

OVERSEAS EDITION.

# Rudge-Whitworth Motor Cycles



1930





**RUDGE-  
WHITWORTH**

**1930**

**MOTOR CYCLE  
CATALOGUE**

**CODES USED :**

A.I.	Marconi International.
A.B.C.	Western Union Universal.
A.B.C. 5th Edition.	Western Union Five Letter
Bentley's Complete Phrase Code.	Edition.

*Telegrams* } "RUDGE, COVENTRY"  
*Cablegrams* }  
*Telephone :* COVENTRY 4001

RUDGE-WHITWORTH LIMITED, COVENTRY, ENGLAND

THE FIRST MOTOR CYCLE TO COVER 200 MILES IN 2 HOURS

BARNSTONMERS.CO.NZ





## PROGRESS

**E**VERYBODY likes to be up-to-date, but only an out and out enthusiast with money to burn can afford to try an unproved design.

Now John Citizen is a canny buyer, he must have the utmost value for every penny of his hard won earnings, but he also wants a machine that is thoroughly up-to-date in design, has the best possible all round performance, and one which, above all, is utterly dependable.

In bringing forward the 1930 range of Rudge-Whitworth Motor Cycles, the Manufacturers have set themselves the high standard of catering for John Citizen, whatever his needs may be. If he wants to potter from the suburbs to the office, to speed up shopping expeditions, to get out of town for a few glorious hours on a summer evening, or to indulge in a fortnight's holiday on tour, there is a Rudge-Whitworth model which will exactly suit his needs, will take him anywhere over any roads without fuss or flurry and with unfailing reliability,

It may be that John Citizen's sporting instincts turn to motor cycling, in which case the Rudge-Whitworth "Ulster" model gives him a machine so nearly a replica of the actual Rudge-Whitworth racers that the standard Ulster model has frequently competed successfully against actual T.T. machines of other makes. Nor is this very high performance in any way a flash in the pan, since the Ulster model is just as safe and reliable as those designed for touring purposes.

**Every feature proved by racing, every lesson learned in reliability trials has been incorporated in the production machines. That is why the Rudge-Whitworth is a better machine than its rivals.**

For 1930 we have an enormous step forward in cylinder head design which eliminates any tendency to pinking and marks an increase in performance with improved sweet running and tractability. The standardisation of this cylinder head follows two years' experimental work with racing machines.

The second big improvement lies in the standardisation of the Dry Sump lubrication system. Experiments in this direction have extended over the past three years, but it is only now that Rudge-Whitworth Ltd. are satisfied that Dry sump lubrication of an utterly reliable and fool-proof form has been sufficiently perfected to hand out to the public. This lubrication system has been in use on Rudge-Whitworth racing machines throughout the season. It was used on the machine on which G. E. Nott won the 200 mile Race at Brooklands, by averaging over 100 m.p.h. for the distance. It was used by Graham Walker when he won the Ulster Grand Prix for the second year in succession at the record speed of 80.6 m.p.h. and has also been used on extensive tests under touring conditions, including the gruelling International Six Days Trial, in which Rudge-Whitworth machines won two Team Prizes and put up the best performance ever made in this classic event.

The results obtained leave no doubt that the new system is not only thoroughly efficient in lubricating the engine, but effects a marked economy in oil consumption and relieves the rider from all responsibility, other than ensuring that his oil tank is regularly replenished.

Throughout the machine too, every detail bears evidence of that progress which it is the Manufacturers' intention to maintain for their customers benefit, and such items as mudguards, wheel bearings, kick starters, stands and carriers, all bear witness to the care which has been expended not only in making but in maintaining the Rudge-Whitworth as the finest machine that money can buy.







## WHY A MOTOR CYCLE?

*Because—*

It gives the most economical door to door service of any power driven vehicle. It enables you to reach your business in the healthiest possible way, but without fatigue. It opens the door to an otherwise inaccessible countryside after the day's work is finished. It enables you to visit the famous beauty spots, both in this country and the Continent, which, owing to expense or transport difficulties, would otherwise be unattainable. In short, it gives you *Freedom* at a minimum of expense.

## WHY A RUDGE WHITWORTH?

*Because—*

With a Rudge Whitworth you have :—

The best specification for a given price to be found in the motor cycle trade.

A performance which is unequalled by any machine of its type or capacity, irrespective of price.

A four valve engine which has forced its way to the very forefront by sheer merit. (We do not say that it is good because it has four valves, we say that it is good because it has *proved* itself supreme.)

A four speed gear box which enables the rider to exploit the power of his engine to the full, which combines the easy changing of a close ratio box with a bottom gear which will take you anywhere.

Coupled brakes which make it the safest and best braked vehicle on the road.

Standardised electrical equipment.

Enclosed valve gear.

2½ gallon saddle tanks, and a hundred and one other refinements.

## The Rudge-Whitworth Range for 1930

Our claims for the 1929 range of Rudge-Whitworth machines have been more than upheld by their performance during the past season. Both in racing and reliability Rudge-Whitworths have gained a greater share of successes than any other make. The "Ulster" model has beaten machines of equal and even greater capacity all over the World, and for 1930 it is even more nearly a replica of the actual T.T. machines than was the case in 1929.

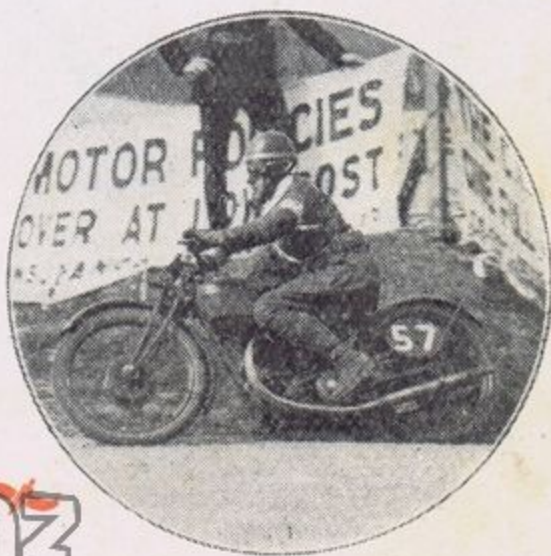
The improvements include the small type cylinder head as used on the racing machines, entirely redesigned valve gear with cast rocker supports giving greatly improved rigidity; and the dry sump lubrication which is standardised on all Rudge-Whitworth engines.

Marked improvements have been made in the famous "Special" which now has enclosed valve gear similar to that on the "Ulster" model, dry sump lubrication, and the improved cylinder head which gives considerably increased power for sidecar work. The mudguarding, too, is much more efficient and the detachable flap on the rear guard is now longer and more rigidly attached.

Apart from the addition of dry sump lubrication the 350 c.c. engine remains unchanged, its performance during the past season having proved highly satisfactory. It should be remembered, however, that the 350 c.c. is intended as a touring and not as a sports machine.

Improvements which apply to the whole of the range include locknuts to the wheel bearings, which make it impossible to alter the adjustment of the cones when changing a wheel, a greatly strengthened gear box with continuous tooth sliding gears having a coarser pitch, folding kick starters, battery box holders which cannot come loose or break, redesigned and strengthened central stands, deeper section mudguards which give improved protection to rider and machine, M.L. Maglitas with a 30 watt output, larger and better headlamps and improved filler caps and gear levers.

We feel that the 1930 Rudge-Whitworth marks a big step forward in motor cycle design and is not only the finest thing that this factory has ever turned out, but is also the finest machine of its kind obtainable on the market to-day.

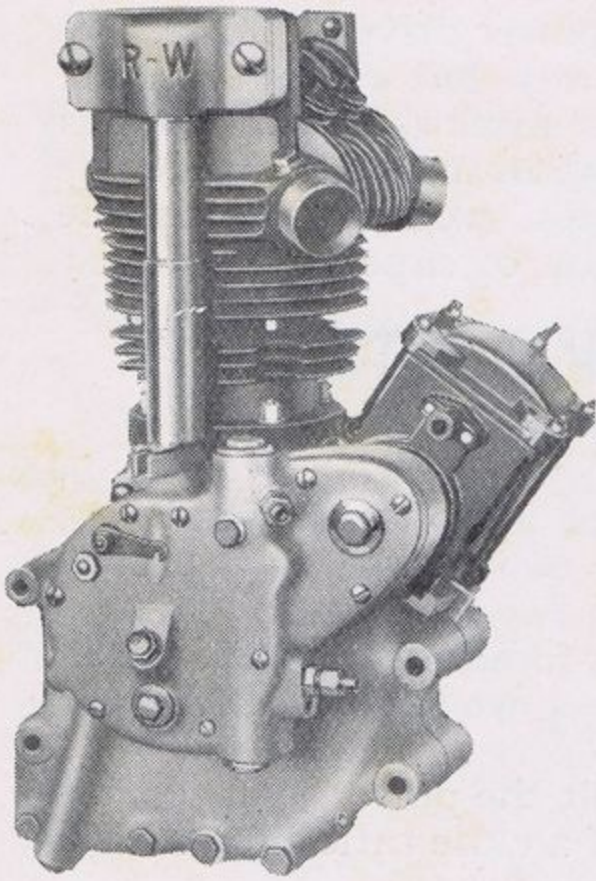






## RUDGE-WHITWORTH

### Features of Interest

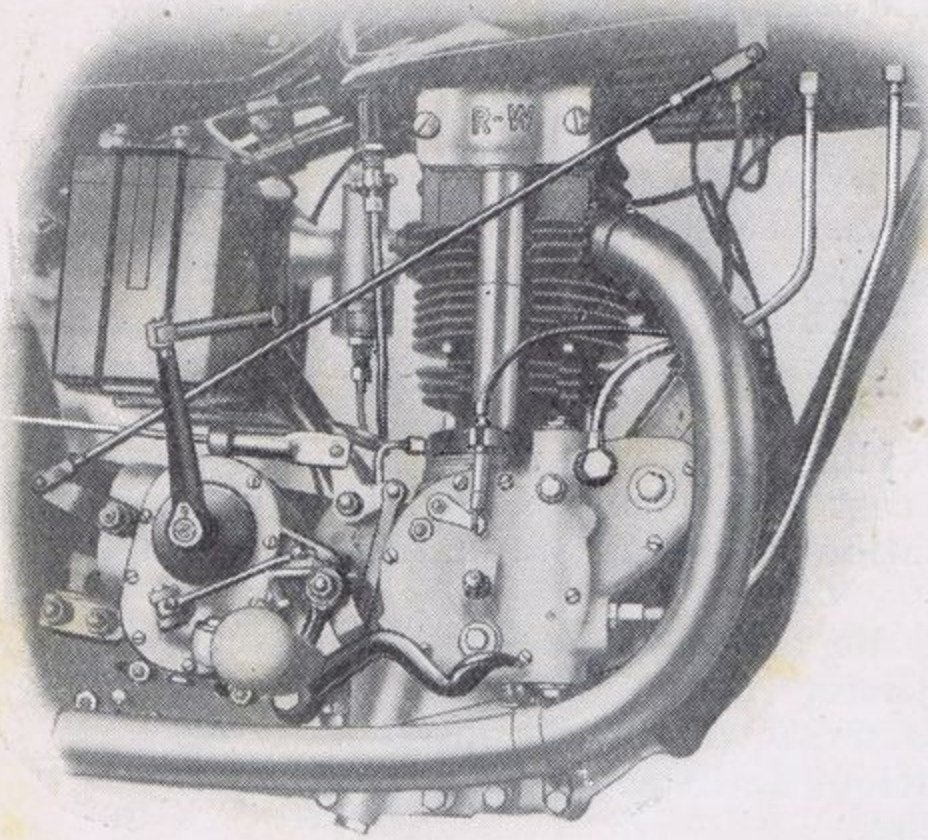


#### THE FOUR VALVE ENGINE.

WITH each season that passes the soundness of the Rudge-Whitworth principle of using four valves per cylinder for large or medium size engines, is more and more forcibly indicated. Both in racing and reliability, the Rudge-Whitworth engine has more than maintained the superiority which it gained during 1928, and has added many fresh laurels to its name. Since the speed and power of the Rudge-Whitworth engine lie rather in the actual design than in super tuning, the engines are essentially reliable and even the "Ulster" model can be relied upon to complete long periods of hard work with the minimum of attention. The advantage of having four valves is that a very large port area can be obtained with valves which are, for the present season, both lighter and vastly stronger than those of an equivalent two valve design. Valve breakage under normal conditions is consequently unheard of.

