat Cover (see next page . . . and be amazed, well! Ok then, if not amazed, at least a little impressed maybe with the 'Look' and 'Style' of my home-made seat.



17th September 2020:

My New home-made 'three-quarter-length' Fibreglass Seat – complete with its brand new seat cover fitted. It LOOKS really Good now (and before you say it; Yes I know, I am biased). But . . . One thing for sure, No One Else (in the whole wide World) has the same Venom seat as me. That's the beauty of making *Bespoke* parts for your bike. They are very special and totally unique to You. Plus; the major bonus being . . . This Seat is Super Quick Release (literally seconds to remove, and/or seconds to refit and secure into place) with just one 'over-centre clamp' to operate.



As you can see, I've had both Wheels rebuilt (using Morad Valanced Aluminium Rims). These have been 'Laced' together with stainless steel spokes & brass nipples and fitted onto the Venom Hubs (which I have had Powder Coated 'Glass Black').

To finish off the job properly, I have had two brand-new Avon RoadRider Mk II Tyres fitted (obviously with new Inner Tubes as well as new wheel Tape and new Valves).

I think they really do look 'the part' and I am very pleased with them. But, more to the point, they are now ready for use.

I naturally fitted them into the Frame to check 'clearance' between the mudguards and tyre. I can report; All is well and as it should be, with plenty of clearance. One more job off my 'To-Do-List'.

New Wheel bearings fitted to both wheels.



Lest We Forget



To see the Part Three of *My Venom Project* just go to:
<http://www.wyjc.co.uk/bikes.htm>

Please visit again to see my progress with this 1959 Velocette Venom 500cc Rebuild / Restoration project during 2020 and moving into 2021
A true 'Thoroughbred' in the making.

Last updated 25th October 2020

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