

**MOTOR-CYCLES**

for the discriminating rider

:: 1930 ::



**S.O.S. Motors Ltd.**

**Hallow :: Worcester**

'Phone : Hallow 19

'Grams : "S.O.S. Motors, Hallow"

**BARNSTORMERS.CO.NZ**

# F O R E W O R D

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ENGLAND, whose products have ever been the standard for excellence in the markets of the world, has no greater representative than its internal combustion engined machines.

We, as individuals, are proud of this fact, and as manufacturers feel it incumbent upon us to make every endeavour to add our quota to the maintenance of this reputation.

Our efforts to this end are reflected in no uncertain manner in our productions, and in submitting to you this Catalogue of S.O.S. Motor Cycles we respectfully ask you to give it your fair consideration. Having had the opportunity of choosing from a very wide range of engines, after very careful and extended consideration, our selection fell to the world renowned Villiers engine, whose performances are so outstanding that all other makes are eclipsed. Enterprise, forethought and the application of thoroughly sound engineering principles have kept these engines to the forefront, and as a power unit they remain unsurpassed. Their wonderful performances on road and track in open competition with other makes have only to be considered for a moment to convince one beyond doubt that, year by year, they remain the last word in efficiency and reliability. To the machine as a whole these remarks apply with equal truth. Designed and constructed by experts, each part is made eminently suitable for the function it has to perform. Only the highest quality proprietary articles and materials are used, and the S.O.S. Motor Cycles, built by highly skilled labour along lines indicated by long experience, will give you pleasure, service and all-round satisfaction.

Your kind attention is directed to our prices. Whilst we have in no way sacrificed the quality of our machines, our prices are keenly competitive, and we would ask you as a discriminating purchaser carefully to compare them, together with our specification and design, with those of other makers. Having done this, we believe that you will agree that our products embody the true qualities of British Commerce—a sound job, a square deal, and value for money.

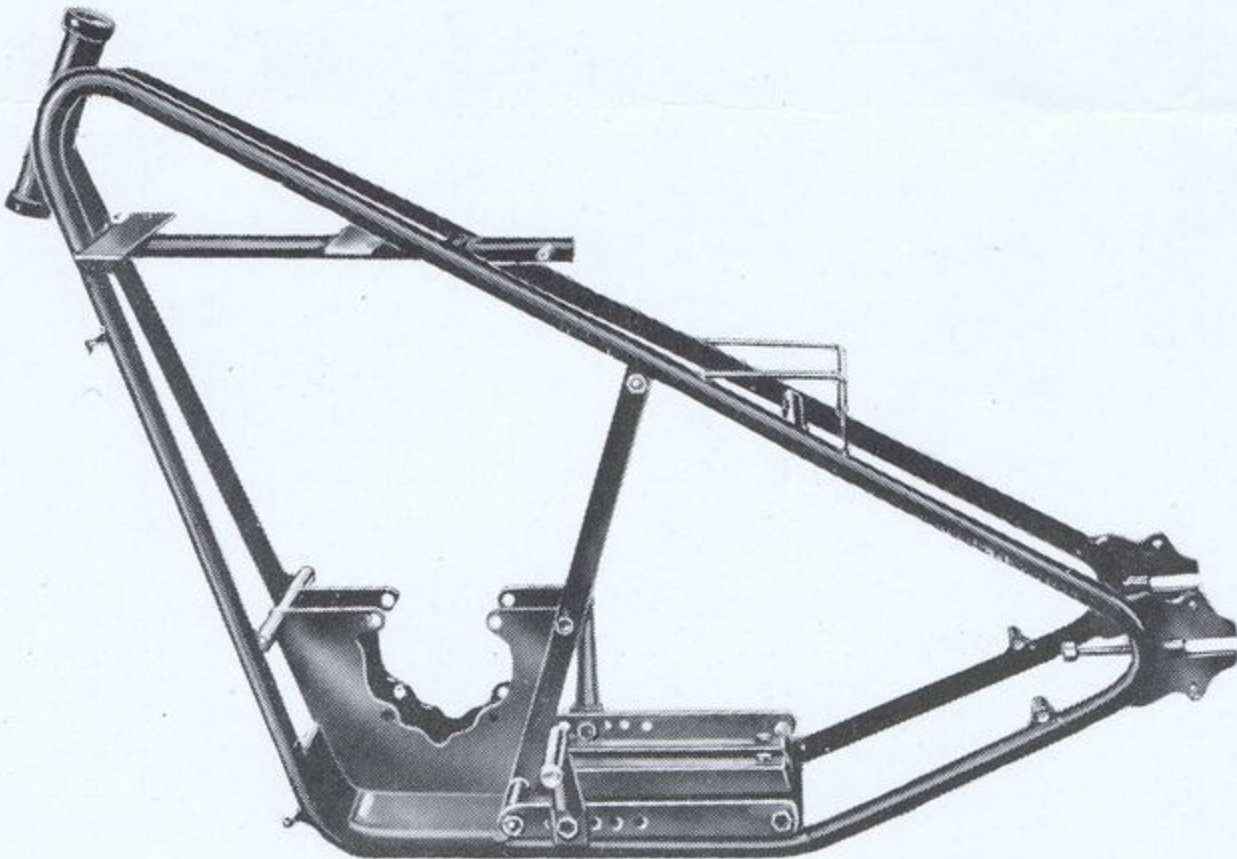
# *The* SUPERLATIVE FRAME

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The main respects in which S.O.S. machines differ from all others are the frame and the method of mounting the power unit.

