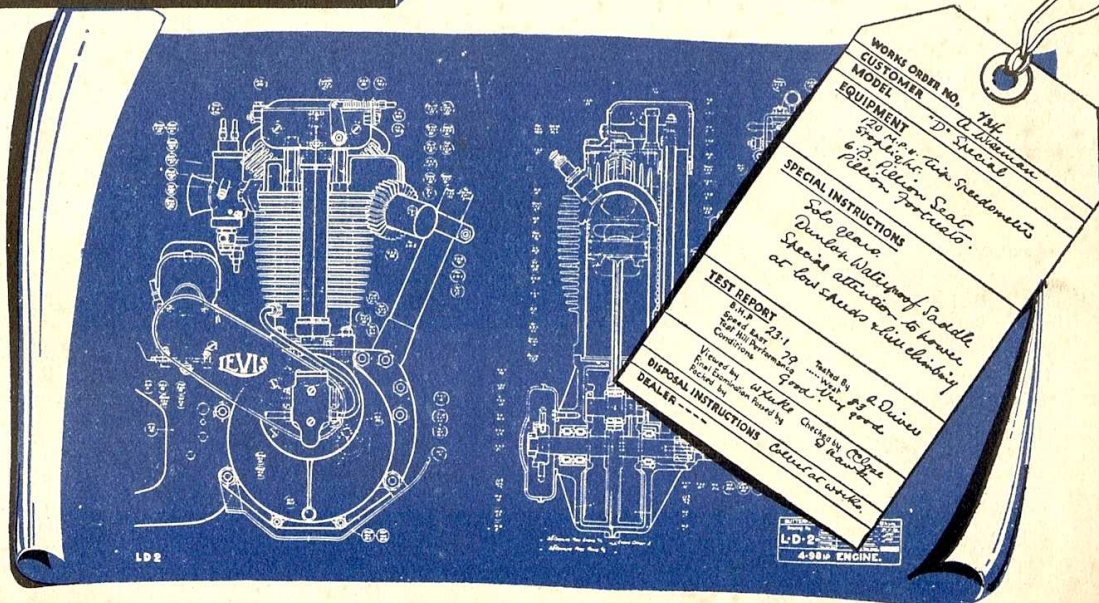


MOTORCYCLES



THE CANDID CATALOGUE

"All works of quality must bear a price in proportion to the skill, time, experience.....attending their invention and manufacture. Those things called dear are, when justly estimated, the cheapest; they are attended with much less profit to the artist than those which everybody calls cheap. Beautiful forms and compositions are not made by chance."

—Ruskin

INDIVIDUALITY. To read the specification of LEVIS machines in this catalogue is to read what can be found in many others but to appreciate the essential individuality of a LEVIS it must be ridden, for there are distinctive features inherent to the "feel" of the machine which cannot be described in print. The smooth, flexible engine, excellent steering and road holding with powerful large diameter smooth action brakes makes motoring safe at all speeds. COMFORT, DIGNITY, HIGH PERFORMANCE, EFFORTLESS TRAVEL, MECHANICAL PERFECTION, ECONOMY IN RUNNING and UPKEEP—are but a few of the outstanding LEVIS qualifications.

A LEVIS becomes an intimate friend to you—hand-built to micrometer accuracy—hand-assembled (not band assembled)—it is as individual as your own character.

Not one of the crowd, but a machine that "keeps ahead" of the common-place. Withal, a machine that respects the law in its docility and silence in "built-up" areas—yet gladdens your very soul in its "get away" from the delimit sign.

LEVIS—the essence of good taste and discrimination in trouble-free motoring.

MATERIALS. We are proud to be able to boast of the high quality of all the material used in the construction of LEVIS motor cycles which are British throughout, carefully tested and obtained from suppliers who specialise. All metals are to British Air Board Specification—we know of nothing better. The engine is fitted with a heat-treated die cast, high tensile, low expansion, aluminium alloy piston, suitably webbed, giving lightness with rigidity. Connecting Rods are of Kayser Ellison 2449 steel specially heat-treated, having a tensile strength of 70 tons. The hollow taper bored gudgeon pin is ground and lapped to a mirror finish. The piston rings made from special iron centrifugally cast have lapped finish on sides as well as face. The flywheels, carried on shafts of ample dimensions running in Hoffmann roller bearings are more than usually heavy, giving smooth running and flexibility, thus relieving the transmission and rear tyre from shock and wear. The two-row roller crankpin is a press-in parallel fit in the flywheels, secured by large nuts made in K.E.805 steel, heat-treated. This latter item is typical of the care which is bestowed on LEVIS engines throughout, and it should be carefully noted that we do not use ordinary mild steel nuts, as is common with some manufacturers. The bottom rockers are of K.E.128 steel, case-hardened and carried in bearings of phosphor bronze. The push rods are "DURALUMIN," fitted with case-hardened ball-ends. The top rockers, which are also made in K.E.128 steel, are totally enclosed in a box attached to the cylinder head, the whole of the working mechanism being lubricated by oil spray from the crankcase, the oil being conveyed up the tube enclosing the push rods.

