



Velocette

MOTOR CYCLES

1930

Success after

JUNIOR T.T.

1926

19



SUCCESS in first-class road races necessitates something more than speed. It demands great powers of endurance on the part of both machine and rider. Rough roads, acute bends, gruelling work for engine, gearbox, frame and springs. It means a perfect lubrication system; perfect functioning of every part of the machine; nothing must go wrong, no uneven strain must be placed upon any one part. Perfect balance and ease of handling at high speeds (not to mention comfortable riding position), are essential if the course is to be negotiated in record time with safety.

Too often reliability is sacrificed to speed. It is here that the Velocette designers have been able to strike an outstanding note. Every Velocette is a wonderful combination of the two qualities: Speed and Reliability.

All Velocette models, from the smallest two-strokes to the 100 m.p.h. racing models are required to go through a most arduous road test, and to pass a high standard of efficiency before they leave the Works.

After winning the Junior T.T. Race and Team prize in 1926, gaining second place in 1927, and first and second in 1928, the Velocette broke all records in 1929, when it won the race once more and gained five out of the first seven positions. Eight Velocettes entered the race and seven finished, all gaining replicas. The rider of the eighth machine unfortunately crashed when running fourth. It will be seen that in this race when the winner's average time for the course eclipsed that of all other Junior and Senior winners, not a single Velocette retired through mechanical trouble.



ter Success

WINNERS

1928

29

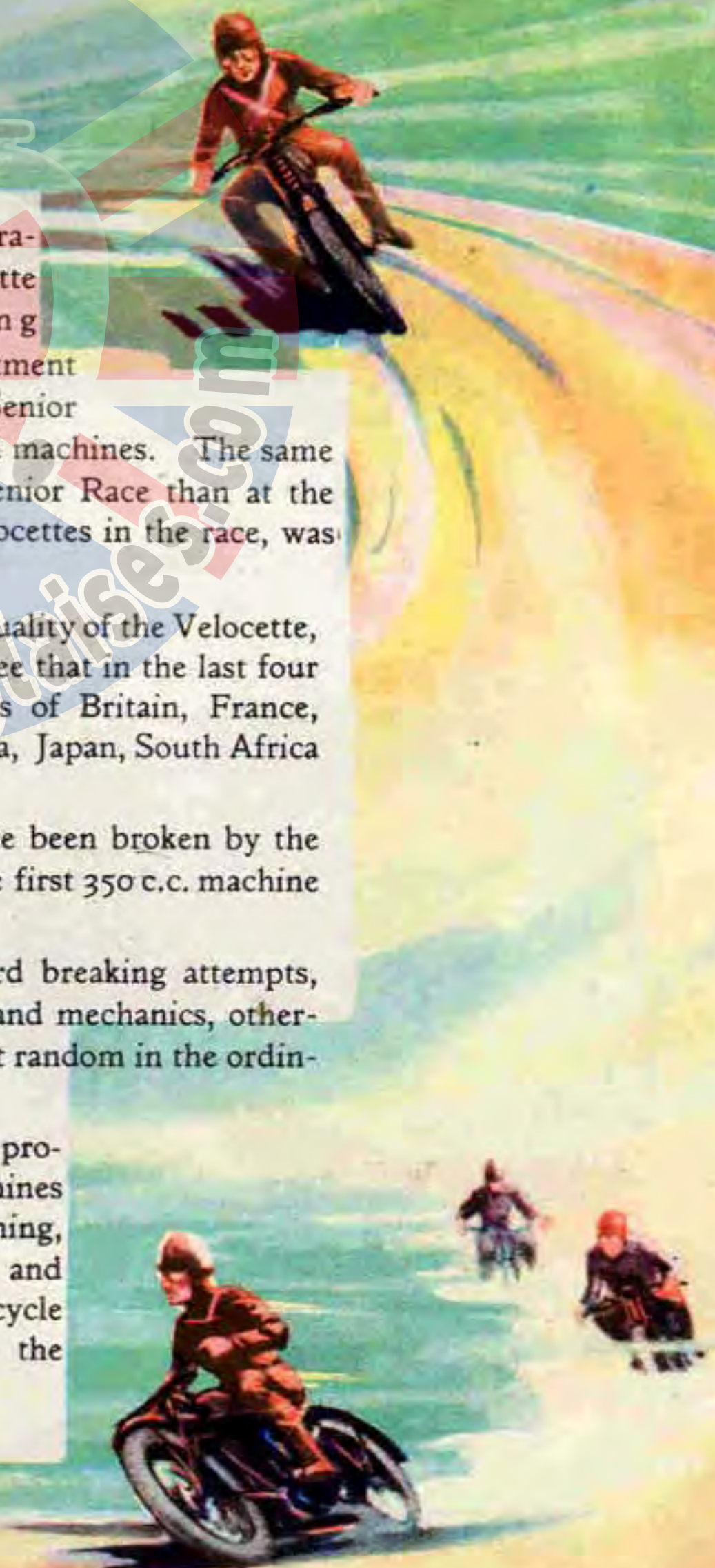
AS a further demonstration of Velocette quality, the winning machine of this race—without a single renewal or adjustment of any kind being made—then gained sixth place in the Senior Race, though 150 c.c. was sacrificed to the higher powered machines. The same machine was running even better at the close of the Senior Race than at the commencement of the Junior, and this, like all other Velocettes in the race, was a standard model.