From the illustration below of the frame it will be gathered that it is of the duplex cradle type, following thus far modern orthodox lines. The principle of construction, however, is a very definite advance over the old-fashioned method of frame building, in which the brazing of malleable cast lugs to tubes is the usual practice. The application of the necessary heat has an adverse effect on the lug, causing it to lose its malleable nature, and tending to make it brittle. This is the reason why this type of frame is subject to fracture, and cannot be guaranteed for any length of time.

Our frame is constructed of special steel tubing welded by a scientific process and NO castings are used. The ball-head is a piece of tubing bulged at the ends to take the races, and the rear fork ends are steel stampings of great tensile strength. Each side member is a single continuous tube welded to either side of the ball-head, forming what is virtually a solid one-piece job.



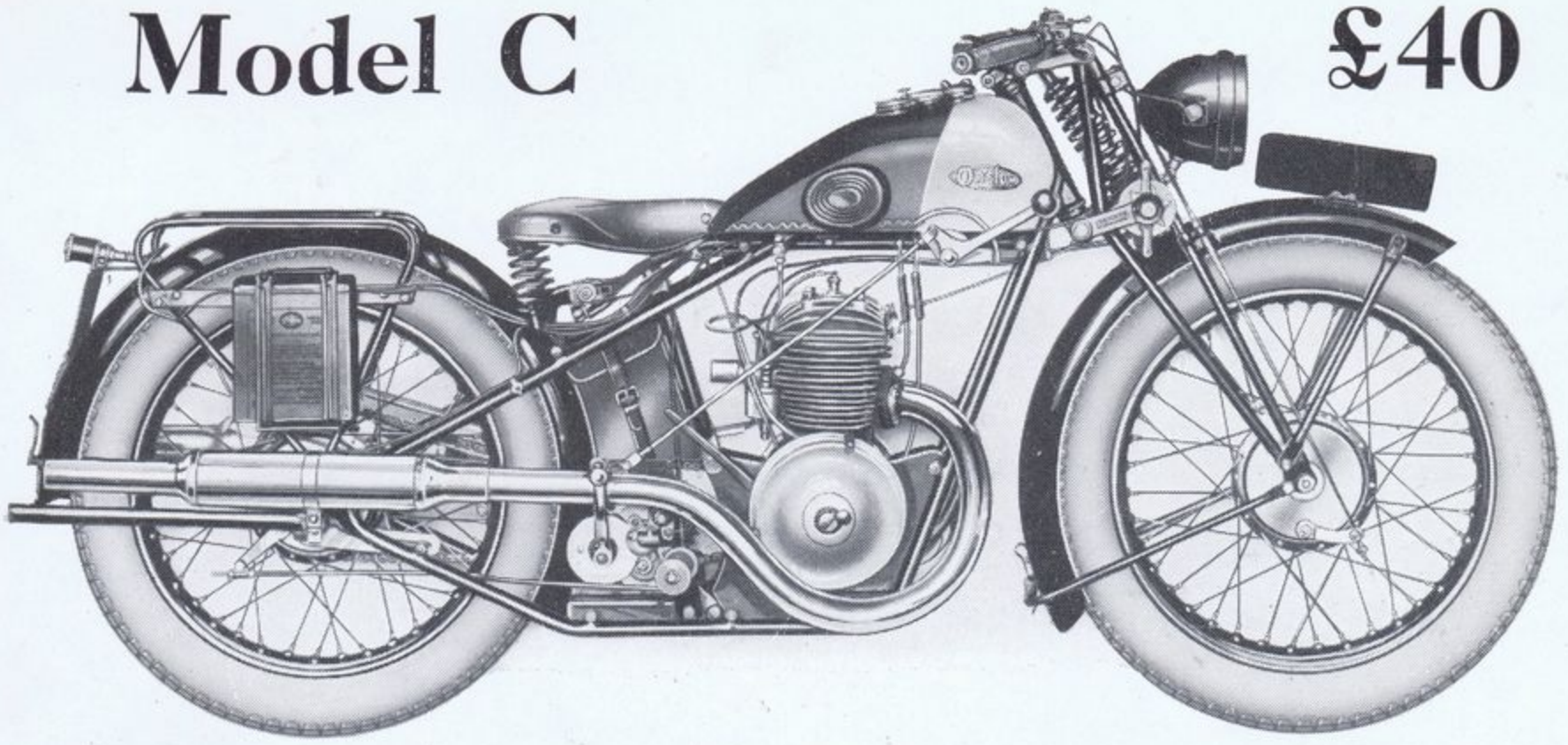
Referring to the accompanying illustration of the (patented) platform, you will appreciate that this principle embodies all the advantages of unit construction without its disadvantages. Positive alignment of the chains is assured, and the rigidity of the engine mounting permits of the highest performance.