We will very willingly give, upon application, full particulars of the material used for any component of our manufacture in which our customers may be specially interested.

Model 'B SPECIAL'

Code : BEAL

Guaranteed Speed ... 63-65 m.p.h.

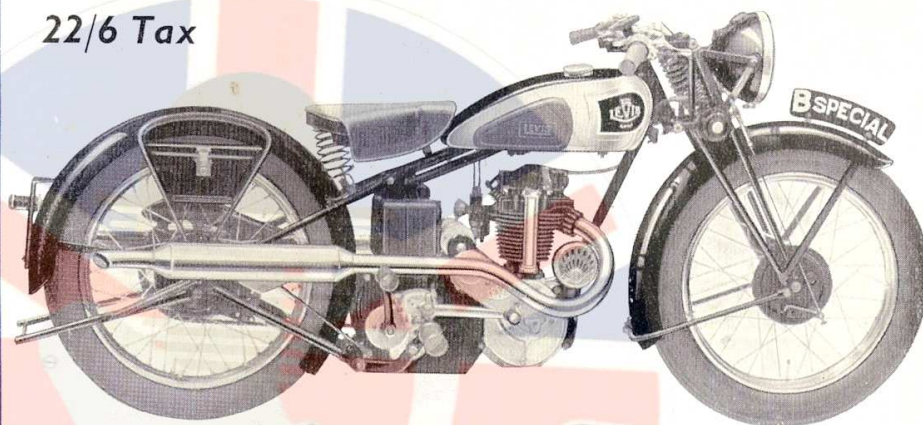
Cruising Speed ... 50-55 m.p.h.

Consumption (Approx.) :

Petrol ... 110 m.p.g.

Oil (Min.) ... 1900/2000 m.p.g.

22/6 Tax



£50 . 10 . 0

BORE & STROKE—67 m.m. × 70 m.m. 247 c.c. Two-port detachable head.

COMPRESSION—Standard : 7.2 to 1. High : 8.3 to 1, for racing with 50-50 petrol-benzol fuel, optional.

GEAR—Pivoted mounted type H.P. Heavy 4-speed gearbox. Totally enclosed POSITIVE STOP foot change and neutral indicator : Ratios 6.4, 8.2, 10.5 and 17.5 to 1.

FRAME—New pattern with wide angle back.

PETROL TANK—2½ gallons.

OIL TANK (sep.)—3½ pints.

HANDLEBARS— $\frac{1}{2}$ " dia. adjustable. Heavily chromium-plated. Fitted with Quick - action Twist - grip Throttle Control. Adjustable outside levers. Electric Horn Button and Dipswitch.

FINISH—Chromium-plating throughout, including wheel rims and primary chaincase. Tank heavily chromium-plated, with black panels and gold lines top and sides.

This model is fitted with quickly operated tubular front stand. Improved "spring-up" low-lift rear stand of special design. Fully adjustable footrests.

For General Specification see page 9.



Model 'LA37'

Code : LASS

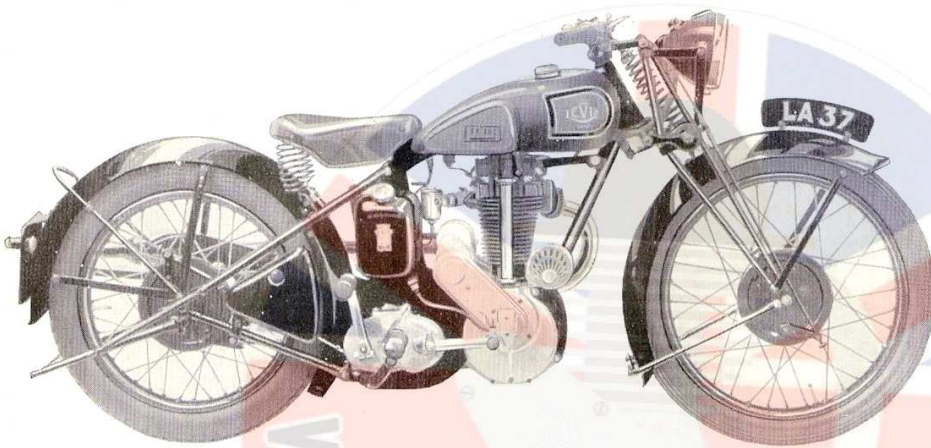
Guaranteed Speed ... 70-72 m.p.h.

Cruising Speed ... 55-60 m.p.h.

Consumption (Approx.) :

Petrol ... 100 m.p.g.

Oil (Min.) ... 1800/2000 m.p.g.