If this is not sufficient testimony to the all-round high quality of the Velocette, cast an eye over the back page of this folder and you will see that in the last four years the Velocette has won the principal racing events of Britain, France, Germany, Holland, Hungary, Italy, Spain, Czechoslovakia, Japan, South Africa and Australia.

During the last few years over 60 world's records have been broken by the Velocette, whilst it also gained the distinction of being the first 350 c.c. machine to cover 100 miles within the hour.

Naturally, before commencing upon races and record breaking attempts, machines receive a certain amount of tuning from riders and mechanics, otherwise the machines are *absolutely standard* and are selected at random in the ordinary course of production.

Concentration upon the high quality of standard production instead of the manufacture of "special" machines for competition work has resulted in the Velocette becoming, not only the world's most successful machine on road and track, but the most reliable and trustworthy motor cycle that it is possible for either the ordinary rider, or the expert to obtain.



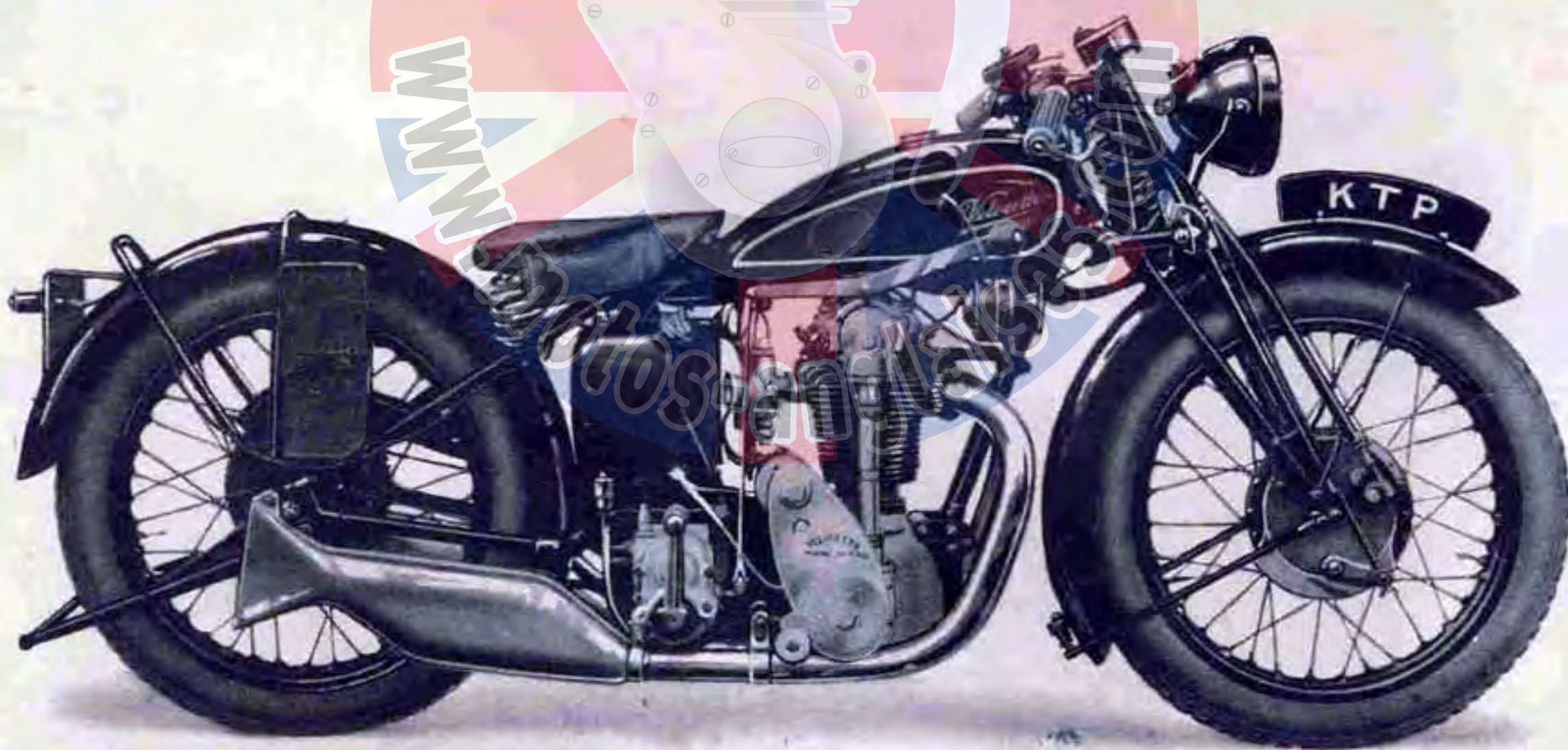
VELOCETTE 1930 standard models mark a definite step in motor cycling progress. For long enough the car industry has recognised the all-round efficiency and advantages of the coil system of ignition. In fact, since 1926, there has been a 100 per cent. increase of cars fitting coil ignition as standard. The highly developed state of the modern car is sufficient proof of the trouble-free qualities of this electrical system. The Velocette overhead camshaft Model K.T.P. and the two-stroke Model G.T.P. have been thus fitted.