This platform, which is of pressed steel, is welded to the frame and leaves unsupported so small a portion of the tubing that "whip" is impossible, and great rigidity under the most exacting conditions is assured.

The engine plates and footrest assembly are fixed to the platform by bolts passing through suitably placed lugs.

# Model C

£40



## SPECIFICATION

**Engine.** Villiers 2½-h.p. 2-port 2-stroke. Bore and stroke 67 m/m × 70 m/m, 247 c.c. Aluminium alloy cylinder head, aluminium alloy piston, fully-float gudgeon pin, full roller-bearing big end, special automatic system of lubrication, twin exhaust pipes symmetrically shaped terminating in two very efficient silencers, Lodge H1 sparking plug.

**Ignition.** Variable, by Villiers flywheel magneto.

**Carburetter.** Villiers 2-lever.

**Gear Box.** Burman 3-speed with kick starter and hand-controlled clutch, efficient shock absorber, tank side change.

**Frame.** Patented S.O.S. design and manufacture.

**Forks.** Girder pattern, Webb design, incorporating adjustable shock absorbers ensuring comfort at all speeds and perfect road holding qualities.

**Wheels.** Built with "A" quality 10 gauge rustless steel spokes and Dunlop wired type rims.

**Tyres.** Dunlop wired type, 26 × 3.00.

**Handlebars.** 7/8 in., very smart shape and adjustable to give different positions, all levers immediately to hand.

**Brakes.** 6in. internal expanding hubs with mud excluders, front, hand operated by special

direct pull lever control, rear, foot operated by toe pedal — very efficient.

**Tank.** Another ingenious conception is the petrol and oil tank arrangement, the oil compartment being accommodated between the two halves of the petrol tank, both being separate inasmuch as it is impossible for a leakage to occur between the two tanks. Capacity, two gallons petrol, three pints oil.

**Saddle.** Lycett "Aero."

**Mudguards.** Wide "D" section for cleanliness, giving ample protection.

**Transmission.** All chain drive. Renold ½ × .305 chains front and rear, amply protected by guards.

**Stands.** Strong rear stand and front one-piece stand.

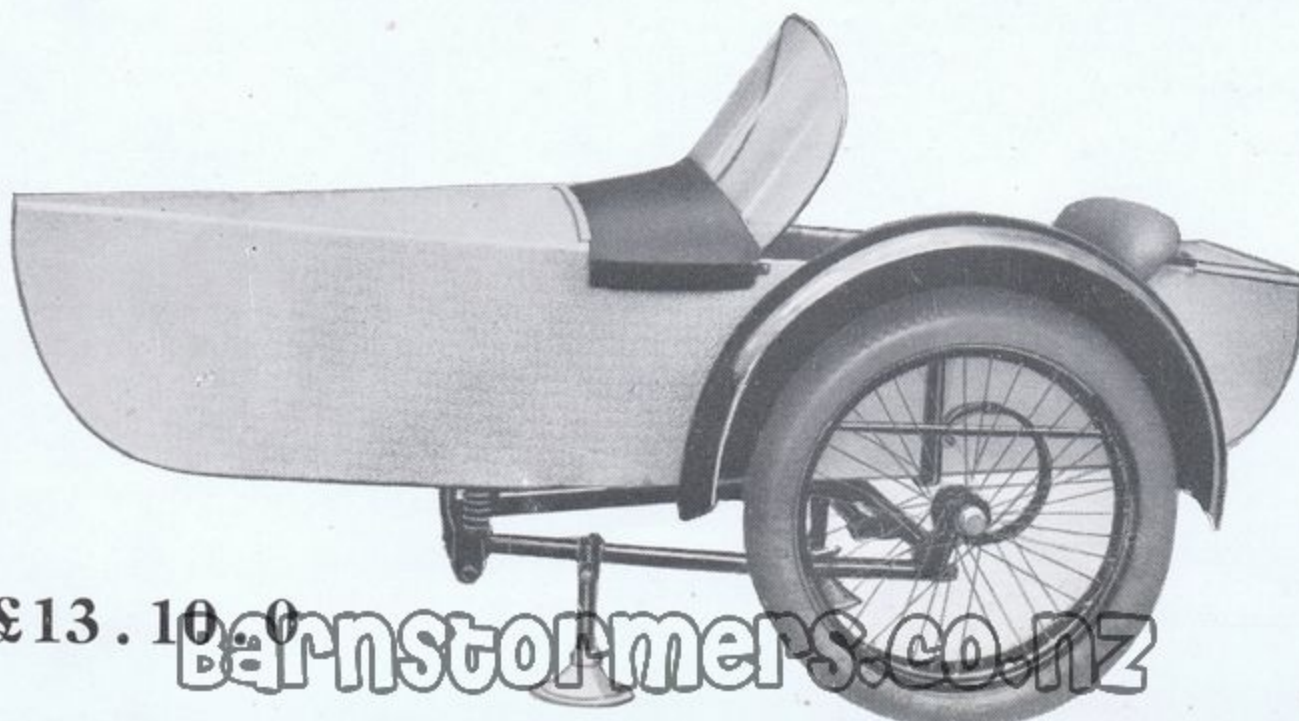
**Carrier.** Tubular construction, designed to bring well forward the weight of anything carried thereon.