£54.0.0

BORE & STROKE—70 m.m. x 90 m.m. 346 c.c. Single port detachable compressed head.

COMPRESSION—6.8 to 1.

GEAR—Type C.P.B. Heavy 4-speed gearbox. Totally enclosed **POSITIVE STOP** foot change and neutral indicator. Ratios : 5.6, 7.8, 10.6 and 16.2 to 1.

TANK CAPACITY—Petrol 2½ gallons. Oil ½ gallon.

HANDLEBARS—New shape 1" dia. with long grips. Fully adjustable. Heavily chromium-plated. Fitted with Quick-action Twist-grip Throttle Control. Adjustable outside levers. Electric Horn Button and Dipswitch.

STANDS—Quickly operated tubular front stand. Improved "spring-up" low-lift rear stand of special design. Fully adjustable footrests.

FINISH—Tank enamelled black with blue panels and gold lines.

For General Specification see page 9.



Model 'A SPECIAL'

Code : ASPE

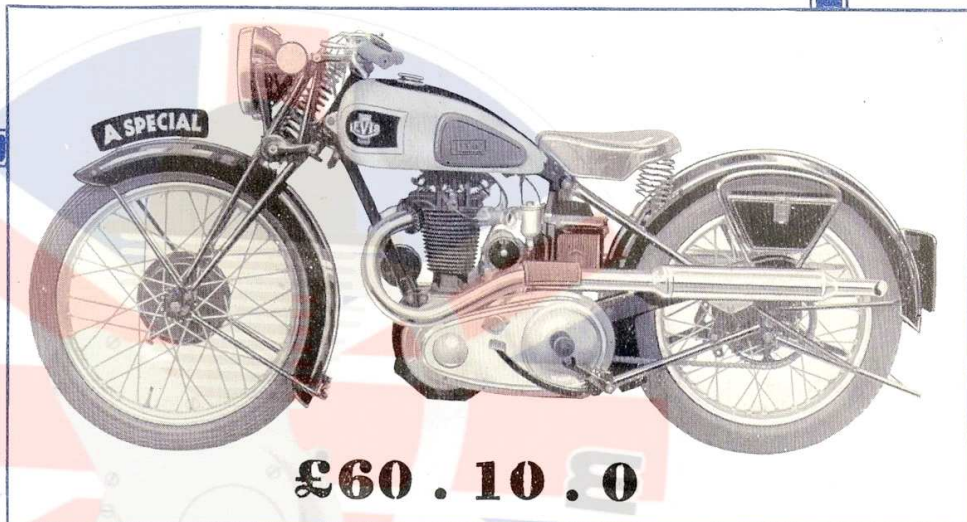
Guaranteed Speed ... 72-75 m.p.h.

Cruising Speed ... 55-60 m.p.h.

Consumption (Approx.) :

Petrol ... 100 m.p.g.

Oil (Min.) ... 1800/2000 m.p.g.



BORE & STROKE—70 m.m. x 90 m.m. 346 c.c. Two-port compressed head. High lift cams.

COMPRESSION—Standard 6.8 to 1. High 8.3 to 1, for racing with 50-50 benzol-petrol fuel, optional.

GEAR—Type C.P.B. extra heavy 4-speed gearbox. Totally enclosed POSITIVE STOP foot change and neutral indicator. Ratios : 5.6, 7.8, 10.6 and 16.2 to 1.

PETROL TANK—2½ gallons.

OIL TANK (sep.)—½ gallon.

HANDLEBARS—New shape 1" dia. with long grips. Fully adjustable. Heavily chromium-plated. Fitted with Quick-action Twist-grip Throttle Control. Adjustable outside levers. Electric Horn Button and Dipswitch.

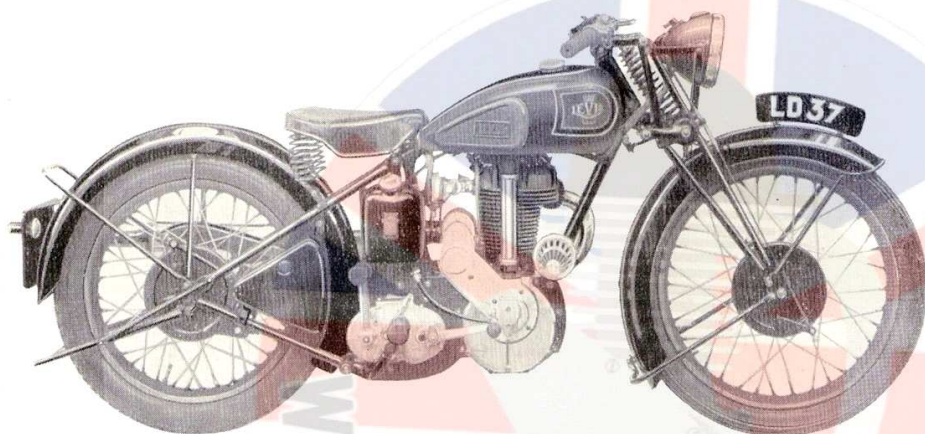
STANDS—Quickly operated tubular front stand. Improved "spring-up" low-lift rear stand of special design. Fully adjustable footrests.