This is not in the nature of an experiment. Such a revolutionary step by the manufacturers of the Velocette has not been made without very careful consideration from every viewpoint and after thorough tests.

The following are a few of the advantages of the coil ignition system: Easy starting is assured, the spark being always ready. The engine may be run extra slowly when necessary for a hot spark is obtained even at low speeds. There is one electric system instead of two; one drive for the generator instead of two. A reduction of weight is effected, whilst simplified timing owing to the contact breaker being on the cambox is also possible. With the coil ignition system as applied to the Velocette there is no danger of being stranded with a run down accumulator, as it will start without the accumulator. On the other hand, the machine will run without the dynamo as long as the battery charge lasts. Very special attention has been paid to the wiring.

The prospective Velocette owner may rest assured that with these new models we have not in any way risked our reputation as the makers of one of the finest motor cycles in the world.

Altogether the new Model K.T.P. represents a combination of good points hitherto unobtainable on a single motor cycle. No sacrifice of speed, reliability or overall quality and performance has been made to procure these additional merits, whilst, in view of the hazardous conditions frequently encountered by Overseas riders, careful choice has been made of materials for all models and sturdy workmanship remains a strong feature of Velocette production.



Model K.T.P. (Complete with Electric Lighting, Electric Horn & Licence Holder as illustrated) Price £58.

With Speedometer as illustrated (with drive enclosed in front wheel brake) £60 5 0

Touring Carrier, 13/6 extra if specified.

S P E C I F I C A T I O N

ENGINE	Velocette twin exhaust port 348 c.c. 74 x 81 m/m.	BRAKES	7in. dia. internal expanding front and rear.
LUBRICATION	Constant circulation by gear pump with half gallon oil tank under the saddle.	TYRES	Dunlop 26 x 3.25 wired-on.
CARBURETTER	Amal. Twist grip control.	SADDLE	Lycett Aero Elastic with three-point adjustable fixing.
IGNITION	By Coil, in conjunction with the Miller S.U.S. Dynamo Lighting Set.	STANDS	Rear: all steel spring-up type. Front: with locking handle.
GEARBOX	Velocette three-speed. Fitted with kickstarter, seven-plate hand controlled clutch.	SILENCERS	Plated and fitted with Fish Tails.
GEAR RATIOS	Top, 5.60. Middle, 8.10. Low, 14.50.	PANNIER BAG	Containing grease gun and kit of tools.
FORKS.	Webbs De Luxe with shock absorber and steering damper.	GROUND CLEARANCE	4½ in.
TANK	Capacity, 2½ gallons petrol.	HEIGHT	To top of saddle, 28 in.
		WHEELBASE	53½ in.
		WEIGHT	293 lbs. (lighting set included).

Velocette

MOTOR CYCLES 1930

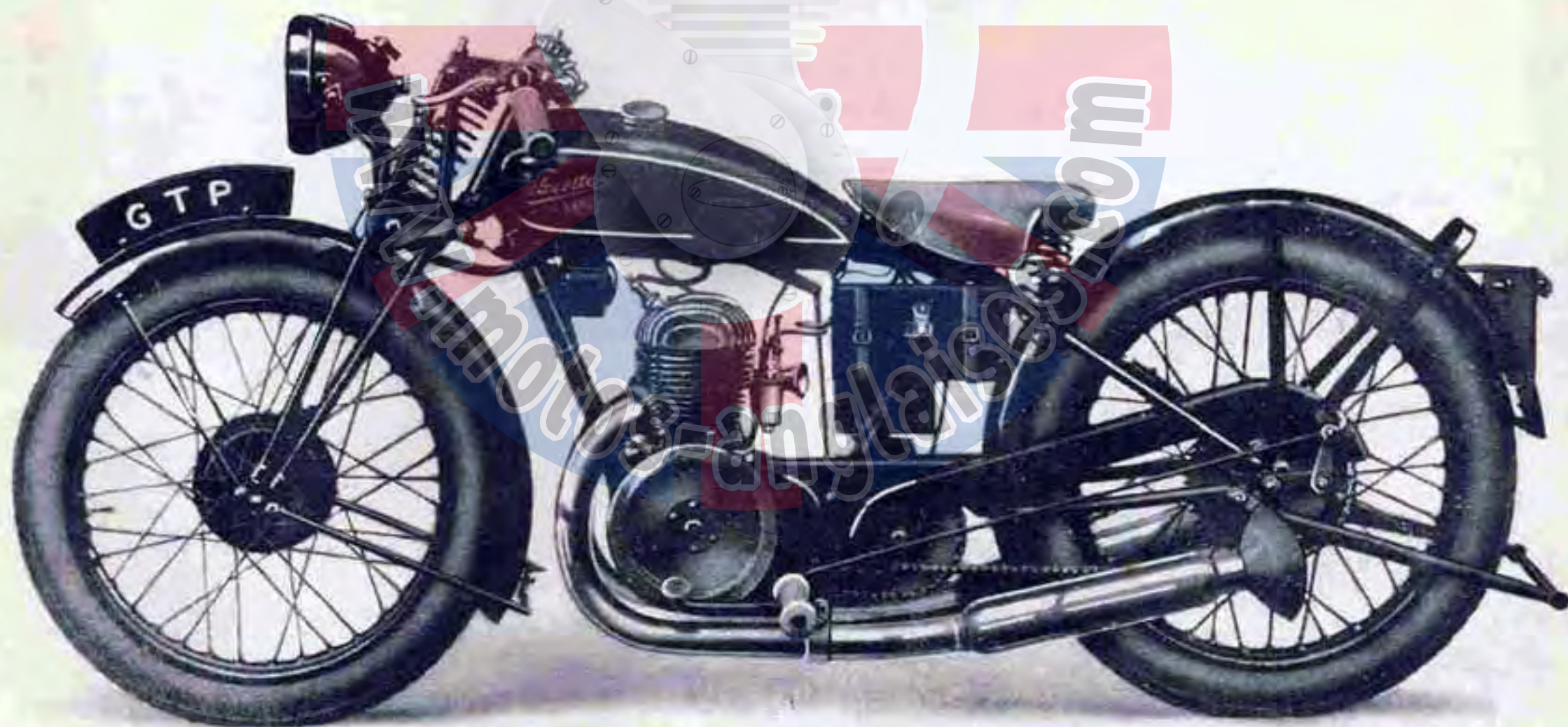
THE previous remarks also apply in general to the new model G.T.P. Both this and model K.T.P. are so constructed that a touring carrier (supplied as an extra) may be easily fitted or detached at will. The accumulator is neatly fixed to the seat tube out of the way of the passenger's knees, and so placed that it receives maximum protection and the minimum number of road shocks.