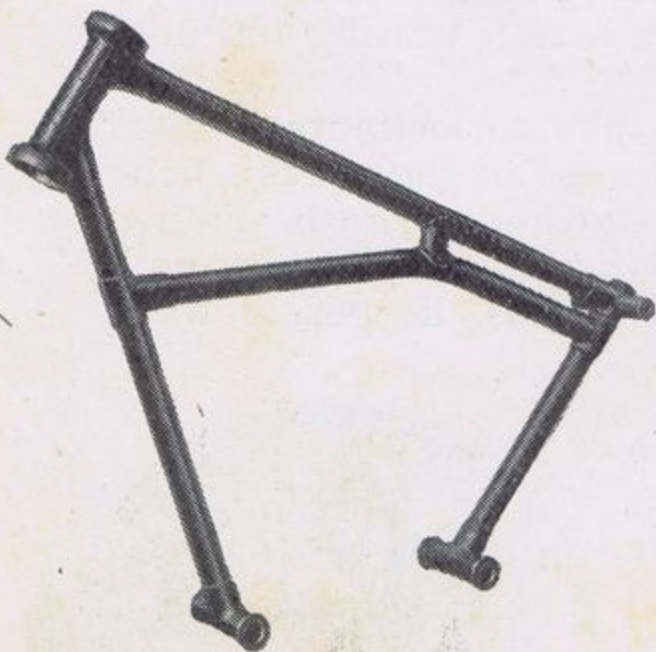
#### The "ULSTER" ENGINE

AN even more exact replica of the Rudge-Whitworth racing engine than the 1929 Ulster. The 1930 unit has a small head and valves which give the improved combustion space so largely responsible for the speed and power of the T.T. machines. The valve gear has been entirely redesigned, and the rockers are now carried on very rigid supports cast on the head. The ends of the rockers and push rod are completely enclosed, and the roller bearings which carry the rockers are carried in grease tight casings which cannot come adrift. The ribbed crankcase and three bearing mainshaft which has proved so successful during 1929 is, of course, retained, while the lubrication system is identical with that used during the past season for racing.



#### The "SPECIAL" ENGINE

HERE again a very marked improvement in the power unit is noticed, since for 1930 the engine of the Rudge-Whitworth Special is a touring edition of that used on the Ulster, having the Dry Sump lubrication system, a ribbed crankcase with three bearing mainshaft, and the same enclosed rocker gear. In this case, however, the compression ratio is lower and the sparking plug instead of being located in the centre of the head is carried in a more accessible manner at the side. The induction port and carburetter, too, are smaller, thus giving great economy and tractability.



#### The 350 c.c. ENGINE

THIS engine having proved thoroughly successful during 1929 is retained unaltered with the exception that in common with the rest of the Rudge-Whitworth range of engines it is provided with Dry Sump lubrication.



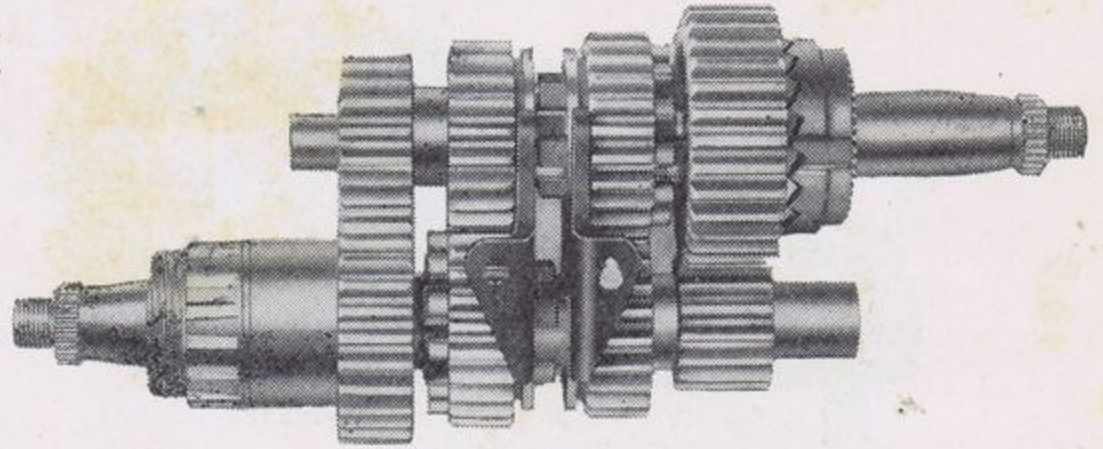


## LUBRICATION

**I**N the new Rudge-Whitworth Dry Sump circulating lubrication system, a duplex plunger pump is driven by worm gear. Oil from the tank is led by a large bore pipe to the bottom of the pump whence it is forced past a spring loaded tell tale into the mainshaft, and through the drilled flywheel to the big end. A supply of oil is also led to the back of the cylinder wall. After lubricating the rest of the engine by splash, the oil is thrown by the flywheels into a sump at the rear of the crankcase. It then passes through a filter and through internal passages in the crank case and timing cover to the top of the duplex pump, whence it is returned to the oil tank. No adjustment is possible or necessary in this system, and the rider is thus relieved from all worry in connection with his lubrication system, other than ensuring that there is oil in the tank. The advantages of the Dry Sump system are that it gives a cooler running engine and greatly increased economy in oil consumption.

## The FOUR-SPEED GEAR BOX

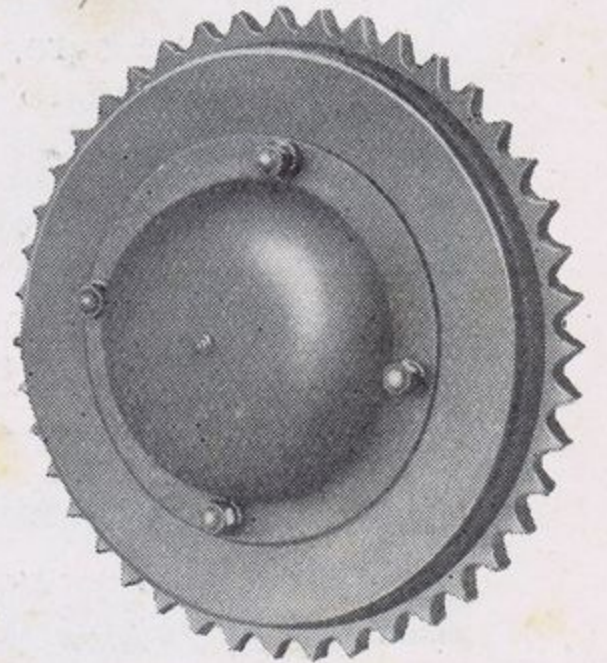
**F**OR 1930 the Rudge-Whitworth Four Speed Gear Box has continuous instead of divided teeth on the sliding pinions, the pitch of these is coarser and the material such that the gear box is 50 per cent. stronger than that used in 1929. The advantages of a Four Speed Gear Box, particularly on the smaller machines which enables the rider always to have exactly the right gear for any conditions he may meet, cannot be over-estimated. All gears are in constant mesh so that the teeth cannot be damaged when changing gear.



so that the teeth cannot be damaged when changing gear.

## CLUTCH

**T**HE clutch as shown in the illustration, is of the dry plate type, asbestos fabric lined. It is light to control and so well up in its work that clutch trouble is unheard of.



## RUDGE-WHITWORTH WIRE WHEELS

**P**IONEERS of Wire Wheel construction since the earliest days of motoring, the quickly detachable and interchangeable wheels fitted throughout our range embody the latest principles of wire wheel construction. Whether for heavy touring or racing, wheel trouble on a Rudge-Whitworth is unknown.

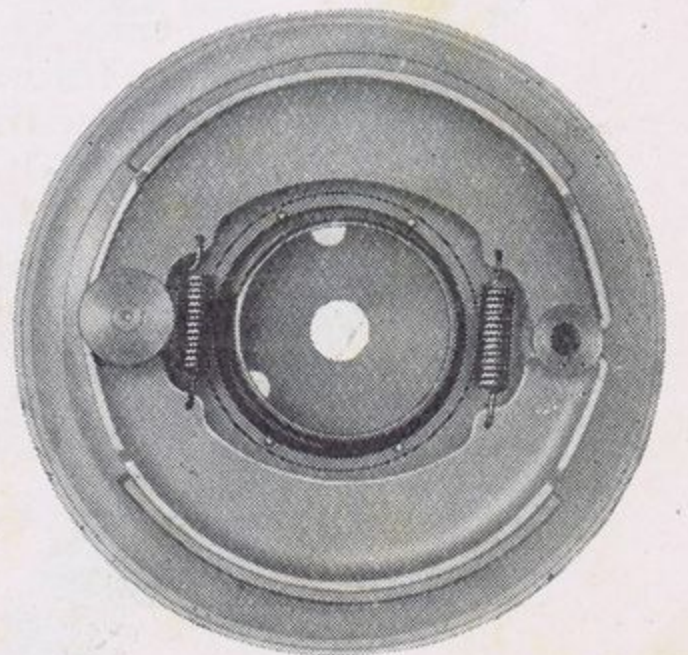
For 1930 a locknut secures the adjustable cone so that it is impossible accidentally to alter the adjustment of the bearings when changing a wheel, also the adjustment of the wheel is not affected when tightening up the knock-out spindle. The wheels may therefore be adjusted either when in or out of the machine.

On the 500 c.c. models, the front, back and sidecar wheels are readily interchangeable and provision is made on all sidecars for carrying a spare wheel.

## PROPORTIONAL COUPLED BRAKES

**T**HE secret of Rudge-Whitworth braking lies in the Proportional Coupled Brakes. When slowing up gently in the usual way, the braking is best divided equally between the front and back wheels. When braking harder, weight is taken off the back wheel and thrown on to the front, and equal braking will then skid the back wheel long before the front is fully braked.

The Rudge-Whitworth Proportional Coupled Brakes, when put on gently, brake the back and front wheels equally, but when put on harder, they brake the front wheel harder in proportion, while still braking the back wheel gently, thus getting the maximum retardation on each wheel without skidding either.





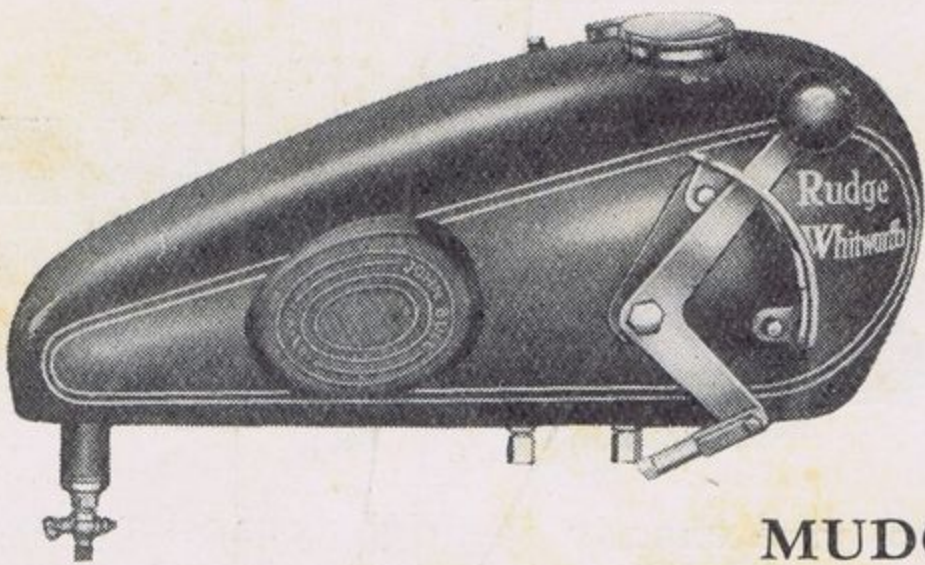


The Internal Expanding Brakes which have proved so outstanding during the past season are retained with their 8in. drums and 1½in. shoes on the 500 c.c. machines, while a similar design but with 6¾in. drums is used on the light-weights. The brake area-weight ratio of the former is superior to that of any car.

Both front and rear brakes have finger adjustment while a quickly detachable coupling on the rear brake rod permits of easy wheel removal.

### The SADDLE TANK

THE welded black and gold saddle tanks fitted to all models assist to a marked degree in giving the Rudge-Whitworth an air of workmanlike distinction for which it is justly famous.



All models carry 2½ gallons of fuel and three pints of oil, an outstandingly generous capacity for the smaller machines which gives them a range of over 250 miles without refilling.

Large quickly operated non-splash filler caps are now standardised on all models, while the gear levers have been improved in operation and performance by the use of larger knobs.

### MUDGUARDS

A MARKED improvement consists of the adoption of deep section guards set close to the tyre, while longer detachable back flaps held rigidly by additional stays combine to give a marked improvement in the weather proofing of the machine and rider.

### The SILENCING SYSTEM

THE Silencing System represents the very latest practice in reduction of noise without loss of power. Two plated pipes leave the radial port head and enter large streamline expansion chambers, which in turn are provided with 6in.



fish tail outlets. The total capacity of the exhaust system is no less than 16 times that of the cylinder, while the design of the pepper box is such that an inquisitive constable's probing rod would encounter a definite obstruction.

### OTHER SPECIAL FEATURES :

A redesigned and strengthened central stand.