FINISH—Chromium-plated throughout, including wheel rims and primary chaincase. Tank heavily chromium-plated with black panels and gold lines top and sides.

This model is fitted with Crankcase Shield.

For General Specification see page 9.





£60 . 10 . 0

Model 'LD37'

Code : BOLD

Guaranteed Speed ... 78-80 m.p.h.

Cruising Speed ... 60-65 m.p.h.

Consumption (Approx.) :

Petrol ... 90 m.p.g.

Oil (Min.) ... 1800/2000 m.p.g.

BORE & STROKE—80 m.m. x 99 m.m. 498 c.c. Single port compressed head.

COMPRESSION—6.5 to 1.

GEAR—Type C.P.B. 4-speed Gearbox with totally enclosed POSITIVE STOP foot change and neutral indicator. Ratios : 4.5, 6.25, 8.55 and 13 to 1.

TANK CAPACITY—Petrol 2½ gallons. Oil ½ gallon.

HANDLEBARS—New shape 1" dia. with long grips. Fully adjustable. Heavily chromium-plated. Fitted with Quick-action Twist-grip Throttle Control. Adjustable outside levers. Electric Horn Button and Dipswitch.

STANDS—Quickly operated tubular front stand. Improved "spring-up" low-lift rear stand of special design. Fully adjustable footrests.

FINISH—Tank enamelled black with red panels and gold lines.

For General Specification see page 9.



Model 'D SPECIAL'

Code : DIAL

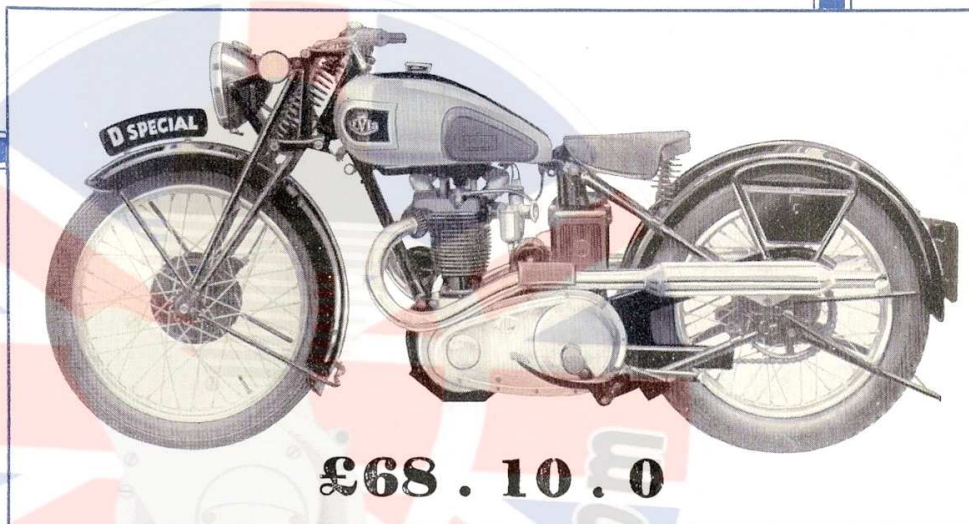
Guaranteed Speed ... 78-80 m.p.h.

Cruising Speed ... 60-65 m.p.h.

Consumption (Approx.) :

Petrol ... 90 m.p.g.

Oil (Min.) ... 1800/2000 m.p.g.



£68. 10. 0

BORE & STROKE—80 m.m. x 99 m.m. 498 c.c. Two-port compressed head. High lift cams. Hard MOLYBDENUM Alloy Cylinder Barrel and "Easy-clean" Crankcase.

COMPRESSION—Standard 6.5 to 1. High 8 to 1 compression piston, for racing with 50-50 petrol-benzol fuel, optional.

GEAR—Type B.A.P.B. Extra heavy 4-speed gearbox with totally enclosed POSITIVE STOP foot change and neutral indicator. Ratios : 4.75, 6, 8 and 12.7 to 1. Folding kickstart. Optional, 4.75, 7, 8.7 and 15 to 1.

HUBS—Taper roller bearings. $\frac{1}{2}$ " dia. front spindle, 9.16" dia. rear spindle.

PETROL TANK—3 $\frac{1}{4}$ gallons.

HANDLEBARS—New shape 1" dia. with long grips. Fully

adjustable. Heavily chromium-plated. Fitted with Quick-action Twist-grip Throttle Control. Adjustable outside levers. Electric Horn Button and Dipswitch.