**Finish.** Black enamel, four coats. Petrol tank pale blue and dark blue separated by a gold line with name transfer, either S.O.S. transfer or "Super Onslow Special" transfer being optional.

**Equipment.** Dunlop inflator, John Bull oval shape knee grips, adjustable 7in. shockstop rubber handlebar grips, number plates, good quality tool roll and Tecalemit grease gun.

## EXTRAS

	£	s.	d.		£	s.	d.
Villiers rectifier-charging set with rear lamp and 6in. head lamp	5	0	0	Twist grip throttle control	-	10	0
Villiers direct electric set with rear lamp and 6in. head lamp	2	12	0	Leg shields	-	17	6
AMAL sports carburetter	-	10	0	26 × 3.50 Balloon or 26 × 3.25 high pressure tyres	-	1	5
AMAL air cleaner	-	8	6	Terry saddle	-	10	0
Villiers air cleaner	-	4	6	Fitted with 342 c.c. engine	-	2	0
				Speedometer	-	2	10

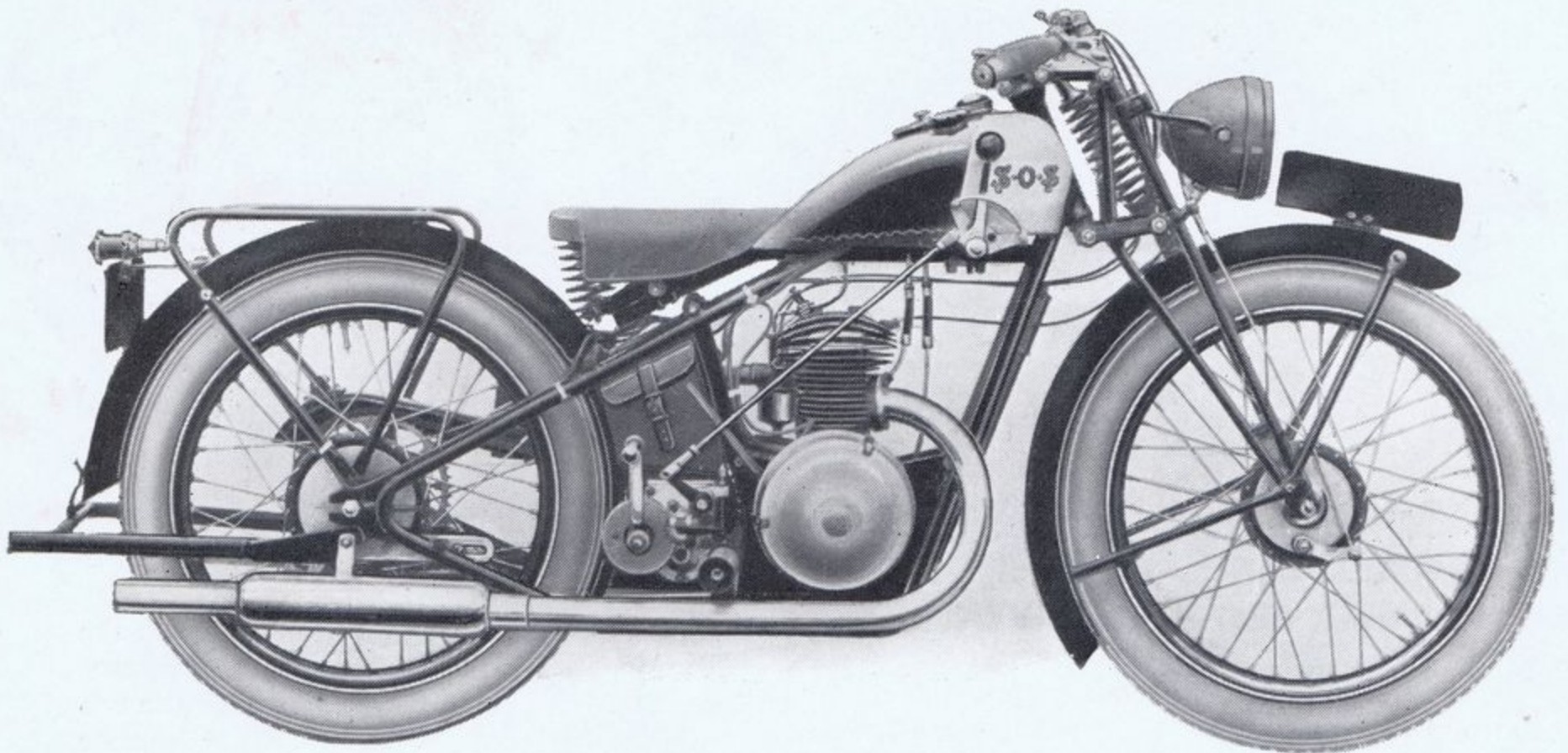


£13. 10. 0

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# Model Super K

£35



## SPECIFICATION

**Engine.** Villiers 196 c.c. Super Sports 2-port two-stroke. Aluminium alloy cylinder head, aluminium alloy piston, fully-float gudgeon pin, full roller-bearing big end, special automatic system of lubrication, twin exhaust pipes symmetrically shaped terminating in two very efficient silencers, Lodge H1 sparking plug.