The Velocette has long been famed for high-class two-stroke models. The new model represents an outstanding advance on any previous two-stroke machines. Its maximum speed is in the region of 55 m.p.h. in touring trim, whilst under favourable conditions this can be considerably exceeded. Very special attention has been given to the silencing, and we feel justly proud of this latest production.

Model K.S.S. is a fast overhead camshaft machine capable under normal conditions of 80 m.p.h., with open exhaust pipe, whilst Model K.T.T. has already gained fame as a racing machine,—standard K.T.T. models having won all the most important 350 c.c. speed events in the world.

We have been asked from time to time why we do not fit a sloping engine to any of our models. Briefly, our reasons for not doing so are that the experience of riders on various makes of machine, and experiments we ourselves have carried out, have conclusively proved that the inclined engine makes for anything but safe steering at high speeds. This is due to the unsuitable weight distribution. The vertical engine fitted to all Velocette models gives perfect balance and ensures the maximum of safety and controlability at all speeds.

We have not pandered to mere fashion in the design of our machines, but have produced what we have proved in actual practice to be the best.



Model G.T.P. (Complete with Electric Lighting, Electric Horn & Licence Holder, as illustrated) Price £38.

Touring Carrier, 13/6 extra if specified.

S P E C I F I C A T I O N

ENGINE	Velocette 249 c.c. 63 x 80 m/m. Twin exhaust port. Aluminium piston. Detachable cylinder head. Roller Big End Bearing.	BRAKES	6in. dia. internal expanding front and rear.
LUBRICATION	By mechanical pump, adjustable to suit varying conditions.	TYRES	Avon 25 x 3 wired-on.
CARBURETTOR	Amal. Single control twist grip.	SADDLE	Lycett Aero Elastic with 3-point adjustable fixing.
IGNITION	By Coil, in conjunction with the Miller S.U.S. Dynamo Lighting Set.	STANDS	Rear: all steel spring-up type. Front: with locking handle.
GEARBOX	Velocette three-speed, with three-plate hand controlled clutch and kickstarter.	SILENCERS	Plated and fitted with Fish Tails.
GEAR RATIOS	Top, 5.33. Middle, 7.7. Low, 13.5.	PANNIER BAG	Large size containing grease gun and kit of tools.
FORKS	Webbs, with shock absorber and steering damper.	GROUND CLEARANCE	5½ in.
TANK	Capacity petrol: 1½ gals; Oil 3 pints.	HEIGHT	To top of saddle, 27 in.
		WHEELBASE	50 in.
		WEIGHT	222 lbs. (lighting set included).