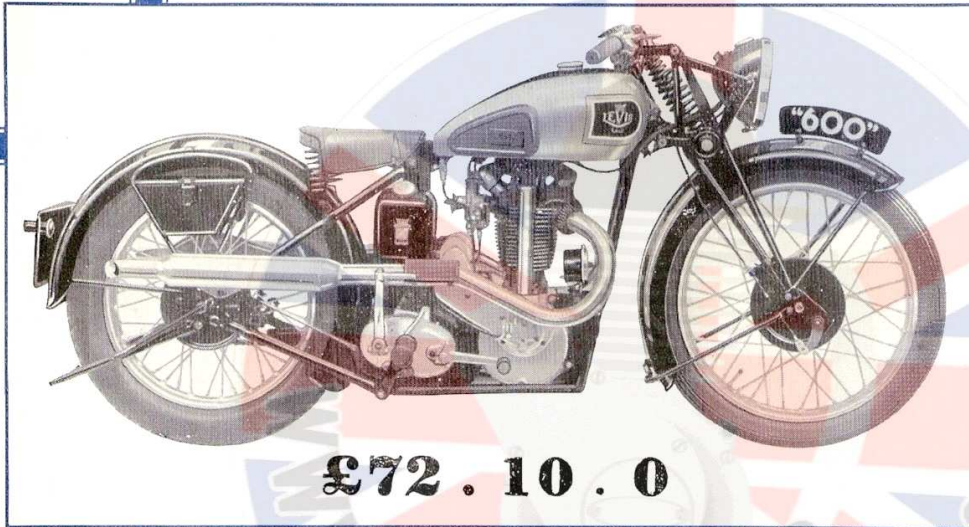
STANDS—Quickly operated tubular front stand. Improved "spring-up" low-lift rear stand of special design. Fully adjustable footrests.

FINISH—Chromium-plating throughout, including wheel rims and primary chaincase. Tank heavily chromium-plated with black panels and gold lines top and sides. Polished Crankcase, Timing Cover and Gearbox.

This model is fitted with Crankcase Shield, "Spring-up" prop stand and guard over bottom run of rear chain.

For General Specification see page 9.





'600' Model

Code : COOL

Guaranteed Speed ... 85-90 m.p.h.

Cruising Speed ... 65-70 m.p.h.

Consumption (Approx.) :

Petrol ... 85 m.p.g.

Oil (Min.) ... 1700/1900 m.p.g.

£72 . 10 . 0

BORE & STROKE—82 m.m. x 112 m.m. 592 c.c. Two-port compressed head. High lift cams. Hard MOLYBDENUM Alloy Cylinder Barrel and "Easy-clean" Crankcase.

COMPRESSION—Standard 6 to 1.

GEAR—Type B.A.P.B. Extra heavy 4-speed gearbox with totally enclosed **POSITIVE STOP** foot change and neutral indicator. Folding Kickstart.

Ratios : HIGH, 4.5, 5.7, 7.6 and 12 to 1.

OPTIONAL 4.5, 6.7, 8.4 and 14.3 to 1.

HUBS—Taper roller bearings. $\frac{1}{2}$ " dia. front spindle, $9\frac{1}{16}$ " dia. rear spindle.

PETROL TANK—3 $\frac{1}{2}$ gallons.

HANDLEBARS—New shape 1" dia. with long grips. Fully adjustable. Heavily chromium-plated. Fitted with Quick-action Twist-grip Throttle Control. Adjustable outside levers. Electric Horn Button and Dipswitch.

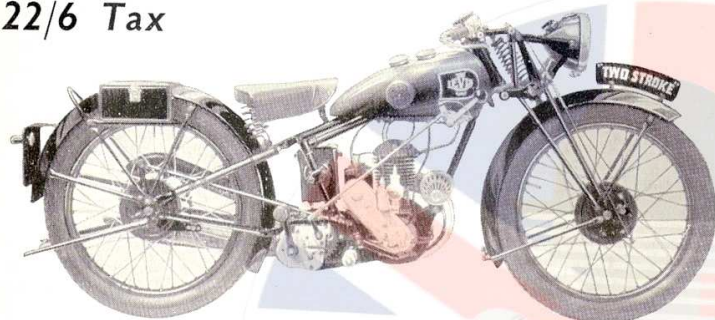
STANDS—Quickly operated tubular front stand. Improved "spring-up" low-lift rear stand of special design. "Spring-up" prop stand. Fully adjustable footrests. Guard over bottom run of rear chain.

FINISH—Chromium-plating throughout, including wheel rims and primary chaincase. Tank heavily chromium-plated with black panels and gold lines top and sides. Polished Crankcase, Timing Cover and Gearbox.



For General Specification see page 9.

22/6 Tax



Two-STROKE Model £37.5.0 Code : TRIM.