172 c.c. Super Sports engine optional.

**Ignition.** Variable, by Villiers flywheel magneto.

**Carburetter.** Villiers 2-lever.

**Gear Box.** Burman 3-speed with kick starter and hand-controlled clutch, efficient shock absorber, tank side change.

**Frame.** Patented S.O.S. design and manufacture.

**Forks.** Girder pattern, Webb design, ensuring comfort at all speeds and perfect road holding qualities.

**Wheels.** Built with "A" quality 12 gauge rustless steel spokes and Dunlop wired type rims.

**Tyres.** Dunlop wired type, 25 x 3.00 balloon.

**Handlebars.** 7/8 in., very smart shape and adjustable to give different positions, all levers immediately to hand.

**Brakes.** Internal expanding hubs, 5 in. front, hand operated by special direct pull

lever control, 6 in. rear, foot operated by toe pedal—very efficient.

**Tank.** Another ingenious conception is the petrol and oil tank arrangement, the oil compartment being accommodated between the two halves of the petrol tank, both being separate inasmuch as it is impossible for a leakage to occur between the two tanks. Capacity, two gallons petrol, three pints oil.

**Saddle.** Lycett Aero.

**Mudguards.** Wide "D" section for cleanliness, giving ample protection.

**Transmission.** All chain drive. Renold 1/2 x 2.05 chains front and rear, amply protected by guards.

**Stands.** Strong rear stand. Front one-piece stand extra.

**Carrier.** Tubular construction, designed to bring well forward the weight of anything carried thereon.

**Finish.** Black enamel, four coats. Petrol tank pale blue and dark blue separated by a gold line with name transfer, either S.O.S. transfer or "Super Onslow Special" transfer being optional.

**Equipment.** Dunlop inflator, adjustable 7 in. shockstop rubber handlebar grips, number plates, good quality tool roll and Tecalemit grease gun.

## EXTRAS.

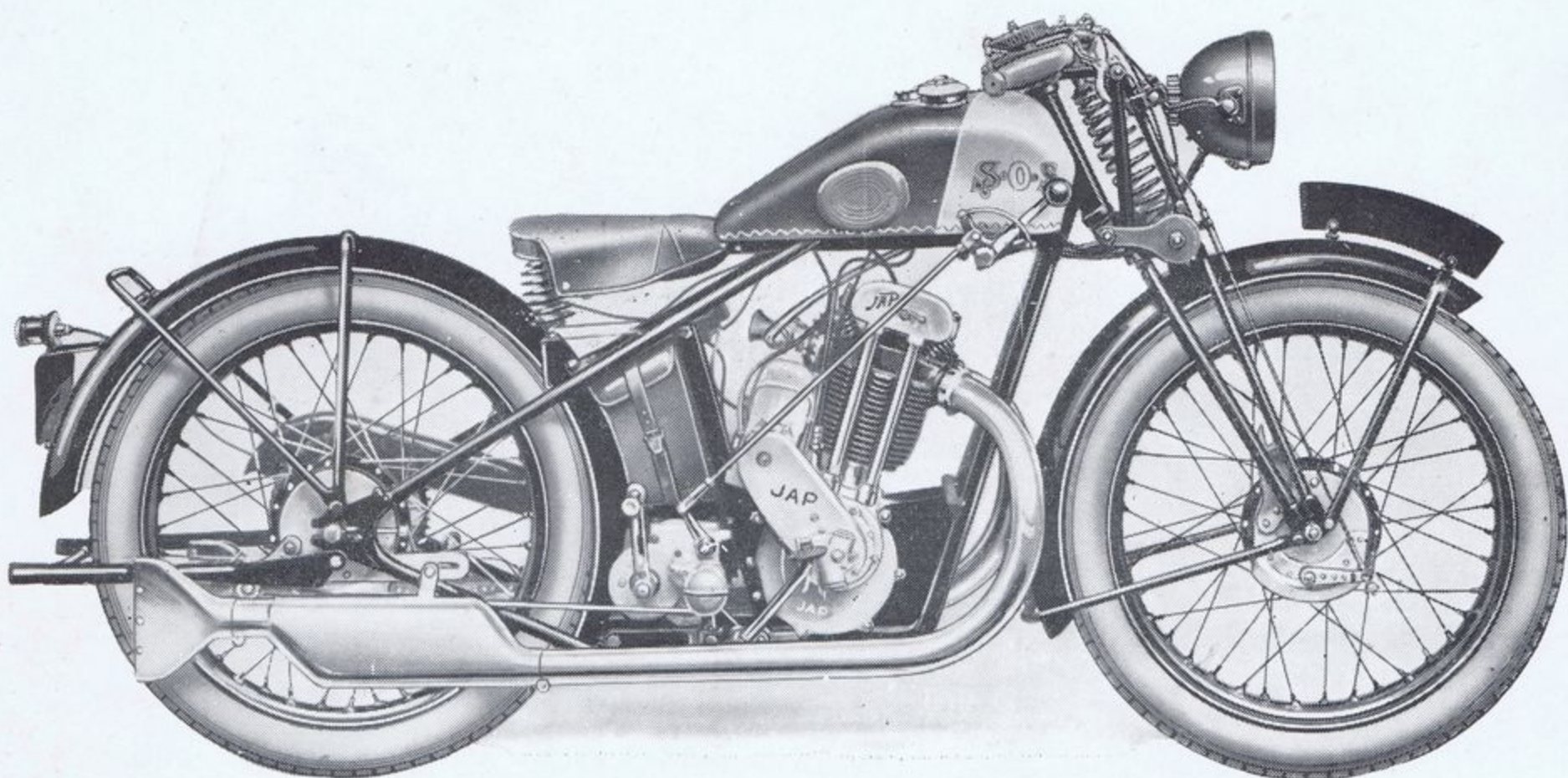
Villiers rectifier charging set with rear lamp and 6 in. head lamp - - -	£5 0 0
Villiers direct electric set with rear lamp and 6 in. head lamp - - -	£2 12 0
AMAL sports carburetter - - -	10/-
AMAL air cleaner - - -	8/6