Improved Fork Shock Absorbers.

30 Watt Lighting Generators.

Larger Head Lamps with Improved Ammeters, and switch gear ; and the standardisation of quickly detachable carriers, which may be fitted or removed in less than a minute.

Internal front wheel drive for Speedometer. Neat, efficient, accurate and above all a speedometer that can be read in safety.

Alternative over-size tyres as an extra, 28in. x 3.5in. or 27in. 4in.

#### Chromium plating at a slight extra cost :—

Present Nickel-plated parts only .. .. .

Silencing System only .. .. .

Chromium-plated Panel Tank .. .. .

Nickel-plated Tank with black top and side panels, extra .. .. .

Internal drive Bonniksen Speedometer :

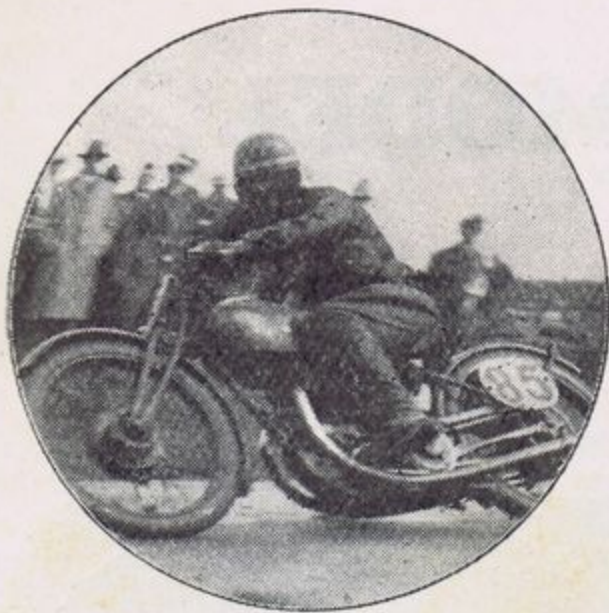
Non-trip .. .. .

Trip .. .. .

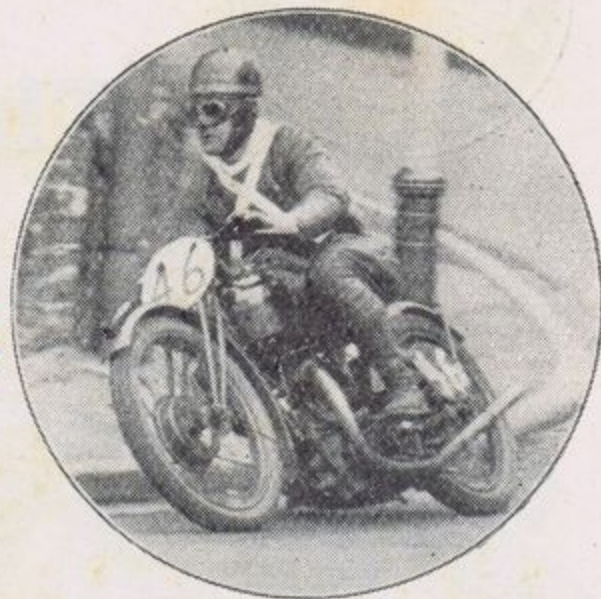
Time Speed Meter .. .. .







# RUDGE- WHITWORTH Pre-eminence 1929



**ULSTER GRAND PRIX.**  
1st, 4th, and record lap,  
82 m.p.h.

**SOUTH AFRICAN T.T.**  
1st.

**SPANISH CHAMPIONSHIPS.**  
1st. (December).

**NORTH WEST 200 MILES.**  
1st. (Ireland).

**SPANISH CHAMPIONSHIPS.**  
1st. (April).

**AUSTRIAN T.T.**  
1st.

**FRENCH 24 HOUR RACE.**  
2nd.

**ITALIAN T.T.**

1st.  
**ATHY "75" IRELAND.**

3rd.

**SENIOR T.T.**

3rd, 5th.

**GERMAN EIFELRACE.**

1st.

**CZECHO-SLOVAKIAN GRAND  
PRIX.** 1st.

## Racing

The First Machine to  
cover 200 miles in  
under 2 hours.



**DUTCH T.T.**

1st, 2nd.

**BROOKLANDS.**

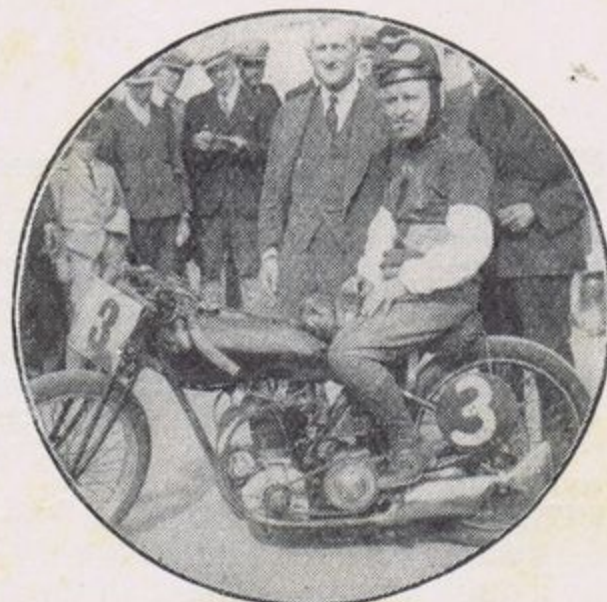
200 Mile Race (at over  
100 m.p.h.)—1st.

**GERMAN GRAND PRIX.**

1st.

**SCOTTISH CHAMPION-  
SHIPS.**—Unlimited Solo,  
Medium Sidecar. Heavy-  
weight Sidecar—1st.

**LEINSTER "100" (500c.c.).**  
1st, 2nd.



## Reliability

**COTSWOLD CUP TRIAL.**  
Cheltenham Cup. Eric Wil-  
liams Cup. Gloucester Cup.  
Gold Medal.

**COLMORE CUP TRIAL.**  
Cranmore Trophy. Carless  
Souvenir.

**KICKHAM MEMORIAL TRIAL.**  
Tytherleigh Cup. Bristol  
Cup. Six Silver Cups.

**VICTORY CUP TRIALS.**  
Henley Cup. Duke Cup.  
Three Gold Medals.

### INTERNATIONAL SIX DAYS' TRIAL

Member of British  
Team which won the  
International Trophy,  
Team Prize Class C,  
Team Prize Class D,  
Six Gold Medals.

(Twice as many as any other  
make, British or Foreign)

**LEEDS £200 TRIAL.**

Three Special Y. E. N.  
Trophies. Two Gold Medals.  
Team Prize.

**TRAVERS TROPHY TRIAL.**

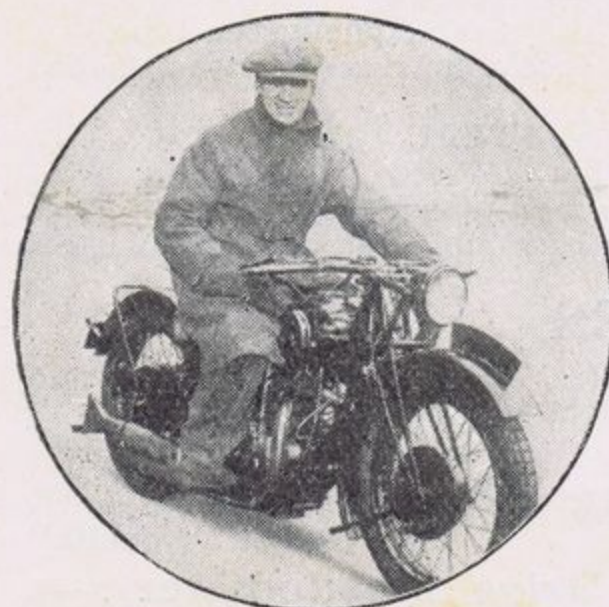
Alan Robson Shield. Travers  
Trophy Replica. Three Gold  
Medals. Silver Medal Team  
Prize.

**ALAN TROPHY TRIAL.**

Warnell Fell Cup. Rake  
Howe Cup. Hard Knott Cup.  
1 Gold Medal. Team Prize.

**WYE VALLEY TRIAL.**

£200 Hereford City Trophy  
(Team). The Traders' Cup.  
Nulsec Cup.



**SCOTTISH SIX DAYS'  
TRIAL.**

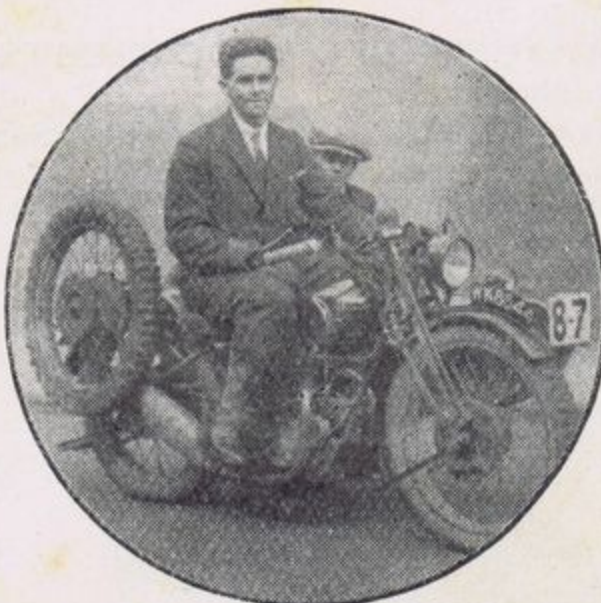
Best Performance Solo—  
J. H. Amott. Best Per-  
formance Sidecar—G. R.  
Butcher. Five Silver  
Cups. Two Gold Medals.

**REDDITCH OPEN  
RELIABILITY TRIAL.**

Terry Challenge Cup.  
Team Prize. Two Gold  
Medals.

**M. C. & A. C. 24 HOUR  
TRIAL.**

B.N. Bowl. Jordison  
Cup. Silver Cup.

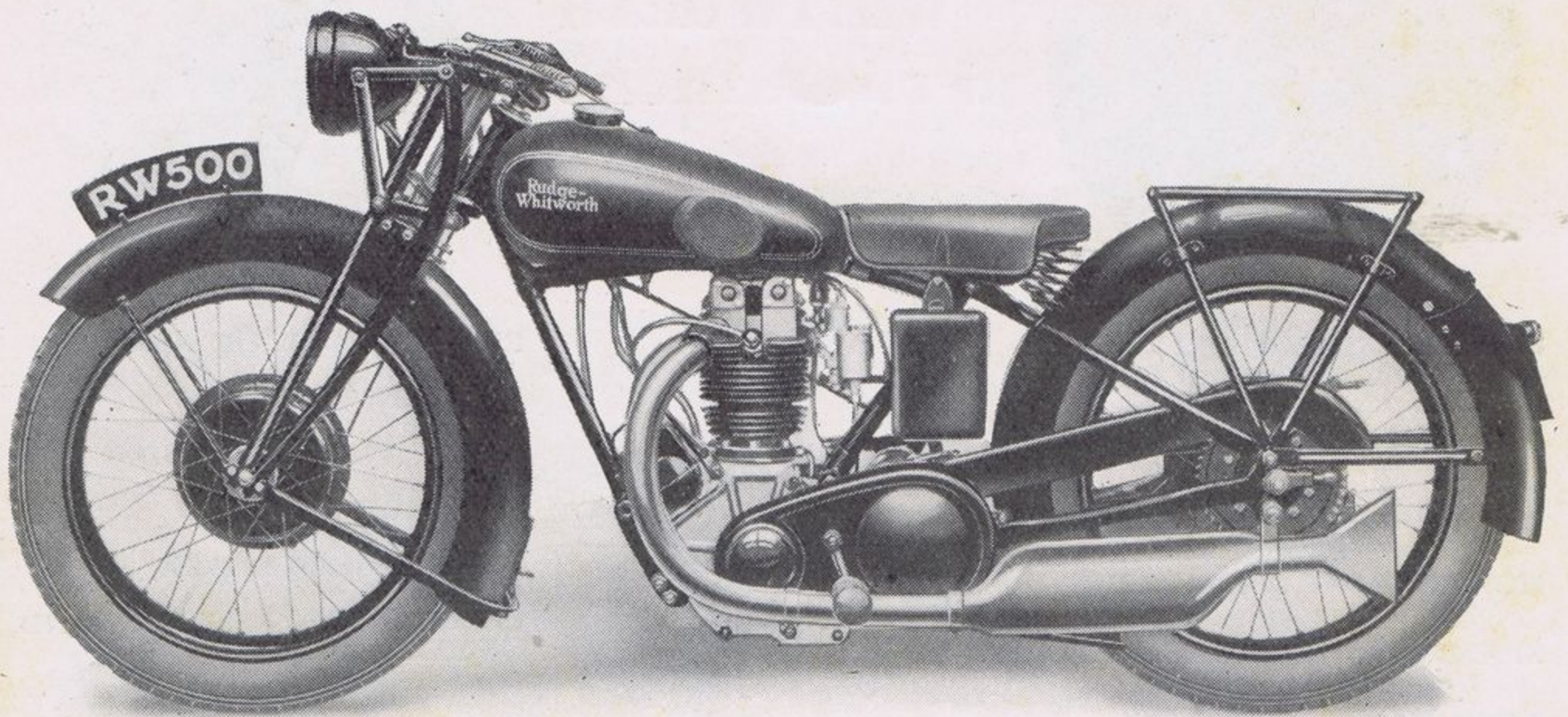


With acknowledgment to "The Motor  
Cycle" and "Motor Cycling."