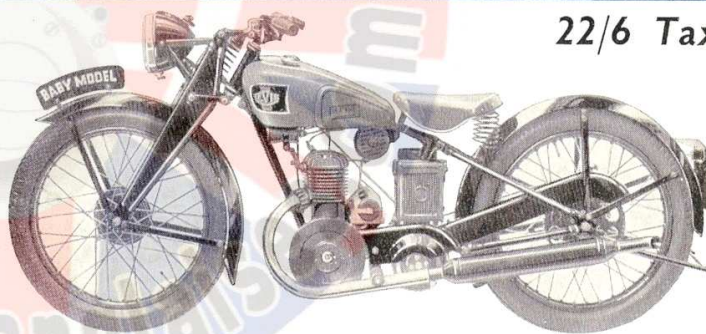
SPECIFICATION

Complete with 6-volt Electric Lighting.
Cast Aluminium Oil-bath Magneto Chaincase.
Lubrication by mechanical pump.
ENGINE—LEVIS Two-stroke, 67 m.m. bore, 70 m.m. stroke, 247 c.c. single port, detachable cylinder head, heavily finned and with combustion chamber specially designed to promote turbulence. Robust solid crankshaft running in phosphor bronze bushes of exceptional size. All bearings positively lubricated by mechanical pump, fitted with sight feed.
GEARBOX—Type R, Three-speed under-slung with hand change lever in convenient position.
GEAR RATIOS—5.2, 8.5 and 13.9.
TRANSMISSION— $\frac{1}{2}$ " \times .205" Primary Chain, enclosed, $\frac{1}{2}$ " \times .305" rear. Chain protected by steel guard.
PETROL & OIL CONSUMPTION—Petrol 100 m.p.g. Oil 1,000 m.p.g. (approx.)
FINISH—Black with gold lining. Chromium-plated fittings. All exposed parts, pins, nuts, etc. chromium-plated or zinc-proofed. Best quality highly polished jet black enamel.

SPECIFICATION

ENGINE—LEVIS Two-stroke 67 m.m. bore, 70 m.m. stroke, 247 c.c. single port, heavily finned detachable cylinder head, specially designed to promote turbulence. C.I. piston. Robust solid, drop-forged steel crankshaft hardened and ground, running in chilled cast phosphor bronze bearings of exceptional size. Adjustable big-end bearing. All bearings positively lubricated by mechanical oil pump fitted with sight feed.
IGNITION & LIGHTING—6-volt Miller coil ignition with large 13-amp hour Exide battery. 7" dia. (chromium-plated rim) head-lamp.
GEAR—Type G, 3-speed under-slung with hand-change. Gear ratios : 5, 8 and 13 $\frac{1}{2}$ to 1.
TRANSMISSION— $\frac{1}{2}$ " \times .205" front, $\frac{1}{2}$ " \times .305" rear. Fully guarded.
PETROL & OIL CONSUMPTION—Petrol, 110 m.p.g. Oil, 1,000 m.p.g. (approx.)
FINISH—All exposed parts, pins, nuts, etc. chromium-plated or zinc-proofed. Best quality highly polished jet black enamel. Tank enamelled green with gold lines.

22/6 Tax



BABY Model £31.10.0

Code : BABY.

For General Specification of both these Models see page 9.