Villiers air cleaner - - -	4/6
Twist grip throttle control - - -	10/-
Leg Shields - - -	17/6
Terry Saddle - - -	10/-
Alternative finish—pale blue mudguards and cream wheels - - -	10/-

Upswept Exhaust Pipes as on C Model optional at no extra cost.

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Use only "Triple Shell" Oil.

# Model G.S.1



This Machine, in Standard form with Racing Engine, gained 10th place and Replica of the Trophy in 1929 Light-weight T.T. Race.

## SPECIFICATION

**Engine.** 246 c.c. J.A.P. two port O.H.V.

**Lubrication.** Best & Lloyd mechanical pump with incorporated sight feed.

**Ignition.** B.T.H. high tension magneto or magdyno, waterproof.

**Carburetter.** A.M.A.L. Sports.

**Gear Box.** Burman 3-speed with kick starter and hand-controlled clutch, efficient shock absorber, tank side change.

**Frame.** Patented S.O.S. design and manufacture.

**Forks.** Girder pattern, Webb design, incorporating adjustable shock absorbers ensuring comfort at all speeds and perfect road holding qualities.

**Wheels.** Built with "A" quality 10 gauge rustless steel spokes and Dunlop wired type rims.

**Tyres.** Dunlop wired type, 26 x 3.00.

**Handlebars.** 7/8 in., very smart shape and adjustable to give different positions, all levers immediately to hand.

**Brakes.** 6 in. internal expanding hubs with mud excluders, front, hand operated by special direct pull lever control, rear, foot operated by toe pedal — very efficient.

**Tank.** Another ingenious conception is the petrol and oil tank arrangement, the oil compartment being accommodated between the two halves of the petrol tank, both being separate inasmuch as it is impossible for a leakage to occur between the two tanks. Capacity, two gallons petrol, three pints oil.

**Saddle.** Lycett "Aero."

**Mudguards.** Wide "D" section for cleanliness, giving ample protection.

**Transmission.** All chain drive. Renold 1/2 x .305 chains front and rear, amply protected by guards.

**Stands.** Strong rear stand and front one-piece stand.

**Carrier.** Tubular construction, designed to bring well forward the weight of anything carried thereon. Hand-rail optional.

**Finish.** Black enamel, four coats. Petrol tank pale blue and dark blue separated by a gold line with name transfer, either S.O.S. transfer or "Super Onslow Special" transfer being optional.

**Equipment.** Dunlop inflator, John Bull oval shape knee grips, adjustable 7 in. shockstop rubber handlebar grips, number plates, good quality tool roll and Telcalemite grease gun.