# The SPECIAL MODEL



## SPECIFICATION

**ENGINE.** A touring engine based on the Ulster Model. 85 mm. bore  $\times$  88 mm. stroke, 499 c.c. Four overhead valves with fully enclosed roller bearing rocker gear carried by pillars cast on the radial port detachable cylinder head. Two-ring dome-topped Aluminium piston with fully floating gudgeon pin. H section connecting rod with roller bearing big end. Ribbed crankcase with ball and roller bearings on the drive side, roller bearings on the timing side.

**LUBRICATION SYSTEM.** Dry sump circulating system with tell tale, oil being fed under pressure by a duplex pump enclosed in the timing gear to the big end, main bearings and rear of the cylinder. Surplus oil is collected in a sump cast on the crankcase whence it is returned by the pump to the oil tank. Cool filtered oil is continually being circulated within the engine.

**CARBURETTER.** Amal, two lever or twist grip control optional.

**ELECTRIC LIGHTING.** 6 volts. 30 watt ML Maglita set. Dynamo in same unit with magneto. Battery carried on seat tube in redesigned bracket.

**FRAME.** All steel straight tube frame with drop-forged steering head.

**FORKS.** Parallel Ruler type with enclosed central spring. Redesigned with increased travel and incorporated shock absorber.

**BRAKES.** Rudge-Whitworth Proportional Coupled Internal Expanding 8 in.  $\times$  1 $\frac{1}{2}$  in., actuated together by a single pedal. Front brake can be applied alone, by inverted handlebar lever. (See page 5).

**ADJUSTABLE FOOTRESTS.** With thick rubber pads.

**HANDLEBAR.** Adjustable Semi-Sports type. 1 in. covered with black celluloid, built-in steering damper.

**MUDGUARDS.** Car section, 6 in. wide. Detachable flap on the rear guard permits of easy wheel removal.

**TANK.** Streamline saddle tank with large quickly operated non-splash filler caps. Finished in black and gold. Capacity 2 $\frac{1}{2}$  gallons of petrol, 3 pints of oil. (Use Castrol XXL oil). (See page 6).

**EXHAUST SYSTEM.** Two 1 $\frac{3}{4}$  in. wide angle, radial exhaust pipes from the cylinder head to two large plated sheet metal silencers, with 6 in. fish tail ends. Capacity 16 times that of cylinder. (See page 6).

**TRANSMISSION.** By roller chain ( $\frac{1}{2}$  in. pitch  $\times$  .305 in. wide) from engine to gear box and from gear box to back wheel.

**CLUTCH.** Asbestos fabric lined dryplate clutch.

**GEAR BOX.** Rudge-Whitworth four-speed gear box with improved and strengthened teeth. Enclosed kick starter. Gate control on tank. (See page 5). Solo gears: 4.6 to 1, 6.3 to 1, 8.3 to 1, 15.2 to 1. Sidecar gears: 5.2 to 1, 7.2 to 1, 9.4 to 1, 17.3 to 1.

**WHEELS.** Quickly detachable and interchangeable with easily adjustable bearings, fitted with Dunlop Heavy Cord 26 in.  $\times$  3.25 in. wired-on tyres. (See page 5).

**STANDS.** Girder stands are provided for both front and back wheels, the latter being of the central spring-up type.

**CARRIER.** Optional, fitted without extra charge. Instantly detachable.

**SADDLE.** Soft top Lycett.

**KNEE GRIPS.** Adjustable pneumatic type.

**TOOL KIT.** In special lined metal case attached to seat pillar tube.

**GREASE GUN SYSTEM.** Tecaletit.

**WEIGHT.** 289 lbs.

**FINISH.** The highest possible throughout. Black and gold. Crank case and gear box sandblasted.

## PRICES

Without Electric Lighting Set ..

Code: "Specles"

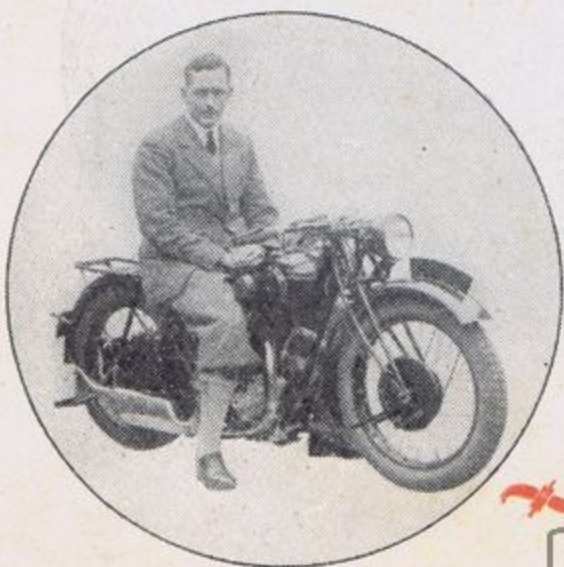
With 6 Volt. Electric Lighting Set

Code: "Speclit"

Smith Front Wheel Internal Drive Speedometer:—

Non-Trip

Trip

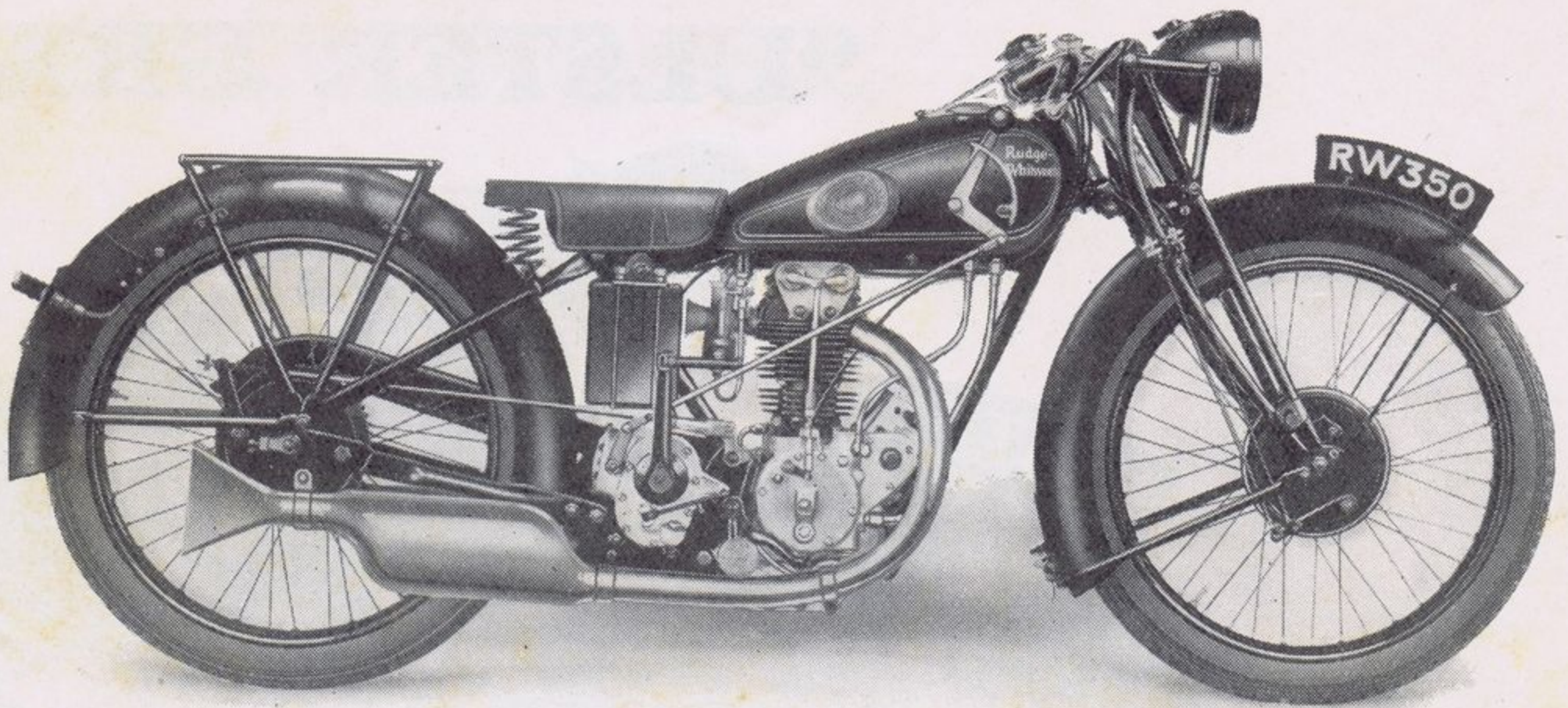


BARNSTORMERS.CO.NZ





# The "350" MODEL



## SPECIFICATION

**ENGINE.** 70 mm. bore x 88 mm. stroke, 340 c.c. Four overhead valves with fully enclosed roller bearing rocker gear carried by plates bolted to the radial port detachable cylinder head. Two-ring dome-topped Aluminium piston with fully floating gudgeon pin, H section connecting rod with roller bearing big end. Ribbed crankcase with ball and roller bearings on the drive side, roller bearings on the timing side.

**LUBRICATION SYSTEM.** Dry sump circulating system with tell tale, oil being fed under pressure by a duplex pump enclosed in the timing gear to the big end, main bearings and rear of the cylinder. Surplus oil is collected in a sump cast on the crankcase whence it is returned by the pump to the oil tank. Cool filtered oil is continually being circulated within the engine.

**CARBURETTER.** Amal, two lever or twist grip control optional.

**ELECTRIC LIGHTING.** 6 volt M.L. Maglita set, dynamo in same unit with magneto. Battery carried on seat tube by redesigned bracket.


**FRAME.** All steel straight tube frame with drop-forged steering head.

**FORKS.** Parallel ruler type with enclosed central spring. Redesigned with increased travel and incorporated shock absorber.

**BRAKES.** Rudge-Whitworth Proportional Coupled Internal Expanding 6 $\frac{3}{4}$ in. x 1in., actuated together by a single pedal. Front brake can be applied alone, by inverted handlebar lever. (See page 5).

**ADJUSTABLE FOOTRESTS.** With thick rubber pads.

**HANDLEBAR.** Adjustable Semi-Sports type. 1in. covered with black celluloid, built-in steering damper.

**MUDGUARDS.**  section, 5in. wide. Detachable flap on the rear guard permits of easy wheel removal.

**TANK.** Streamline saddle tank with large quickly operated filler caps. Finished in black and gold. Capacity 2 $\frac{1}{2}$  gallons of petrol, 3 pints of oil, (Use Castrol XXL Oil). (See page 6).

**EXHAUST SYSTEM.** Two 1 $\frac{1}{2}$ in. wide angle radial exhaust pipes from the cylinder head to two large plated sheet metal silencers, with 6in. fish tail ends. Capacity 23 times that of cylinder. (See page 6).

**TRANSMISSION.** By roller chain ( $\frac{1}{2}$ in. pitch by .305in. wide) from engine to gear box and from gear box to back wheel.

**CLUTCH.** Asbestos fabric lined dryplate clutch.

**GEAR BOX.** Rudge-Whitworth four-speed gear box with improved and strengthened teeth. Enclosed kick starter, gate control on tank. (See page 5). Solo gears: 5.5 to 1, 7.4 to 1, 9.7 to 1, 17.5 to 1. Sidecar gears: 6.0 to 1, 8.3 to 1, 10.9 to 1, 20.0 to 1.

**WHEELS.** Interchangeable on machine only with readily adjustable bearings. Fitted with Dunlop Cord 27in. x 2.75in. Tyres.

**STANDS.** Girder stands are provided for both front and back wheels, the latter being of the central spring-up type.

**CARRIER.** Optional; instantly detachable; fitted without extra charge.

**SADDLE.** Soft top Lycett.

**KNEE GRIPS.** Adjustable pneumatic type.

**TOOL KIT.** In special lined metal case attached to seat pillar tube.

**GREASE GUN SYSTEM.** Tecaletmit.

**WEIGHT.** 268 lbs.

**FINISH.** The highest possible throughout. Black and gold.

## PRICES

Without Electric Lighting Set ..

With 6 Volt Electric Lighting Set..