GENERAL SPECIFICATIONS—LEVIS 1937 MODELS

MODEL	"BABY "	"TWO STROKE "	"B SPECIAL "	"LA37 "	"A SPECIAL "	"LD37 "	"D SPECIAL "	"600 "	
Capacity/Bore/Stroke	247c.c. 67 × 70	247c.c. 67 × 70	247c.c. 67 × 70	346c.c. 70 × 90	346c.c. 70 × 90	498c.c. 80 × 99	498c.c. 80 × 99	592c.c. 82 × 112	
Engine "LEVIS"	1 Port Two-stroke	1 Port Two-stroke	2 Port O.H.V.	1 Port O.H.V.	2 Port O.H.V.	1 Port O.H.V.	2 Port O.H.V.	2 Port O.H.V.	
Gearbox	3-Speed Type G. Hand Change	3-Speed Type R. Hand Change	4-Speed Type H.P.B.	4-Speed Type C.P.B.	4-Speed Type C.P.B.	4-Speed Type C.P.B.	4-Spd. Type B.A.P.B.	4-Speed Type B.A.P.B. 5-Plate Clutch	
			Totally enclosed Positive Stop Footchange with neutral indicator on all O.H.V. models.						
Fork	Webb with Shock Absorber	Webb or Druid with Shock Absorbers	"DRUID" or "WEBB" pattern optional. With Steering Damper & Shock Absorbers.						
Carburettor	AMAL Lever Control Air & Throttle	AMAL Twist Grip Throttle Lever Control Air	AMAL Carburettors controlled by quick-action external TWIST GRIP with Air Lever and Throttle Stop.						
Lighting and Ignition	6v. Miller Coil	B.T.H. P.D.M.I. Mag-gen.	6-volt 30 watt Miller DYNO-MAG. standard on all O.H.V. models.					With Voltage Control	With Voltage Control
Lamps	7" dia. Chromium Rim	7" dia. Chromium Rim	8" dia. Chromium Rim	7" dia. Chromium Rim	8" dia. Chromium Rim	7" dia. Chromium Rim	8" dia. Chromium Rim	8" dia. Chromium Rim	
Tyres	25" × 3.00 Dunlop	26" × 3.00 4-ply Dunlop	26" × 3.25 Dunlop	Dunlop 27" × 3.00 Front (26" × 3.25 Front Tyres optional on these 3 models)		26" × 3.25 Rear	27" × 3.00 Front.	27" × 4.00 Rear Dunlop	
Saddle	Dunlop "Flexible"	DUNLOP "Flexible" or LYCETT "Aero" Saddles are optional on all models except "BABY."							
Brakes	5" dia. watertight	6" dia. Watertight	7" dia. Watertight For Roller Bearing, Cush Drive, Rear Hub, See Back Cover.				7" dia. Front—Watertight 8" dia. Rear. Watertight. CUSH DRIVE		
Chains	Front Rear	1½" × .205"	1½" × .305"				1½" × .255"		
							1½" × .380"		
Capacity Oil of Tanks	3 Pints	3½ Pints	4 Pints						
Petrol	1¼ Gallons	2 Gallons	2¼ Gallons	2¼ Gallons	2¼ Gallons	2¼ Gallons	3¼ Gallons		
Wheelbase and Ground Clearance	50½" 4½"	52½" 4½"	53" 4"	53½" 5"	53½" 4½"	53½" 5"	55" 5"	55" 5½"	
Saddle Height and Weight	26" 190-lbs.	26½" 220-lbs.	26½" 280-lbs.	27" 300-lbs.	27" to 28" (Adjustable)		27½" to 28½" (Adjustable)		
					310-lbs.	325-lbs.	360-lbs.	375-lbs.	
Price	£31 10 0	£37 5 0	£50 10 0	£54 0 0	£66 10 0	£66 10 0	£68 10 0	£72 10 0	

All Models are complete with full Electric Equipment including Electric Horn, Licence Holder, Tyre Inflator and Tool Kit.

FEATURES WORTHY OF SPECIAL NOTE

NOTHING EXAGGERATED— NOTHING CONCEALED

LUBRICATION. The oiling system employed in LEVIS O.H.V. Engines is what we will term "Direct Oil Feed" which supplies full bodied and unadulterated, clean, cool lubricant to all the bearings and working parts.

It must be remembered that in the case of an internal combustion engine, the further the throttle is opened the more violent the explosions. When starting up from cold, in winter especially, the unvaporised petrol weakens the lubricating qualities of the oil. Every day of an engine's life it is liable to be driven hard and fast, and its lubricating oil gets half as hot again as boiling water. Think of it! At that heat the best oil is nearing the point when it ceases to lubricate and threatens to fail, how necessary then, not only to use good oil, but to deliver it clean, cool and fresh as by our system, rather than in a dirty, hot, pulverised state as is the case where "dry sump" is employed.

There is no complicated system of pipes, filters or scraper rings and no return of the oil for use over and over again, countless times. We have proved our lubrication system over many years to be most satisfactory and it is surprising how little oil of the recommended blends is necessary. Our Two-stroke models are also lubricated by a separate oiling system operated by mechanical pump—not "Petrol."

ENGINES. ALL LEVIS Engines have detachable non-detonating turbulent heads. Rocker bearings, enclosed rocker gear, valve stems and hardened valve guides of O.H.V. models lubricated from the crankcase via push-rod tube.

EXHAUST SYSTEM. High-level exhaust system of the O.H.V. models has been designed to lift the exhaust pipes and silencers out of the way of mud and dirt. They have proved very satisfactory, being highly efficient and of good appearance. We do not recommend or standardize "down-swept" exhaust pipes on LEVIS four-stroke models and must point out that they interfere with ground clearance and the fully adjustable footrests.

SILENCERS. All models are fitted with large capacity, high efficient silencers with easily detachable baffles for cleaning.

FRONT FORKS. Heavy girder type (except "BABY" model) with central spring and adjustable 40-50 ton tensile spindles. Hand adjustable Steering Dampers (on O.H.V. models). Hand adjustable shock absorbers. Extra heavy forks, suitable for strenuous side-car work, are fitted to "D Special" and "600" models.

BATTERIES. Large capacity 13-amp. hour EXIDE Batteries are fitted to all models.

MUDGUARDS. Strong, deep section, efficient mudguards with substantial stays are fitted. "TWO-STROKE" and "LA 37" models have hinged rear-portion of rear guard for easy removal of wheel while all other O.H.V. models are fitted with a quickly detachable rear guard for ease of tyre repairs and wheel removal.