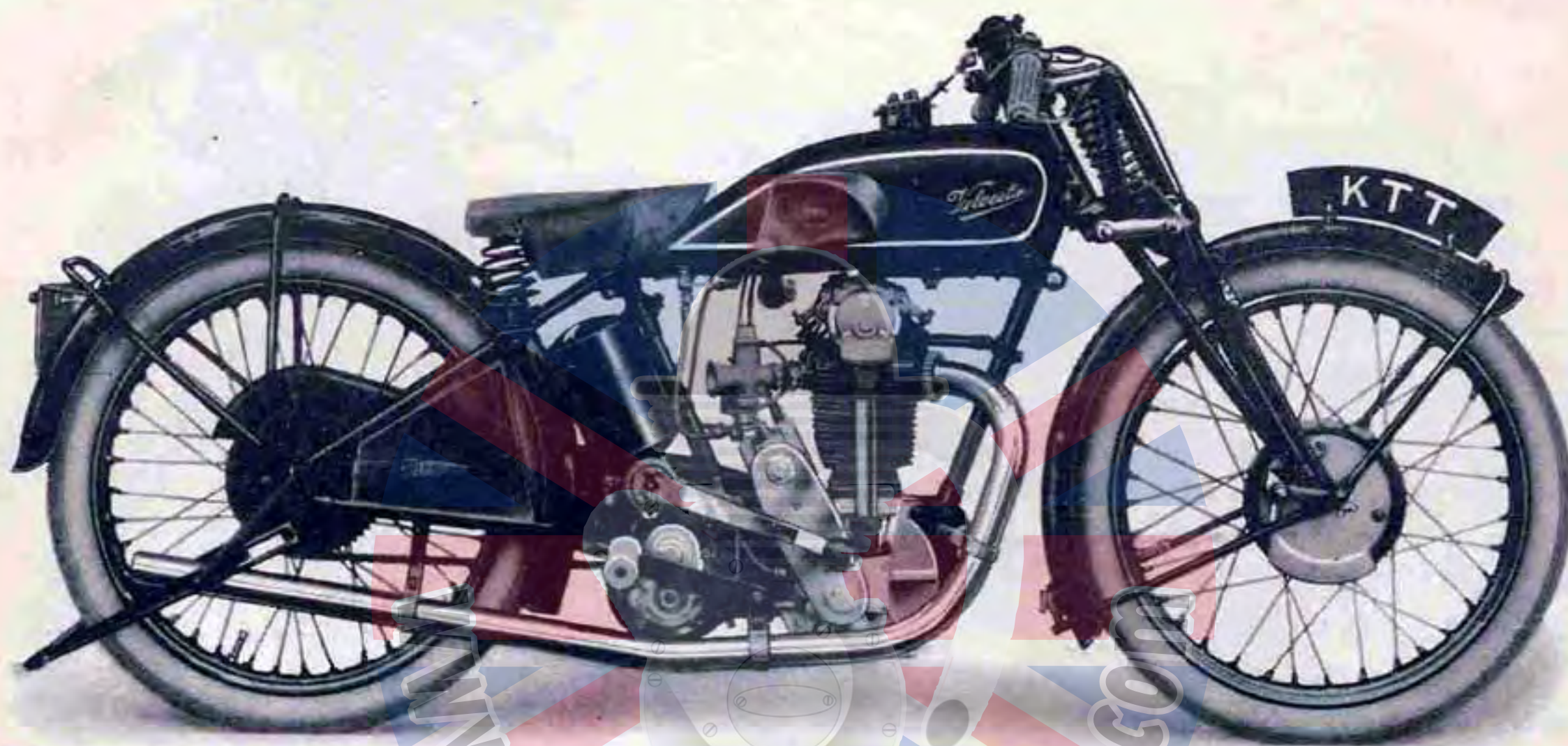
Model K.T.P. (Complete with Electric Lighting, Electric Horn & Licence Holder as illustrated) Price £58.

With Speedometer as illustrated (with drive enclosed in front wheel brake) £60 5 0

Touring Carrier, 13/6 extra if specified.

SPECIFICATION

ENGINE	Velocette twin exhaust port 348 c.c. 74 x 81 m/m.	BRAKES	7in. dia. internal expanding front and rear.
LUBRICATION	Constant circulation by gear pump with half gallon oil tank under the saddle.	TYRES	Dunlop 26 x 3.25 wired-on.
CARBURETTER	Amal. Twist grip control.	SADDLE	Lycett Aero Elastic with three-point adjustable fixing.
IGNITION	By Coil, in conjunction with the Miller S.U.S. Dynamo Lighting Set.	STANDS	Rear: all steel spring-up type. Front: with locking handle.
GEARBOX	Velocette three-speed. Fitted with kickstarter, seven-plate hand controlled clutch.	SILENCERS	Plated and fitted with Fish Tails.
GEAR RATIOS	Top, 5.60. Middle, 8.10. Low, 14.50.	PANNIER BAG	Containing grease gun and kit of tools.
FORKS.	Webbs De Luxe with shock absorber and steering damper.	GROUND CLEARANCE	4½ in.
TANK	Capacity, 2½ gallons petrol.	HEIGHT	To top of saddle, 28in.
		WHEELBASE	53½ in.
		WEIGHT	293 lbs. (lighting set included).