Smith Front Wheel Internal Drive Speedometer :—  
Non-Trip Trip

Code : "Jules"

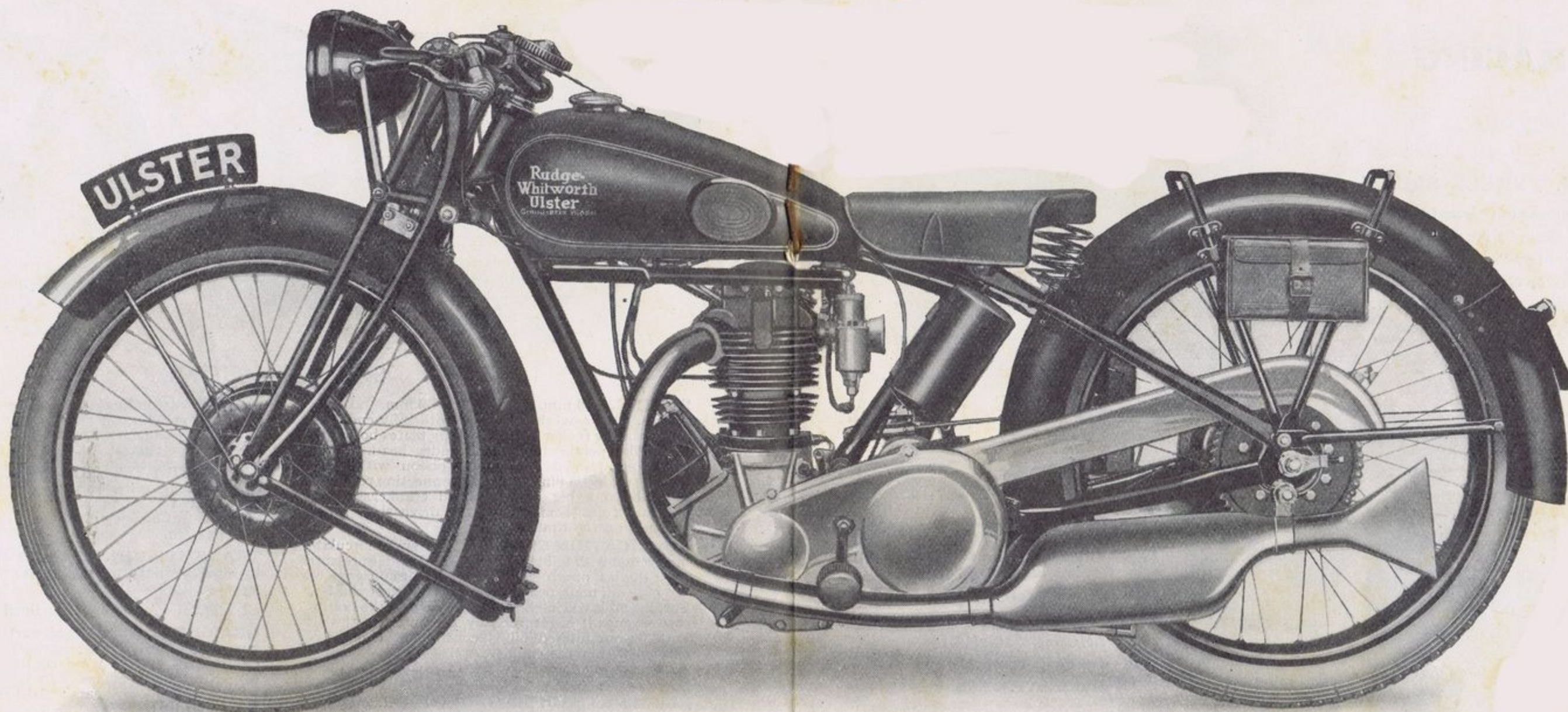
Code : "Julit"







# THE "ULSTER GRAND PRIX" MODEL



## SPECIFICATION

**ENGINE.** Similar to the 1929 Rudge-Whitworth T.T. engine. 85 mm. bore × 88 mm. stroke, 499 c.c. Four overhead valves with fully enclosed roller bearing rocker gear carried by pillars cast on the radial port detachable cylinder head. Two-ring dome-topped Aluminium piston with fully floating gudgeon pin. H section connecting rod with roller bearing big end. Ribbed crankcase with ball and roller bearings on the drive side, roller bearings on the timing side.

**LUBRICATION SYSTEM.** Dry sump circulating system with tell tale, oil being fed under pressure by a duplex pump enclosed in the timing gear to the big end, main bearings and rear of the cylinder. Surplus oil is collected in a sump cast on the crankcase whence it is returned by the pump to the oil tank. Cool filtered oil is continually being circulated within the engine.

**CARBURETTER.** Sports Amal. Two lever or twist grip control optional.

**ELECTRIC LIGHTING.** 6 volts 30 watt M.L. Maglita set, dynamo in same unit with magneto.


**FRAME.** All steel straight tube frame with drop-forged steering head.

**FORKS.** Parallel ruler type with enclosed central spring. Redesigned with increased travel and incorporated shock absorbers.

**BRAKES.** Rudge-Whitworth Proportional Coupled Internal Expanding, 8 in. × 1½ in., actuated together by a single pedal. Front brake can also be operated independently by inverted handlebar lever.

**FOOTRESTS.** Adjustable with thick rubber pads.

**HANDLEBAR.** Adjustable Sports type, covered with black celluloid. built-in steering damper.

**MUDGUARDS.**  section 6in. wide. Detachable flap on rear guard permits of easy wheel removal.

**PETROL TANK.** 3 gallons capacity. Large quickly operated non-splash filler caps, 2½ in. diameter.

**OIL TANK.** On seat tube, 3 pints capacity. Castrol XXL Oil recommended.

**SILENCER.** Two 7½ in. wide angle radial exhaust pipes from the cylinder head to two large plated sheet metal silencers, thence by extension pipes with 6 in. fish tail ends. Capacity 16 times that of cylinder. (See page 6).

**TRANSMISSION.** By roller chains ½ in. pitch by .305 in. wide from engine to gear box and from gear box to back wheel. The front chain runs in a cast aluminium sound proof case.

**CLUTCH.** Asbestos fabric lined, dry plate clutch.

**GEAR BOX.** Rudge-Whitworth four-speed gear box, with improved and strengthened teeth. (See page 5). Control lever in gate on tank. Enclosed kick starter. Gear ratios: Solo Gears 4.4 to 1, 5.4 to 1, 6.9 to 1, 11.0 to 1. Sidecar Gears 5.2 to 1, 6.4 to 1, 8.2 to 1, 13.1 to 1.

**WHEELS.** Quickly detachable and interchangeable—front, rear or sidecar, with easily adjustable bearings. Fitted with Dunlop Heavy Cord 27 in. by 2.75 in. wired-on tyres.

**STANDS.** Girder stands to front and back wheels; the latter of the central spring-up type.

**CARRIER.** Instantly detachable. Optional.

**KNEE GRIPS.** Adjustable pneumatic type.

**TOOL BAG.** On Mudguard stay.

**GREASE GUN SYSTEM.** Tecalemit.

**WEIGHT.** 288 lbs.

**FINISH.** The highest possible throughout. Black and gold. Crank case sandblasted. Polished chain case.

## PRICES

Without Electric Lighting Set ...  
Code: "Ulles"

Smith Front Wheel Internal Drive Speedometer:—Non-Trip

With 6 Volt Electric Lighting Set ....  
Code: "Ullit"

Trip

**BARNSTORMERS.CO.NZ**



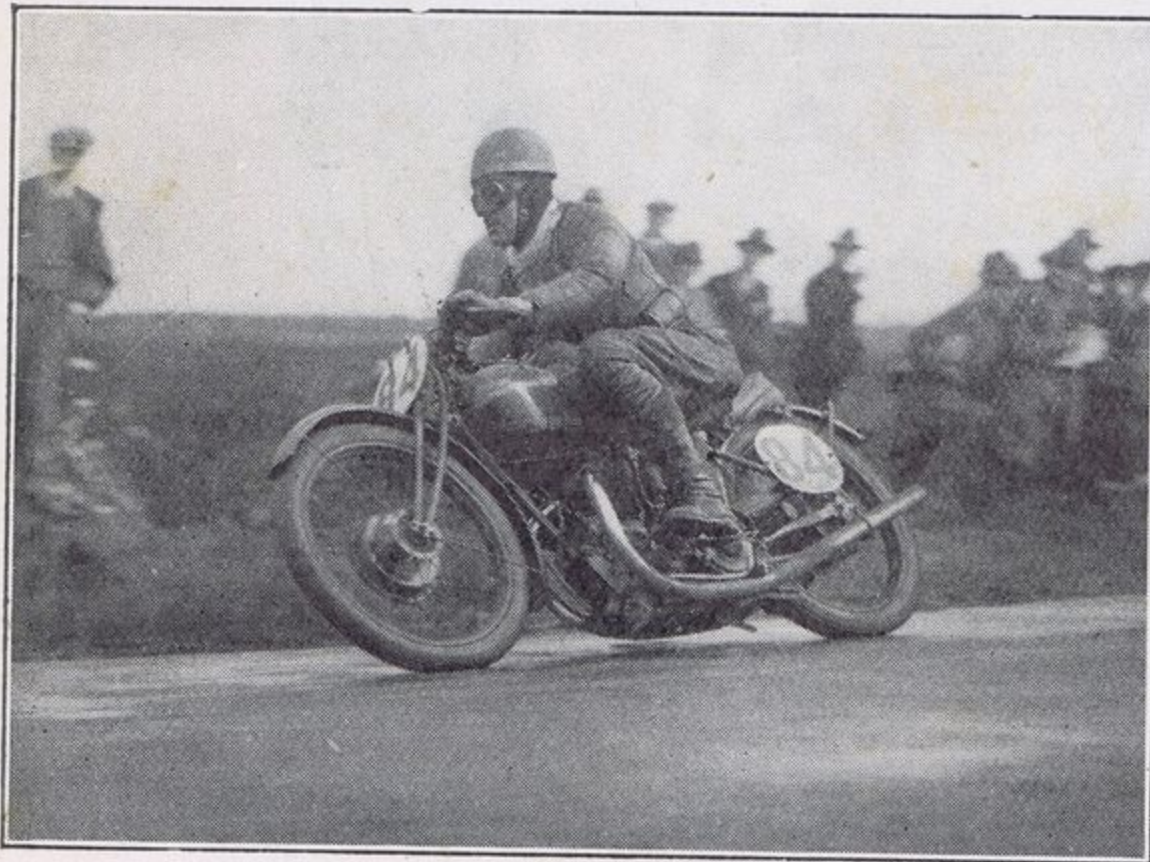
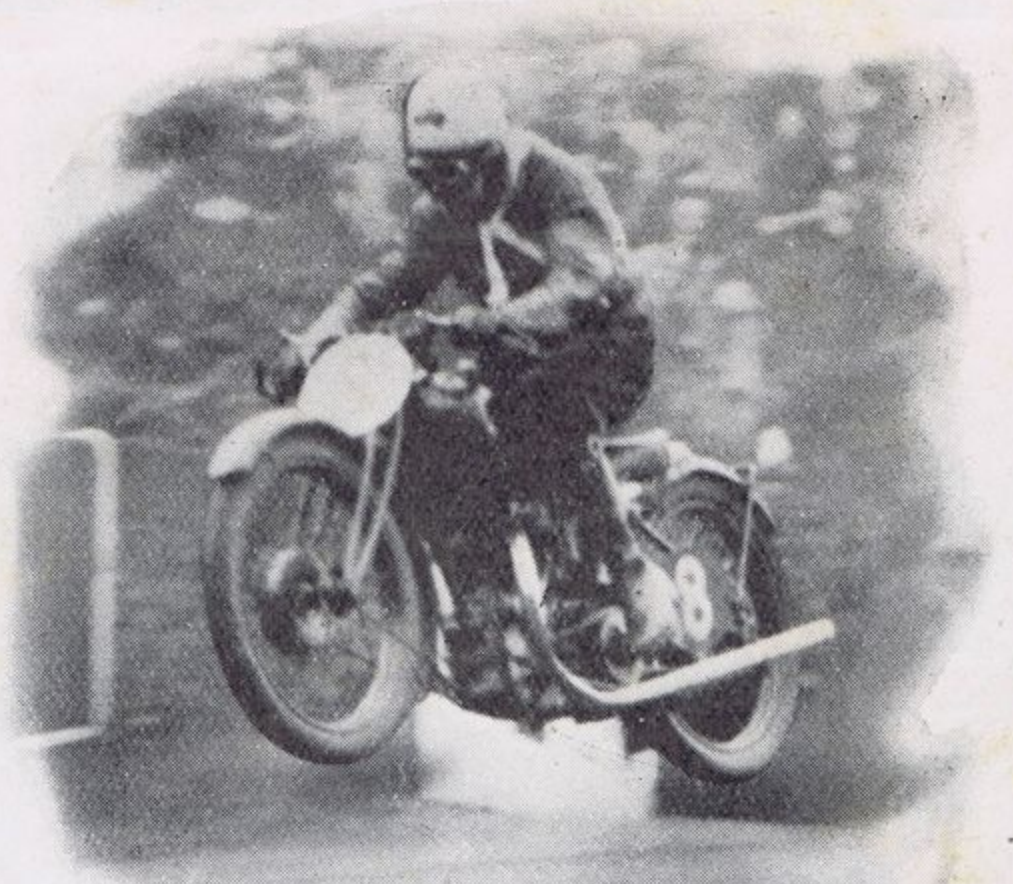


# Rudge-Whitworth

## RACING

### H. G. TYRELL SMITH

Czecho Slovakian Grand Prix—1st.  
German Grand Prix—1st.  
Leinster "100"—2nd.  
1928 Ulster Grand Prix—3rd.  
1929 Ulster Grand Prix—4th.  
Senior T.T.—3rd.