TYRES. (Dunlop). The standard tyre equipment for O.H.V. models is ribbed front and studded rear. Studded front tyres are optional if specified when ordering. Studded front and rear tyres are standard on Two-stroke models.

FINISH. All exposed steel parts, pins, nuts, etc. are chromium-plated or rust-proofed. All enamelled parts receive three coats best quality jet black enamel, on a first coat of rubber weather-proof. Finally hand polished.

The chromium-plated tanks of "B. Special," "A. Special," "D. Special," and 600 models are finished in high quality, hand-polished black enamel panels edged with gold lines, which, apart from giving a very refined appearance, can be stoved at a high temperature and are therefore, most durable. Those customers, however, who desire a more showy finish, have the option of tanks finished with Blue, Red or Green panels and Gold lines, known as Finishes Nos. 2, 3 and 4 respectively.

SPEED. The guaranteed speeds quoted in this list are what we know, from test, the particular model is capable of before leaving our hands, in standard full touring trim.

The cruising speed is the pace at which the model can be driven indefinitely.

EXTRA EQUIPMENT

Smith-Jaeger 80 m.p.h. Trip Speedometer ...	each	50/-
Smith-Jaeger 120 m.p.h. Trip Speedometer ...	"	56/-
Lycett 7B Spring Saddle Pillion Seat ...	"	16/6
Lycett 6B Pillion Seat ...	"	9/6
LEVIS Pillion Footrests (Folding) ...	per pair	6/6
LEVIS Pillion Footrests (fully adjustable, "D SPECIAL" and "600" models only) ...	"	8/6
LEVIS Pillion Ankle Pads ...	"	5/-
Carrier Top ...	each	12/6
Stop Light ...	"	9/6
Petroflex Petrol and Oil Tubing ...	"	12/6
Rubber Insertions in petrol and oil pipes ...	"	6/6
Crankcase Shield on "B SPECIAL," "L.A.37," and "L.D.37" Models ...	"	6/-
Lodge H53 Plug when H.C. Piston is fitted ...	extra	2/6
Painting Number Plates ...	"	3/-
26x3.00, 26x3.25, 27x3.00 "FORT," "SPORTS," "SOLO SPORTS" or "ROAD RACING" Grade Tyre ...	per wheel	7/6
27x4.00 (255 Rear Chain) ditto, ditto ...	"	12/6
27x4.00 Standard Tyre on "L.A.37," "L.D.37" and "A SPECIAL" ...	"	14/6
27x4.00 Rear Wheel and Tyre (Std. Grade) on "B SPECIAL" ...	"	20/-
Dynamo Voltage Control on "A SPECIAL," "B SPECIAL" models ...	each	12/6
Roller Bearing Cush Drive Rear Hub on "L.A.37," "L.D.37," "A SPECIAL" and "B SPECIAL" models ...	"	25/-
Cast Chromidium Rear Brake Drum on "D SPECIAL" and "600" models ...	"	7/6
Detachable HARDENED Cylinder Liner on "D SPECIAL" model ...	"	35/-
Cradle Frame on "D SPECIAL" model ...	"	40/-
Folding Kick Start on C.P.B., H.P.B. and R type Gearboxes ...	"	5/6
Five-Plate Clutch for Sidecar models ...	"	7/6
Side Prop Stand on O.H.V. Models where not Standard ...	"	12/6

Conditions of Sale & Guarantee

NOTICE.

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

CONDITIONS OF SALE AND GUARANTEE.

We give the following guarantee with our motor cycles, including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment, and other than accessories and component parts supplied to the order of the Purchaser and differing from those comprised in the standard specifications supplied with our motor cycles, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liabilities whatsoever statutory or otherwise; no guarantee except that hereinafter contained and no condition or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained. In the case of machines (a) which have been used for "hiring out" purposes or (b) any motor cycle used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (c) machines from which the trade mark, name or manufacturing number has been altered or removed or (d) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer, or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied nor are we to be under any liability whatsoever in respect of any such machine.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle which may have proved defective. We undertake, subject to the conditions mentioned below, to make good in manner aforesaid any part covered by this guarantee which has proved defective within the said period of six months. We do not undertake to replace or refix, or bear the cost of replacing or refixing any such new part in the motor cycle. As motor cycles are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:—

- 1—The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
- 2—The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
- 3—The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied or approved by the manufacturers, or to a motor cycle which is not designed for such use.

We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the Purchaser differing from those comprised in the standard specifications supplied with our motor cycles. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied and we are to be under no liability whatsoever in respect thereof.

CONDITIONS OF GUARANTEE.

If a defective part or accessory should be found in our motor cycles, or in any part or accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase or the date when the alleged defective part or accessory was exchanged as the case may be.

Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

REPAIRS.

Any motor cycle sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of all conditions and warranties statutory or otherwise and all liabilities whatsoever and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

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