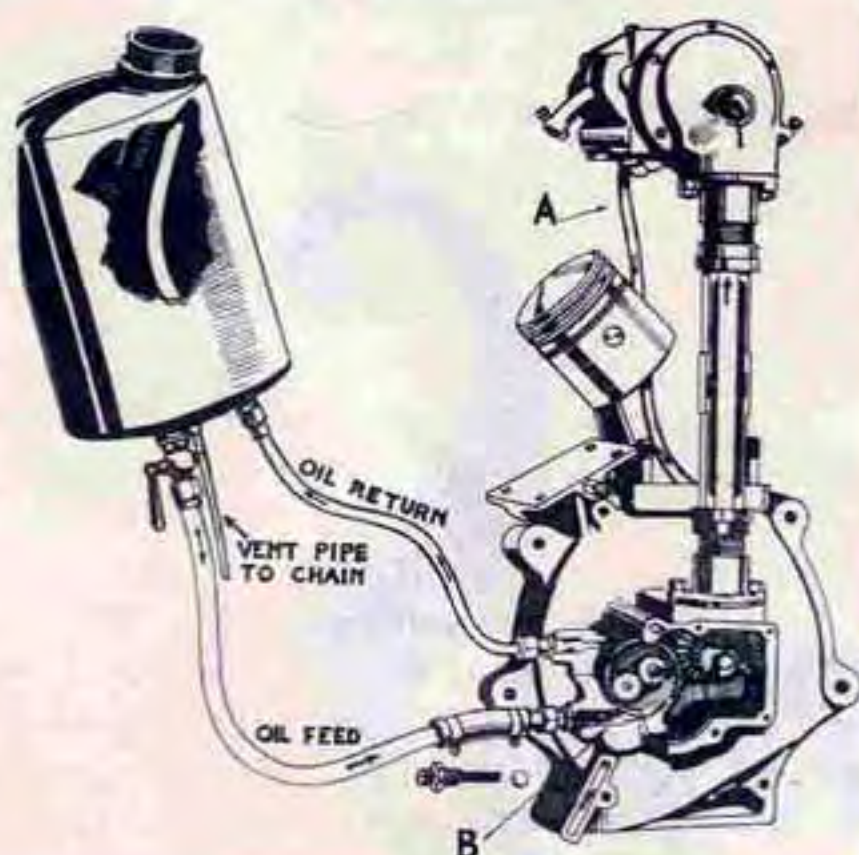


Model K.T.T. Price £80 as illustrated.

Miller S.U.S. Dynamo Electric Lighting, £5 5 0 extra.

SPECIFICATION

ENGINE	Velocette single port 348 c.c. 74 x 81 m/m. Special T.T. engine, as used in the winning T.T. machine, fitted with a piston for Petrol Benzol 50 per cent. mixture. Special pistons can be supplied for Discol or Petrol only.	FORKS	Webbs special strutted type. The bearings are of large dimensions and fitted with renewable bushes. Spring loaded adjustable dampers, adjustable by hand. Fitted with large quick opening filler. Capacity, 2½ gallons.
LUBRICATION	The Cambox is fitted with a special pump, otherwise the lubrication is the same as on the standard models.	TANK	The Velocette patent foot gearchange is fitted as standard.
CARBURETTER	Amal, adjusted for Petrol Benzol 50 per cent. mixture. Twist Grip or Lever Control optional.	CONTROLS	7in. internal expanding front and rear.
IGNITION	M.L. Magneto Racing type; specially selected for high speed work.	BRAKES	Dunlop 27 x 2.75 ribbed front. 27 x 3 studded rear.
GEARBOX	Velocette three-speed fitted with a seven-plate hand controlled clutch. A kickstarter is not fitted as standard, but can be fitted with touring foot-rests.	TYRES	T.T. Footrests fitted as standard. If a kickstarter is required, touring footrests will be necessary and must be specified.
GEAR RATIOS	T.T. ratios fitted as standard. 23T. Gearbox sprocket giving the following: Top, 5.25. Middle, 7.6. Low, 9.94.	FOOTRESTS	Lycett Aero Elastic, three-point adjustable fixing.
FRAME	Fitted with butted duplex down tubes, extra large ball-head bearings (lubricated by grease gun) and all joints brazed: it is the strongest frame fitted to a 350 c.c. motor cycle.	SADDLE.	Rear: spring-up type. Front: with locking handle.
		STANDS	A Silencer is not fitted unless specified. A long straight through exhaust pipe is fitted as standard.
		SILENCER	GROUND CLEARANCE 4½ in.
			HEIGHT To top saddle, 28in.
			WHEELBASE 53½ in.
			WEIGHT 265 lbs.