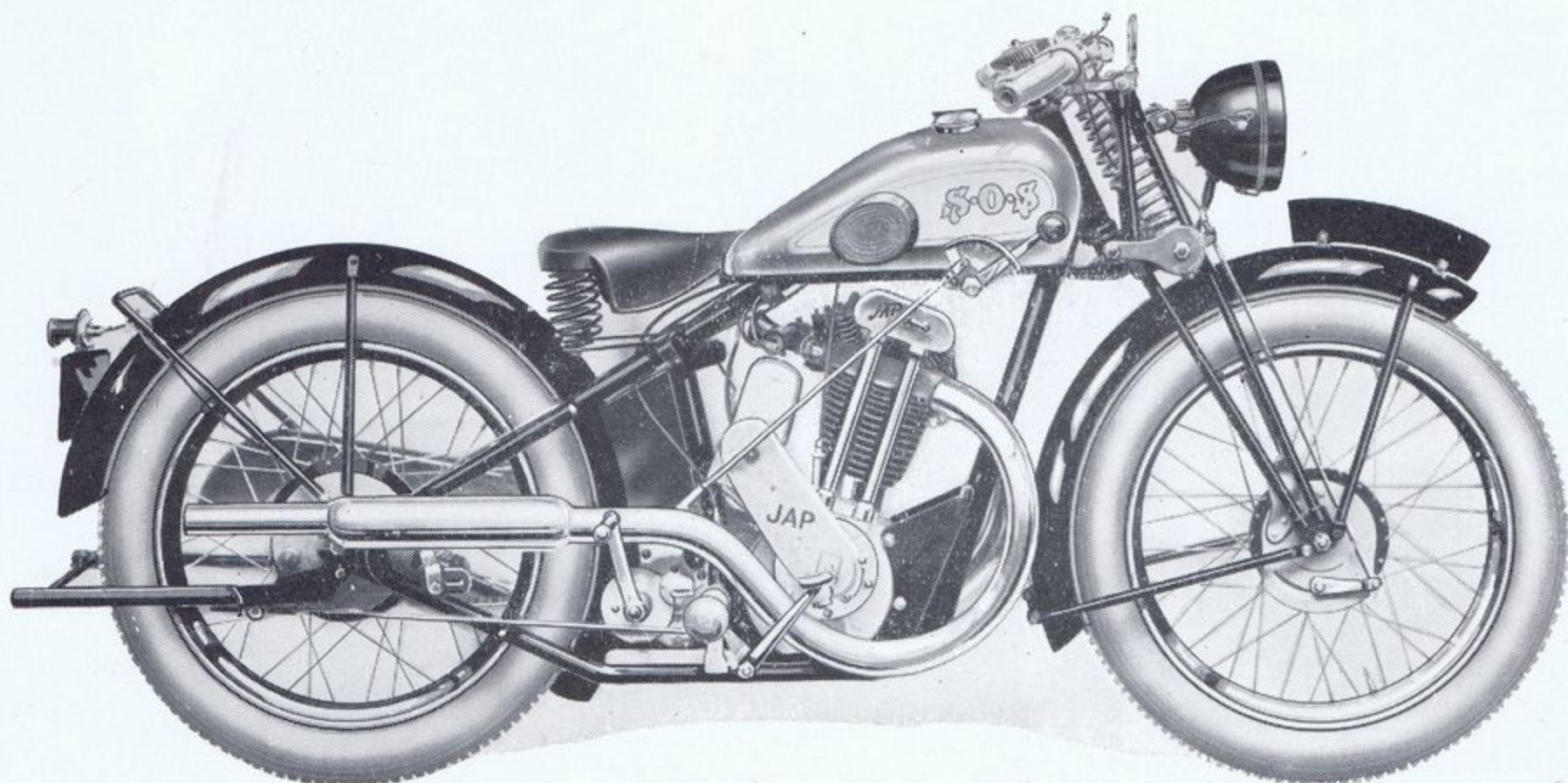
Upswept or Low Level Exhaust Pipes optional.

## EXTRAS

	£ s. d.		£ s. d.
B.T.H. Magdyno	- - -	26 x 3.25 High Pressure Tyres	- - -
Racing Engine	- - -	Terry Saddle	- - -
Twist Grip Throttle Control	- - -	"Smith" Electric Horn (high note)	- - -
Legshields	- - -	"Smith" Speedometer	- - -
26 x 3.25 High Pressure Tyres	- - -		

Use only "Golden Shell" Oil

# Model G.S.2



## SPECIFICATION

**Engine.** 346 c.c. J.A.P. two port O.H.V.

**Lubrication.** Best & Lloyd mechanical pump with incorporated sight feed.

**Ignition.** B.T.H. high tension magneto or magdyno, waterproof.

**Carburetter.** A.M.A.L. Sports.

**Gear Box.** Burman 3-speed with kick starter and hand-controlled clutch, efficient shock absorber, tank side change.

**Frame.** Patented S.O.S. design and manufacture.

**Forks.** Girder pattern, Webb design, incorporating adjustable shock absorbers ensuring comfort at all speeds and perfect road holding qualities.

**Wheels.** Built with "A" quality 10 gauge rustless steel spokes and Dunlop wired type rims.

**Tyres.** Dunlop wired type, 26 x 3.00.

**Handlebars.** 7/8 in., very smart shape and adjustable to give different positions, all levers immediately to hand.

**Brakes.** 6in. internal expanding hubs with mud excluders, front, hand operated by special

direct pull lever control, 7in. rear, foot operated by toe pedal — very efficient.

**Tank.** Two-gallon petrol tank. Separate oil tank containing half gallon.

**Saddle.** Lycett "Aero."

**Mudguards.** Wide "D" section for cleanliness, giving ample protection.

**Transmission.** All chain drive. Renold 1/2 x .305 chains front and rear, amply protected by guards.

**Stands.** Strong spring-up rear stand and front one-piece stand.

**Carrier.** Tubular construction, designed to bring well forward the weight of anything carried thereon. Hand-rail optional.

**Finish.** Black enamel, four coats. Petrol tank chromium plated with pale panels with name transfer, either S.O.S. transfer or "Super Onslow Special" transfer being optional.