### GRAHAM WALKER

1929 Ulster Grand Prix—1st and  
Record Lap, 82.36 m.p.h.  
1928 Ulster Grand Prix—1st.  
1928—Leinster "100"—1st  
1929—Leinster "100"—1st  
1928—Dutch T.T.—1st.  
1929—Dutch T.T.—2nd.

### G. E. NOTT

*(Rider of the First machine to cover  
200 miles in under 2 hours.)*

North West "200" Miles Race 1st  
Dutch T.T.—1st.  
Brooklands "200" Miles Race—1st.  
Athy "75"—3rd.  
Senior T.T.—5th.







# Recent Successes



## RELIABILITY

### J. H. AMOTT

- Gloucestershire Cup.
- Cranmore Trophy.
- Tytherleigh Cup.
- Bristol Cup.
- Duke Cup.
- Alan Robson Shield.
- Warnell Fell Cup.
- Rake Howe Cup.
- Nulsec Cup.
- Scottish Six Days---Best Performance—Solo.

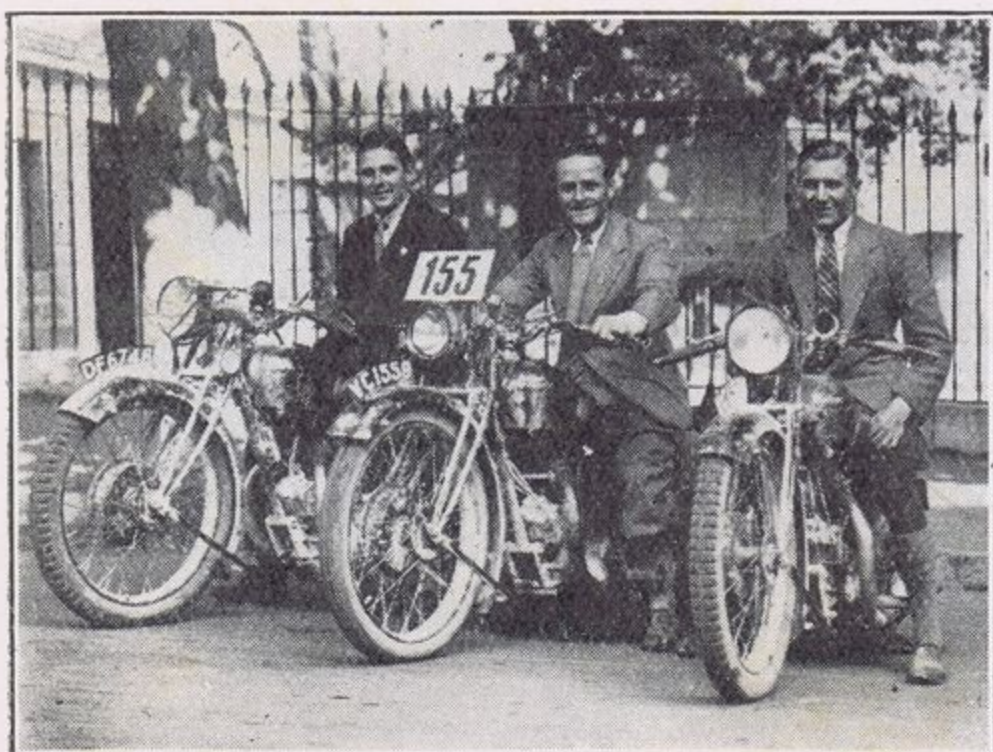
### G. R. BUTCHER

*(Member of British Team which won the International Trophy and of winning Rudge-Whitworth Team in International Six Days' Trial.)*

- Scottish Six Days—Best Performance—Sidecar.
- Special Y.E.N. Trophy.
- Terry Challenge Cup.
- Jordison Cup.

### R. NEISSE, C. EDGE

*(Members of winning Rudge-Whitworth Team International Six Days' Trial.)*



### G. F. POVEY

*(Member of winning Rudge-Whitworth Team in International Six Days' Trial.)*

- Cheltenham Cup.
- Eric Williams Cup.
- Henley Cup.
- Hard Knott Cup.
- Traders' Cup.

### J. WILLIAMS, G. PYECROFT

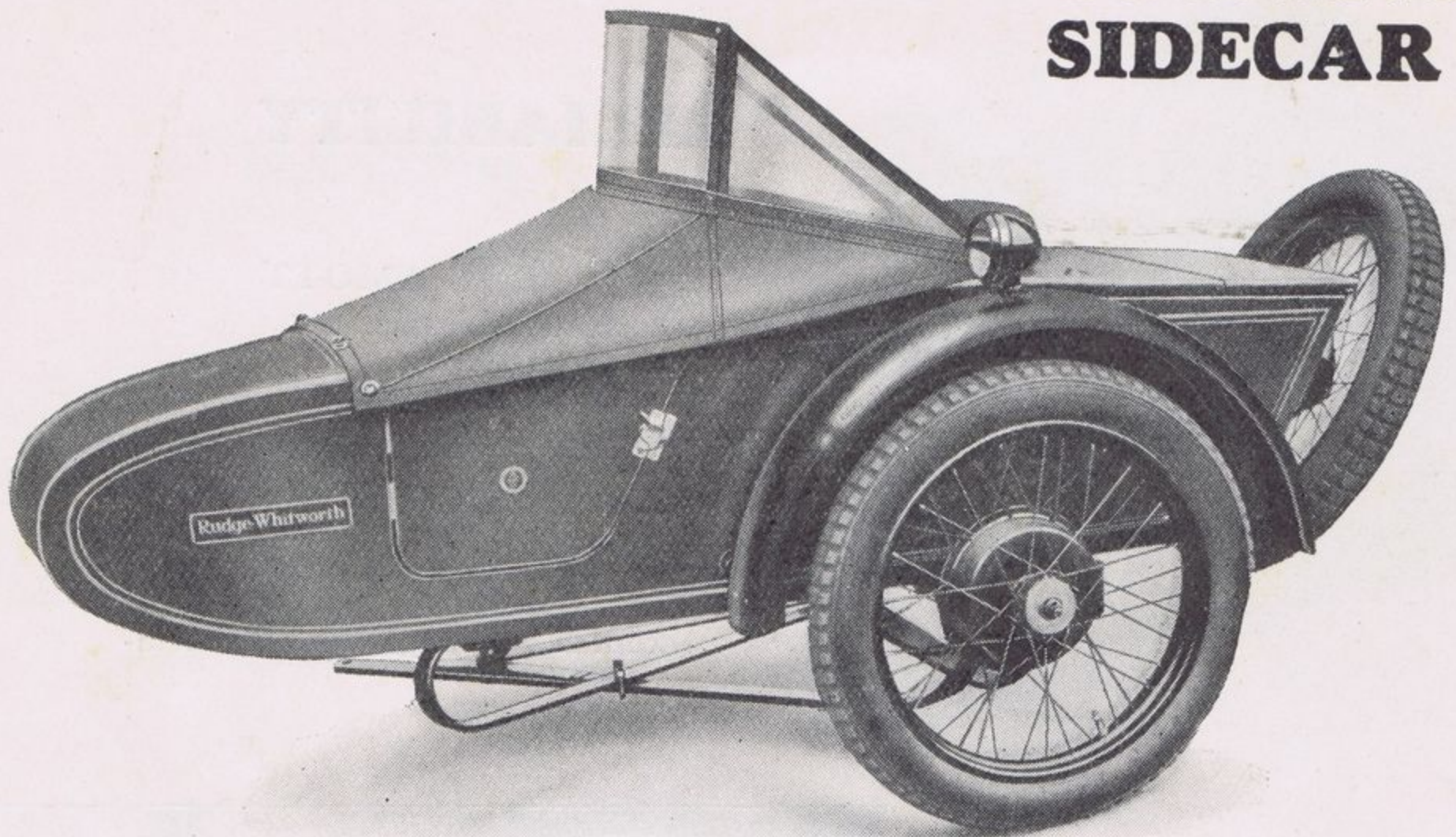
*(Members of winning Rudge-Whitworth Team International Six Days' Trial.)*







# Rudge-Whitworth **DIVAN TOURING SIDECAR**



## SPECIFICATION.

**BODY.** Coach built with extra wide door, and curved cushioned divan seat. Painted black, gold lined. Upholstered in rich figured red. Black apron and fibre mat.

**FABRIC BODIES.** Optional. Supplied in a good range of colours, with upholstery to match.

**CHASSIS.** Flat laminated spring steel axle and cross members built into triangular shape. Transverse laminated spring for body at rear, and curved flat springs at front.

**LOCKER.** Behind seat, extra large, giving ample luggage accommodation. Can also be adapted to give seating accommodation for child up to 4 ft.

3 in. Aluminium cover lid on top, giving further luggage accommodation. Wide mudguard with valance, attached to and sprung with body.

**TYRE.** Wired-on Dunlop Cord.

**WHEEL.** The Rudge-Whitworth Detachable and Interchangeable Wheels used on 500 c.c. machines are equally suitable for front, rear or sidecar. The spare detachable wheel is carried on the back of the sidecar. On the 350 c.c. machines the wheels are not interchangeable with that on the sidecar.

When ordering it will be necessary to state whether for attaching to "Ulster," "Special" or "350" model, to ensure the correct wheel being fitted.

## PRICE

Code : "Tocles."

Extra for Spare Wheel and Carrier, wired-on Dunlop Cord Tyre (all sidecars and side carriers) .. .. .

Extra for Driving Sprocket for Spare Wheel .. .. .

Extra for Sandum Gem Windscreen complete with side wings .. .. .

Extra for Sandum Saloon Hood for attaching to Sandum Gem Windscreen .. .. .

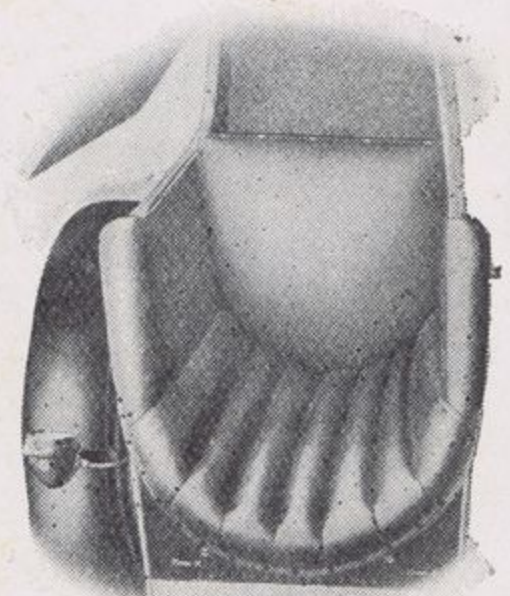
Extra for Leg Shields .. .. .

Extra for Electric Lamp and length of cable .. .. .