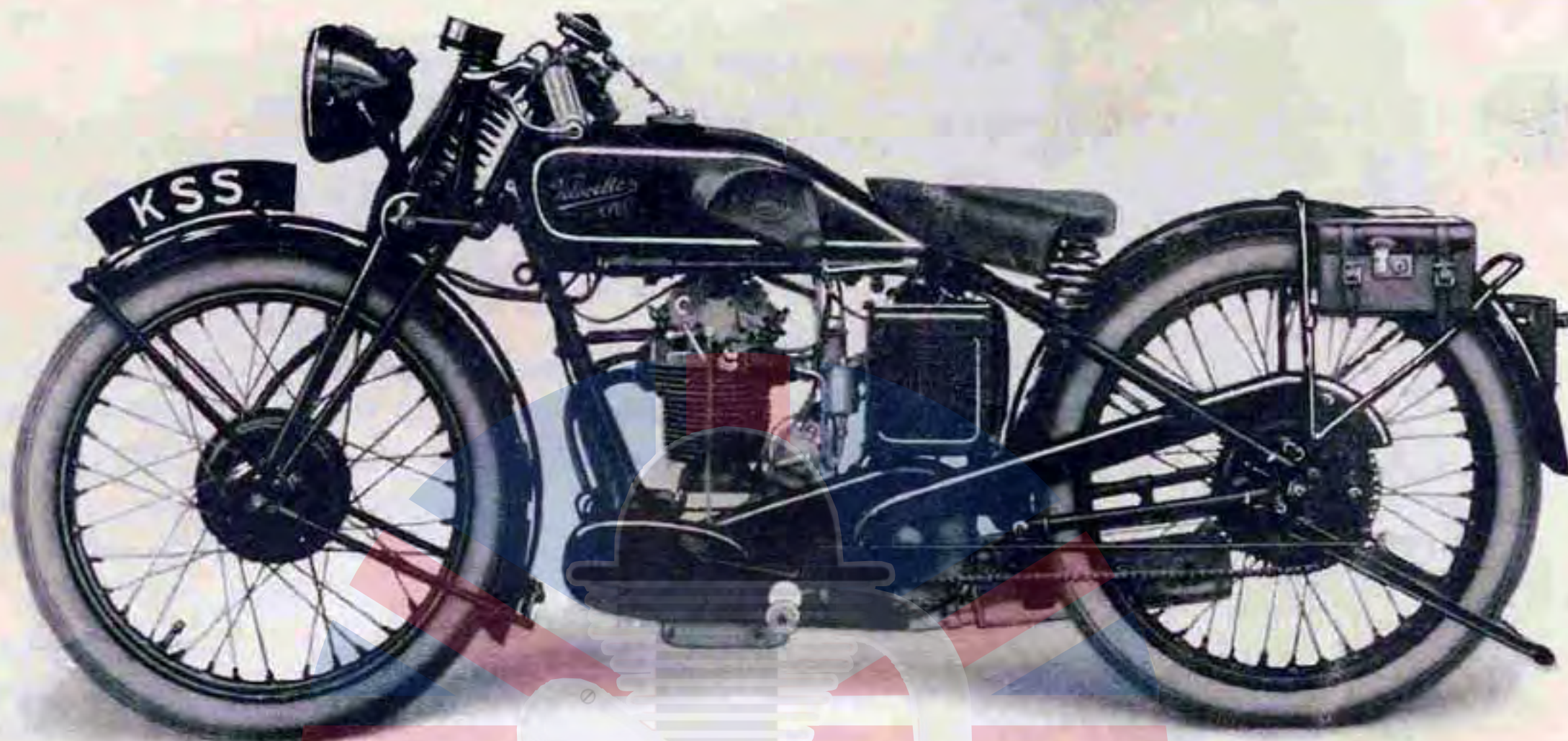
The O.H.C. Lubrication System

OIL is delivered to the pump from the tank. The pump builds up a pressure in the bottom timing gear box which forces the oil up the vertical shaft into the top bevel gear box. Oil is admitted to the rockers and cams by a groove cut in the revolving camshaft and bush. This oil is returned to the tank via the oil pipe A and a disc valve and then by the return oil pump enclosed in the crankcase. The feed to the big end and piston is through the ball valve in the centre of the crankshaft which opens when the pressure mentioned above rises sufficiently to open it. This pressure and amount of oil flowing, is controlled by the regulating ball valve B. All surplus oil is collected in the bottom of the crankcase and returned to the oil tank by the pump where it is passed through a strainer and is ready for circulating again.

An oil control ring is fitted to the piston to prevent oil getting into the combustion chamber. This system keeps the working parts of the engine flooded with oil, assuring ample lubrication under the severest conditions.

CARBURETTER	condition. Amal. Single control twist grip.
IGNITION	By Coil, in conjunction with the Miller S.U.S. Dynamo Lighting Set.
GEARBOX	Velocette three-speed, with three-plate hand controlled clutch and kickstarter.
GEAR RATIOS	Top, 5.33. Middle, 7.7. Low, 13.5.
FORKS	Webbs, with shock absorber and steering damper.
TANK	Capacity petrol: 1½ gals; Oil 3 pints.

STANDS	Rear: all steel spring-up type. Front: with locking handle.
SILENCERS	Plated and fitted with Fish Tails.
PANNIER BAG	Large size containing grease gun and kit of tools.
GROUND CLEARANCE	5½ in.
HEIGHT	To top of saddle, 27 in.
WHEELBASE	50 in.
WEIGHT	222 lbs. (lighting set included).



Model K.S.S. Price £62.10.0.

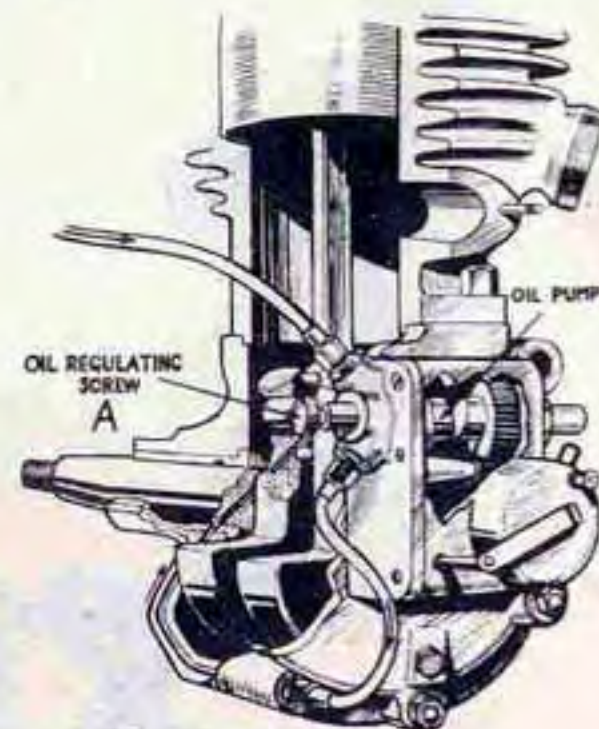
Miller S.U.S. Dynamo Electric Lighting, £5 5 0 extra.