**Equipment.** Dunlop inflator, John Bull oval shape knee grips, adjustable 7in. shockstop rubber handlebar grips, number plates, good quality tool roll and Tecaletmit grease gun.

Upswept or Low Level Exhaust Pipes optional.

## EXTRAS

	£	s.	d.		£	s.	d.
B.T.H. Magdyno	-	-	-	26 x 3.25 High Pressure Fort			
Racing Engine	-	-	-	Dunlop Tyres	-	-	-
Twist Grip Throttle Control	-	-	-	Terry Saddle	-	-	-
Legshields	-	-	-	"Smith" Electric Horn (high note)			
26 x 3.25 High Pressure Tyres	-	-	-	"Smith" Speedometer	-	-	-

Use only "Golden Shell" Oil.

## SERVICE.

**T**HERE is nothing which is more likely to give an owner confidence, particularly in the case of the novice, than to feel that the makers of his machine take a deep interest in both him and his mount. We fully realise this, and unreservedly place our valuable experience, both technical and practical at his disposal. Careful and discriminating in the selection of our Agents in the first instance, we are at all times anxious to back them up in giving you SERVICE in the fullest and truest sense of the term. No question, however apparently trivial, concerning the care and running of the Machine need go unanswered. Let us or our Agent have your queries, which shall at all times have our careful attention. Should you require spare parts or renewals we undertake to deal promptly and courteously with your esteemed commands.

## SUCCESS.

COMPETITIONS serve a dual purpose. Firstly, they are of inestimable value to manufacturers, inasmuch as they reveal all weak points in design, material and workmanship. The wise man profits not only by his own experience but by the experience of others. Competitions have taught us much and have played an important part in the evolution of the reliable Motor Cycle of to-day.

Secondly, they popularise the pastime, and the tendency is to make them more and more of a sporting nature. They are becoming increasingly popular among all classes of riders, and we believe that the owners of S.O.S. Motor Cycles are always assured of a sporting chance.

To win success in competitions it is essential that you have a machine which will answer with unerring efficiency to all the calls made upon it.

## TERMS OF BUSINESS.

**PAYMENT**—20% deposit must accompany Order. Balance against Pro Forma Invoice. Cheques and Money Orders to be made payable to S.O.S. Motors.

We reserve the right to accept or decline any orders for Motor Cycles described in this Catalogue, to alter Prices (without notice), to modify Designs, Specifications, etc.

**DELIVERY**—At our Works. Packing Cases and Crates are charged at Nett Prices and are not returnable. If delivery is by Rail, machines are despatched in good condition and signed for as such by the Carriers, who then become the Purchaser's Agents. Customers should examine machines, and if damaged sign for accordingly and make immediate claim on the Carriers.

We do not accept responsibility for non-delivery of Motor Cycles or parts thereof which may be due to strikes, lock-outs, etc., or any circumstances beyond our control.

**REPAIRS AND SUNDRIES**—These cannot be booked, our Terms being Nett Cash on receipt of Pro Forma Invoice. Machines or parts for repair must be sent Carriage Paid, and the name of the sender attached, or they cannot be received. Full instructions with advice as to goods sent and mode of despatch should be posted same day.

## GUARANTEE.

**W**E give the following Guarantee with our Motor Cycles instead of the one implied by statute, or otherwise, as to the quality or fitness of the goods supplied by us, any such implied Guarantee being in all cases excluded. In cases of Machines having been used for "hiring out" purposes (or from which our Trade Mark or Number has been removed), no guarantee of any kind is given or implied.

We Guarantee, subject to the conditions mentioned below, that all usual and reasonable precautions have been taken by us to secure finest quality material and workmanship, but this Guarantee is to extend and be in force for three months only from date of purchase. We undertake, subject to the conditions mentioned, to make good at any time, within the time stated, any defects in these respects in our Motor Cycles, limiting our responsibility to the replacement of any part which may have proved defective. This Guarantee does not apply to defects caused by wear and tear, misuse or neglect.

### Conditions of Guarantee.

Any defective part found in any of our Motor Cycles must be forwarded to us, Carriage Paid, accompanied by an intimation from the sender that he requires it repaired, free of charge, under our Guarantee, and he must also furnish us at the same time with the Number of the Machine, the name of the Agent from whom it was purchased, and the date of purchase. Failing compliance with this, no notice will be taken of any goods which may arrive, and such articles will lie here at the sender's risk.

We Guarantee only those Machines which are bought either direct from us or from one of our duly authorised Agents, and under no other conditions.

We do not guarantee the Specialities of other firms, such as Tyres, Saddles, Chains, etc., or any component part supplied to the order of the purchaser differing from our specification supplied with our Motor Cycles. We endeavour to secure the highest quality of these articles, and the makers whose names appear thereon are usually willing to replace any defective part or parts.

The term agent is used in a complimentary sense only, and those firms whom we style our Agents are not authorised to advertise, incur any debts or transact any business whatever on our account other than the sale of goods purchased from us nor are they authorised to give any warranty, or make any representations on our behalf, other than those contained in the above Guarantee.

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