Code

(with Lamp) :

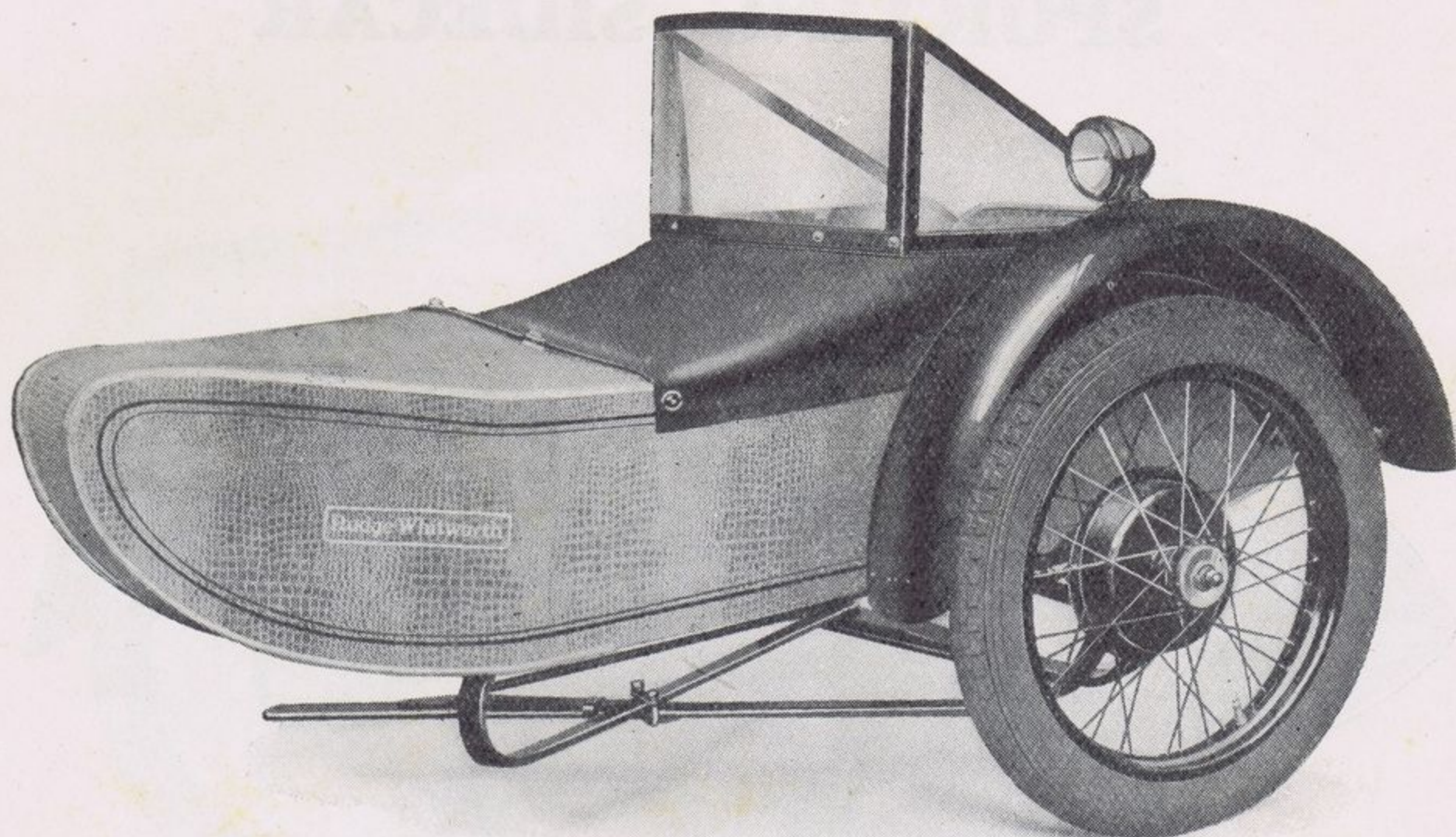
"Tourcar."







# Rudge-Whitworth DIVAN SEMI-SPORTS SIDECAR



## SPECIFICATION.

**BODY.** Tastefully designed in polished aluminium sheet, picked out with black, and bronze lined. Curved and cushioned divan seat combines comfort with light weight. Upholstered in rich figured red and fitted with windscreen and apron.

**FABRIC BODIES.** Supplied in a good range of colours with upholstery to match. Optional.

**LOCKER.** Commodious locker in tail with large lid on top of body.

**CHASSIS.** Flat laminated spring steel axle and

cross members built into triangular shape. Transverse spring at rear, curved flat spring in front.

**TYRE.** Wired-on Dunlop Cord.

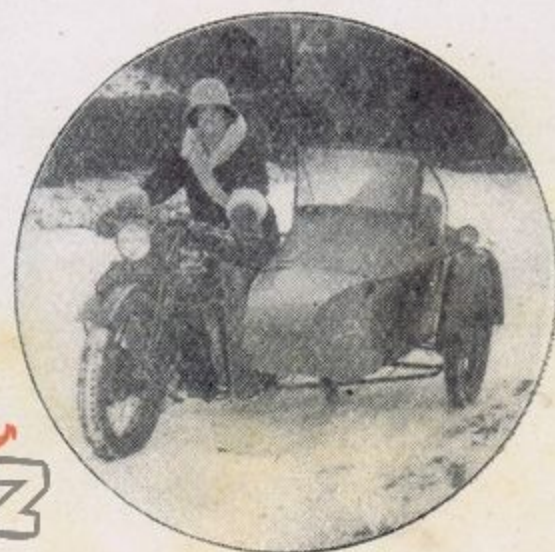
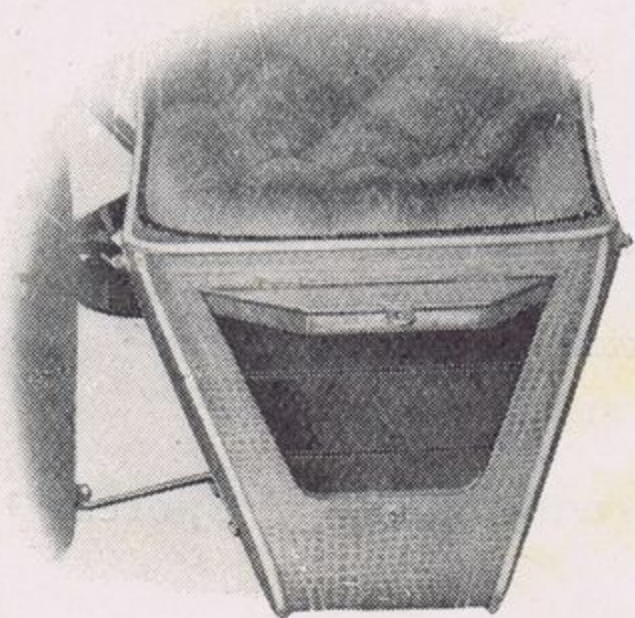
**WHEEL.** The Rudge-Whitworth Detachable and Interchangeable wheels used on 500 c.c. machines are equally suitable for front, rear and sidecar. On the 350 c.c. machines the wheels are not interchangeable with that on the sidecar. When ordering it will be necessary to state whether for attaching to "Ulster," "Special" or "350" models to ensure the correct wheel being fitted.

## PRICE.

Code : " Semsles. "

Extra for Electric Lamp and length of cable ..

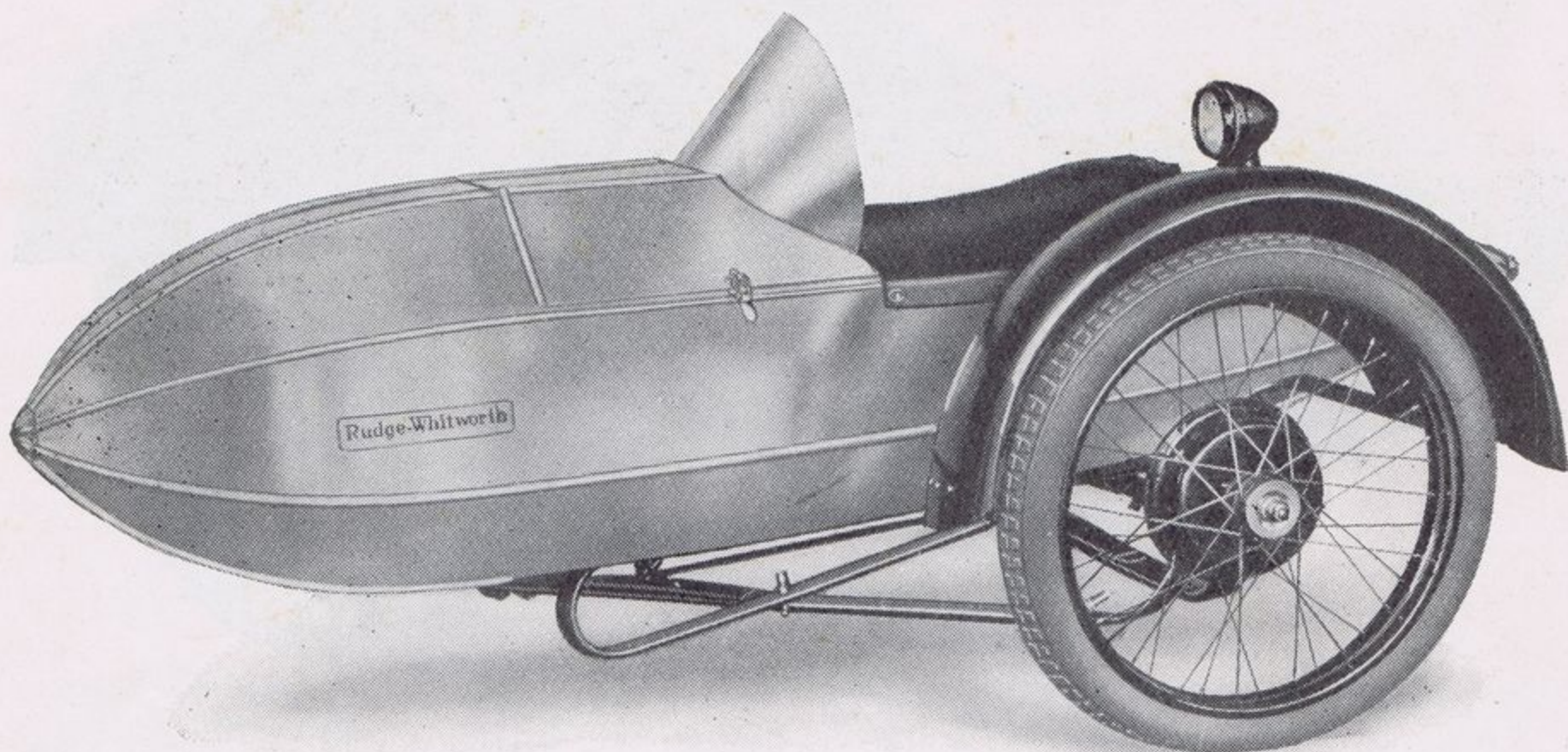
Code :  
" Semspor. "







# Rudge-Whitworth STREAMLINE SPORTING SIDECAR



**BODY**—Coach built on airship lines, featherweight, streamlined, with door at top. Re-designed with more roomy seating accommodation. Finished in polished aluminium, and upholstered in black. Black apron screen and long floor cushion.

**LOCKER.** Behind seat squab, Wide mudguard attached to and sprung with body.

**CHASSIS.** As Semi Sports.

## PRICE

Code : "Scarles"

Extra for Electric Lamp  
and length of Cable..

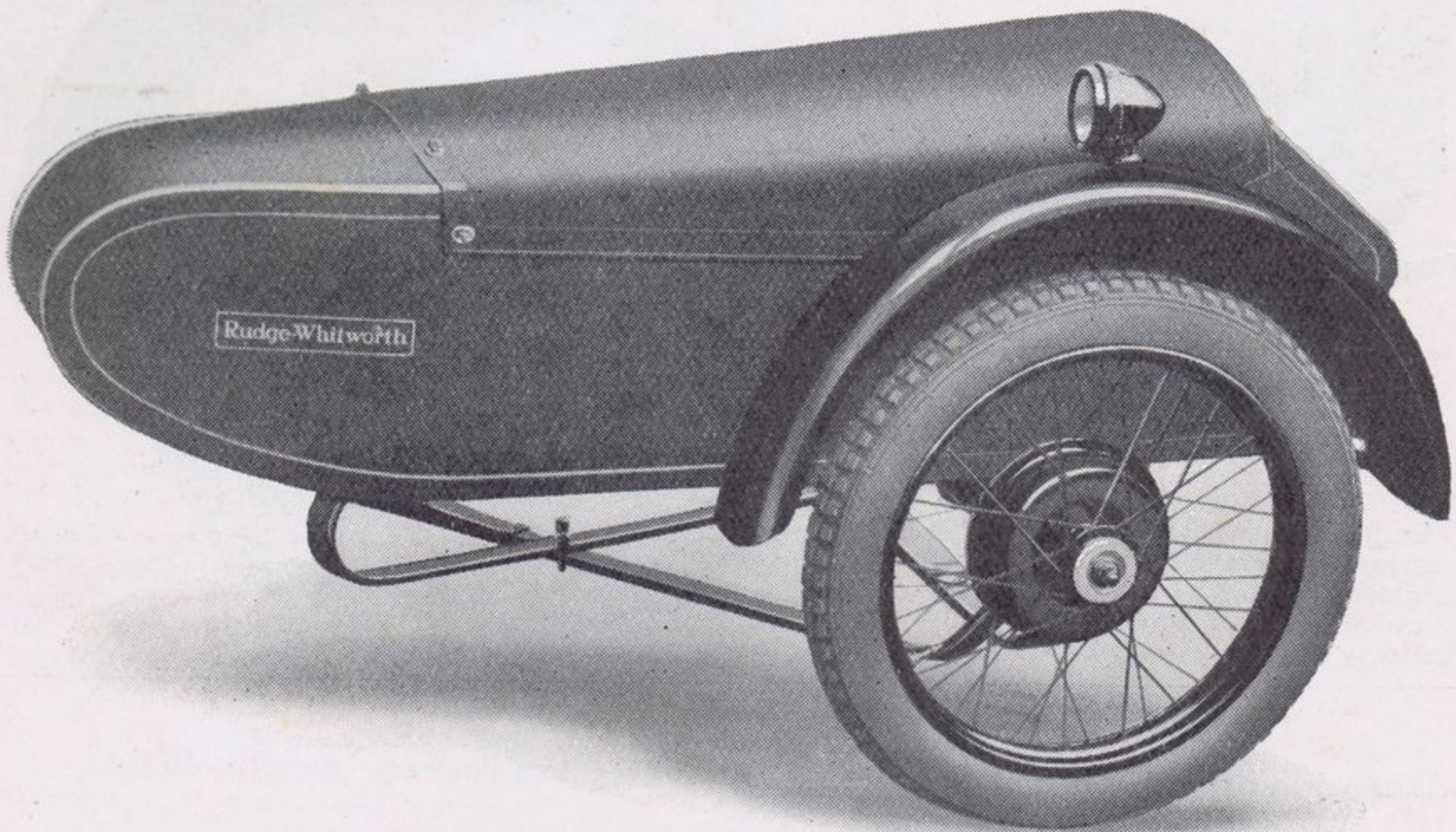
Code (with Lamp) : "Sporcar"







**Rudge-Whitworth**  
**LIGHT TOURING SIDECAR**



**BODY.** Light but comfortable fabric body available in a good range of colours with upholstery to match, complete with long cushion and coverall apron.