SPECIFICATION

ENGINE	Velocette single port 348 c.c. 74 x 81 m/m.	TANK	Capacity, 2½ gallons.
LUBRICATION	Constant circulation by gear pump with half gallon oil tank under the saddle.	BRAKES	7 in. dia. internal expanding front and rear.
CARBURETTER	Amal, adjusted for Petrol Benzol 50 per cent. mixture and fitted with Twist Grip Control.	TYRES	Dunlop 27 x 3 wired on.
IGNITION	M.L. Magneto.	SADDLE	Lycert Aero Elastic three-point adjustable fixing.
GEARBOX	Velocette three-speed. Fitted with kickstarter and seven-plate hand controlled clutch.	STANDS	Rear: all steel spring-up type. Front: with locking handle.
GEAR RATIOS	Top, 5.8. Middle, 8.4. Low, 14.5.	SILENCER	Plated, large capacity with baffle at the inlet end.
FRAME	Duplex butted down tubes, extra large ball head bearings (lubricated by grease gun) and all joints brazed, the strongest frame fitted to any 350 c.c. motor cycle.	PANNIER BAGS	Containing grease gun and kit of tools.
FORKS	Webbs De Luxe with shock absorber and steering damper.	GROUND CLEARANCE	4½ in.
		HEIGHT	To top of saddle, 28 in.
		WHEELBASE	53½ in.
		WEIGHT	265 lbs.

The Two-Stroke Lubrication System

IN the two-stroke it is not possible to use a dry sump system as in our K models. We have, therefore, adopted a system which gives the desired results in a perfectly satisfactory manner. This consists of a plunger pump driven from the crankshafts by a worm gear which reduces the speed to 1/50 of the engine speed. The oil is carried in a compartment inside the petrol tank. The outlet pipe is fitted with a gauze strainer. Reciprocation of the pump plunger is effected by a cam and spring. The control of the oil supply is by regulating the stroke of the plunger and this is effected by turning the milled screw A, screwing in reduces the supply, but will not entirely cut the oil off. The pump forces the oil into the driving side crankshaft bearing, this shaft is drilled and after lubricating this bearing, it passes through the shaft into the big end bearing. The oil splashing out of this lubricates the piston and small end of connecting rod. The pump is arranged to be self-lubricating, and also lubricates its own worm gear and the crankshaft timing side. Lubrication by this means is always proportional to the engine speed and stops with the engine. It cannot fail at the highest engine speed.



A FEW WORLD WIDE SUCCESSES

1929

JUNIOR T.T. 1st, 3rd, 5th, 6th, 7th, 10th and 11th.
DUTCH T.T. 1st.
FRENCH GRAND PRIX. 1st.
SOUTH AFRICAN T.T. Junior Race 1st and 2nd. Unlimited Class. 1st and 4th.
AUSTRALIAN T.T. 1st.
ALL JAPAN CHAMPIONSHIP. 1st.
BATAVIAN T.T. 1st.
MOROCCO GRAND PRIX. 1st.
HUNGARIAN GRAND PRIX. 1st.
PONTEDERA GRAND PRIX. (Italy) 1st.
EUROPEAN GRAND PRIX. (Spain) 350 c.c. Sidecar Race, 1st.
AMATEUR T.T. 1st (350 class).
INTERNATIONAL SIX DAYS' TRIAL. 100 per cent. award.

1928

JUNIOR T.T. 1st, 2nd and 5th.
OVER 60 WORLD'S RECORDS.
(Including the 1-hour, 100 miles and 1,000 miles).

1927

JUNIOR T.T. 2nd.
AMATEUR T.T. 1st (350 class).
FRENCH GRAND PRIX. 1st.
CZECHOSLOVAKIAN T.T. 1st.
HUTCHINSON HUNDRED. 1st.
WELSH T.T. 1st.

1926

JUNIOR T.T. 1st, 5th, 9th and Team Prize.
AMATEUR T.T. 1st (350 class).
BRITISH GRAND PRIX. 1st.
GERMAN GRAND PRIX. 1st.
SPANISH 12-HOUR RACE. 1st.
TRAVERS TROPHY TRIAL. Team Prize and Six Gold Medals.

WE give the following guarantee with our bicycles, motor cycles, motor cycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding this guarantee. In the case of machines (a) which have been used for "hiring out" purposes, or (b) any motor cycle and/or sidecar 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 removed, no guarantee condition or warranty of any kind is given or is to be implied.

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 the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the bicycle, motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the bicycle, motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As bicycles, motor cycles, motor cycle combinations and sidecars 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 the motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a bicycle, 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.

Any bicycle, motor cycle or motor cycle combination or sidecar 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 or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, 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.

CONDITIONS OF GUARANTEE

If a defective part should be found in our bicycles, motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, 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 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.

We do not guarantee specialities such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the Purchaser differing from our standard specifications supplied with our bicycles, motor cycles, motor cycle combinations, sidecars or otherwise.

VELOCE LTD., Hall Green Works, BIRMINGHAM

Telegrams: "VELOCE, BIRMINGHAM"

Code: BENTLEY'S

Phone: ACOCKS GREEN 845 (3 lines)