**LOCKER.** Behind seat squab, with ample room for a tin of petrol or suitcase

**CHASSIS.** As Divan Touring.

**PRICE**

**Code : "Litles"**

Extra for Electric Lamp  
and length of cable

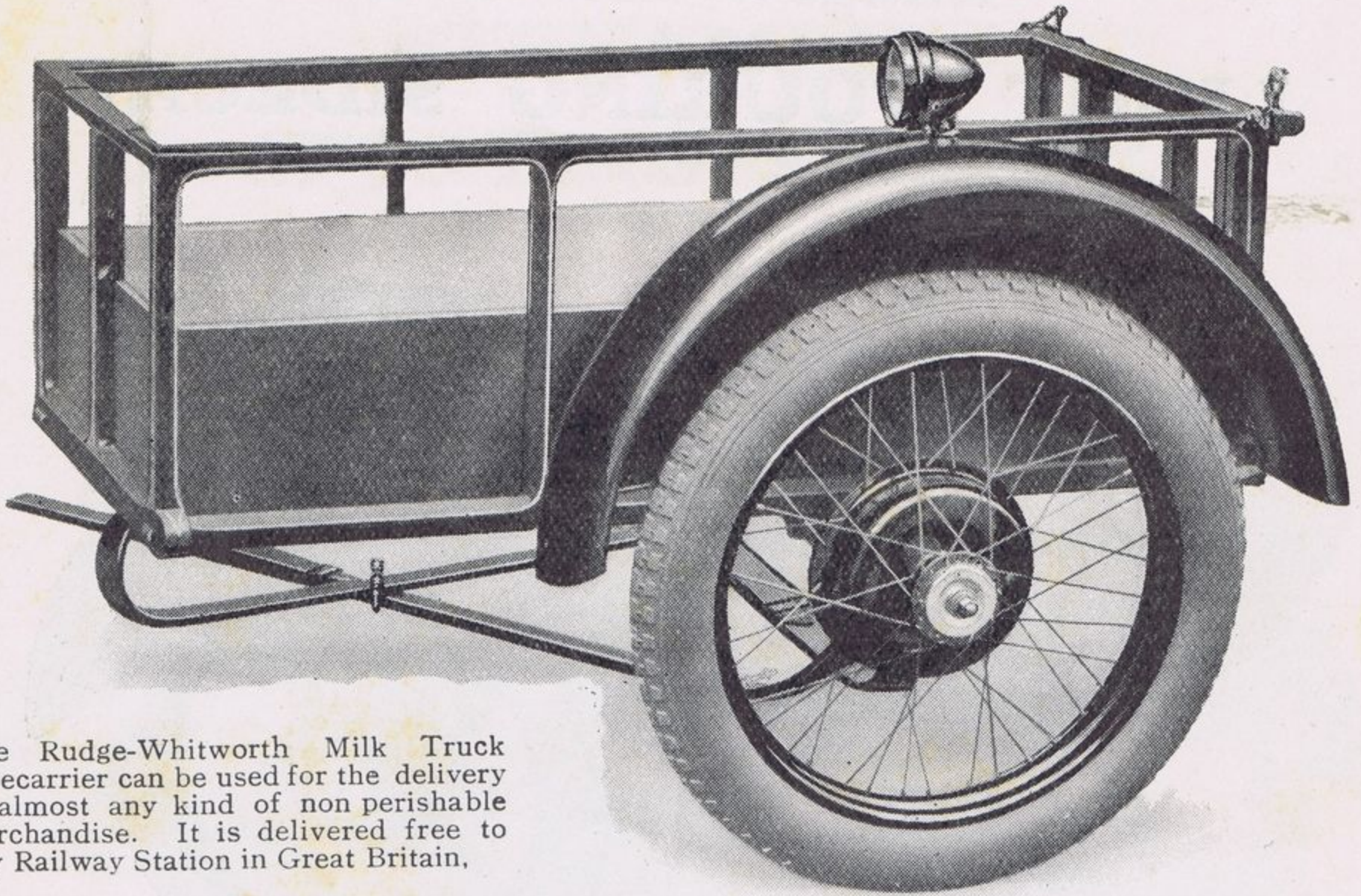
**Code (with Lamp) : "Litour"**







## The MILK TRUCK SIDECARRIER

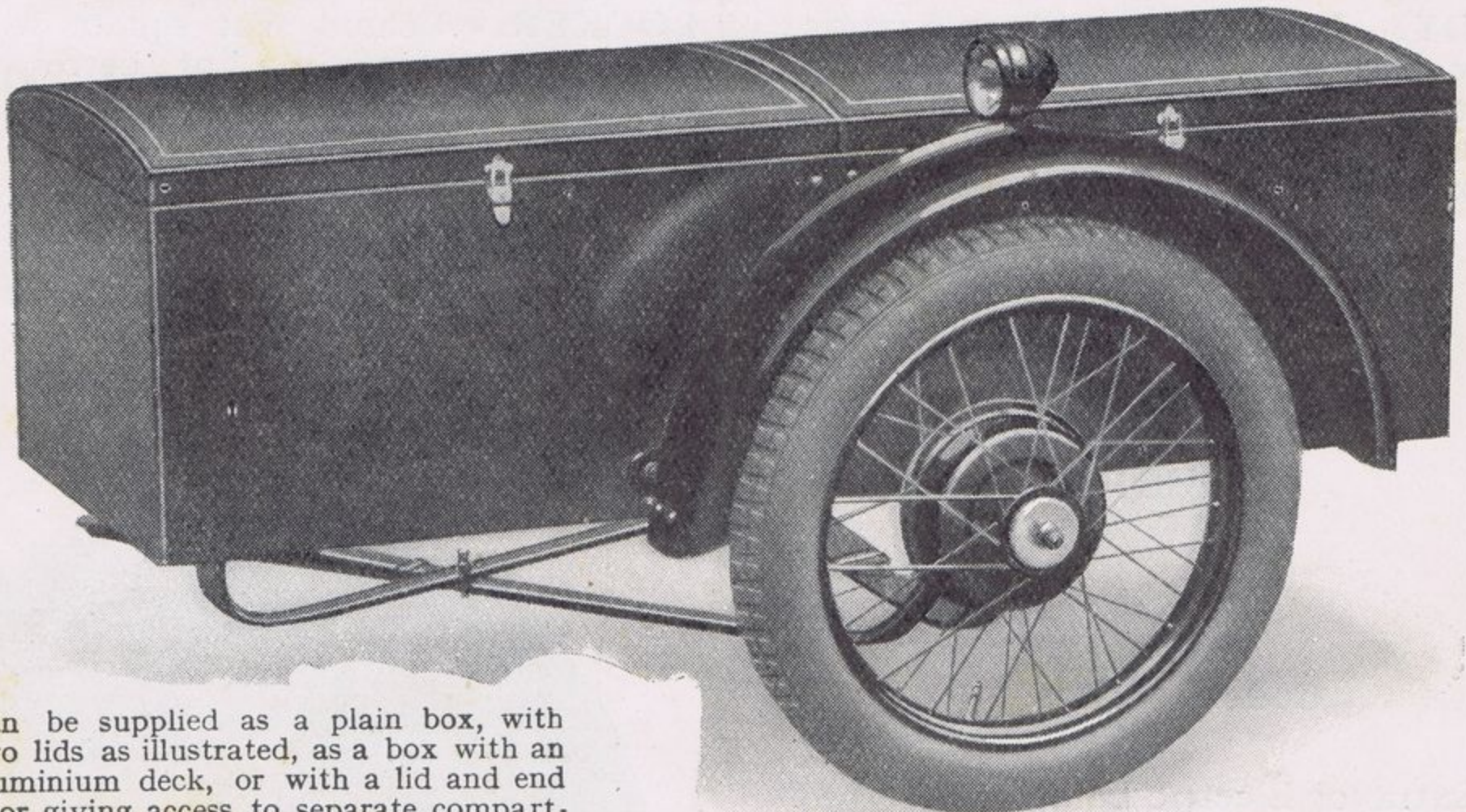


The Rudge-Whitworth Milk Truck Sidecarrier can be used for the delivery of almost any kind of non perishable merchandise. It is delivered free to any Railway Station in Great Britain.

Inside dimensions: 3' 9" long, 1' 8 $\frac{1}{4}$ " wide, 1' 2 $\frac{1}{2}$ " deep, weight 46 lbs.

**PRICE**

## The DELIVERY BOX SIDECARRIER



Can be supplied as a plain box, with two lids as illustrated, as a box with an aluminium deck, or with a lid and end door giving access to separate compartments for the transport of confectionery, etc. Delivered free to any railway station in Great Britain.

Inside dimensions : 4' 4" long, 1' 8" wide, 1' 2" deep.

**PRICES.**

**Plain Box**

**With Aluminium Deck**

**Fitted for Confectionery ..**





# Rudge-Whitworth Motor Bicycles GUARANTEE

We give the following guarantee with our 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. We accept no liability whatever for consequential loss or damage. 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 a machine which has been used for "hiring out" purposes, or from which the trade mark, name or manufacturing number has been removed, and which has been bought second-hand or at a price below that quoted for its type in our catalogue current at time of purchase, or not bought direct from us or one of our duly authorised Dealers, no guarantee 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 or the making good of the part of the 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 or repaired part in the 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 motor cycles, motor cycle combinations and sidecars are 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 combination, 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 or approved by the manufacturers, or to a motor cycle which is not designed for such use.

Any 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 shall be 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 motor cycles, motor cycle combinations or sidecars or in any part supplied by way of exchange before referred to, it must be sent to Rudge-Whitworth Ltd., Dept. M.C., Coventry, 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 motor cycles, motor cycle combinations, sidecars or otherwise. This guarantee is based upon the recommendations of a Conference between the Manufacturers and Dealers under the auspices of the British Cycle and Motor Cycle Manufacturers and Traders Union, Limited.

**RUDGE-WHITWORTH LIMITED.**





## TERMS OF BUSINESS

We reserve full right to accept or decline, at our own absolute discretion, any order for articles described in this Catalogue; also from time to time, without notice, to modify or alter the prices, designs or specifications in this Catalogue, and also without notice, at any time, to withdraw any pattern or patterns, or to substitute other patterns.

All prices and conditions subject to alteration without notice.

### RUDGE-WHITWORTH MOTOR-BICYCLE PATENT NUMBERS

214008	232333	233809	258075	259003
260656	261498		269744	279226
	Applications	15540/29	15541/29	24529/29
Foreign Patents—				
France	...	...	Italy	...
		620706/26		251264/26
		591413/25		222/665/25
	Rd. No.	...	Germany	...
		706942/24		438949/25
Spain	...	...	Germany (Geb.)	...
		98651/26		977723/25
Belgium	...	...	Austria	...
		335486/26		111286/28
	Canada	...	...	274470/27
	United States	...	...	1722233/29
	Denmark	...	...	40658/29

### RUDGE-WHITWORTH GEAR BOX PATENT NUMBERS

British...	...	119758	141162	Switzerland	...	90039/20
			179004	Spain	...	72692/20
United States	...	...	1390426/21	Belgium	...	285091/20
France	...	...	510833/20	Italy	...	87/610/20

### CODES USED

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A.B.C. 5th Edition.	Western Union Universal Edition.	
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