

# LEVIS

## MOTOR CYCLES

for the Connoisseur



# BUTTERFIELDS LTD.

STECHFORD BIRMINGHAM 9

[Barnstormers.co.uk](http://Barnstormers.co.uk)

TELEGRAMS "BUTTERFIELDS" STECHFORD  
TELEPHONE: STECHFORD 2238 (2 LINES)

# Leaders!

*Those who follow in others' footsteps  
can never lead.*

**A**S 25 years ago LEVIS pioneered the air-cooled lightweight Two-stroke, so to-day LEVIS leads the fashion in high-grade, high efficiency motor cycles; a sportsman's mount for the connoisseur. The oft-repeated claim that the LEVIS is made as a tool-room job is not without foundation, and remains an undeniable statement of fact. We claim without fear of contradiction that no other make of motor cycle embodies the superlative workmanship and the selection of quality in material as is found in every LEVIS machine. Not only are our machines so made, but their making is carried out exclusively by trained and skilled engineer craftsmen. Every man engaged has, as his sole object, the turning out of the best possible job and takes the greatest pride in his work. Small wonder, therefore, that the LEVIS O.H.V. models have become so popular in recent years.

**T**HERE are few Motor Cycles made to your own ideal specification or in such a way that you feel you cannot improve upon a machine after delivery from the Works. Such a machine, however, is the LEVIS, which leaves nothing to be desired. Making out your own specification from the alternatives and options we offer under "EQUIPMENT" on the last page of this booklet will ensure your having the most suitable machine quite ready to take you safely, silently, and speedily anywhere.

# Outstanding Features.

## **MODEL "D SPECIAL."**

A new design of front fork is an important alteration in this model for 1935, which is introduced to further improve steering and provide a fork capable of **heavy** sidecar work. Reducing the top weight by mounting the hand damper at the middle member and lowering the head lamp, has made a marked improvement in steering, while a very much improved shock absorber anchorage is incorporated.

## **MODEL "A SPECIAL."**

Cast aluminium OIL-BATH primary chaincase and four-speed gearbox as on the model "D." The separate unit system of lighting is replaced by Dyno-Mag generator whereby the dynamo can be easily disconnected for trials work. A larger head lamp mounted lower than hitherto reduces top weight and further improves the already remarkably good steering qualities of this model.

## **MODEL "B SPECIAL."**

This nippy 22/6 tax "250" model with the heart of a "500," is now fitted with four-speed gearbox as standard and the primary chaincase is of the totally enclosed type.

**ALL O.H.V. MODELS** are available with single-port or two-port engines, high-level exhaust pipes as illustrated, and 14 m.m. sparking plugs.

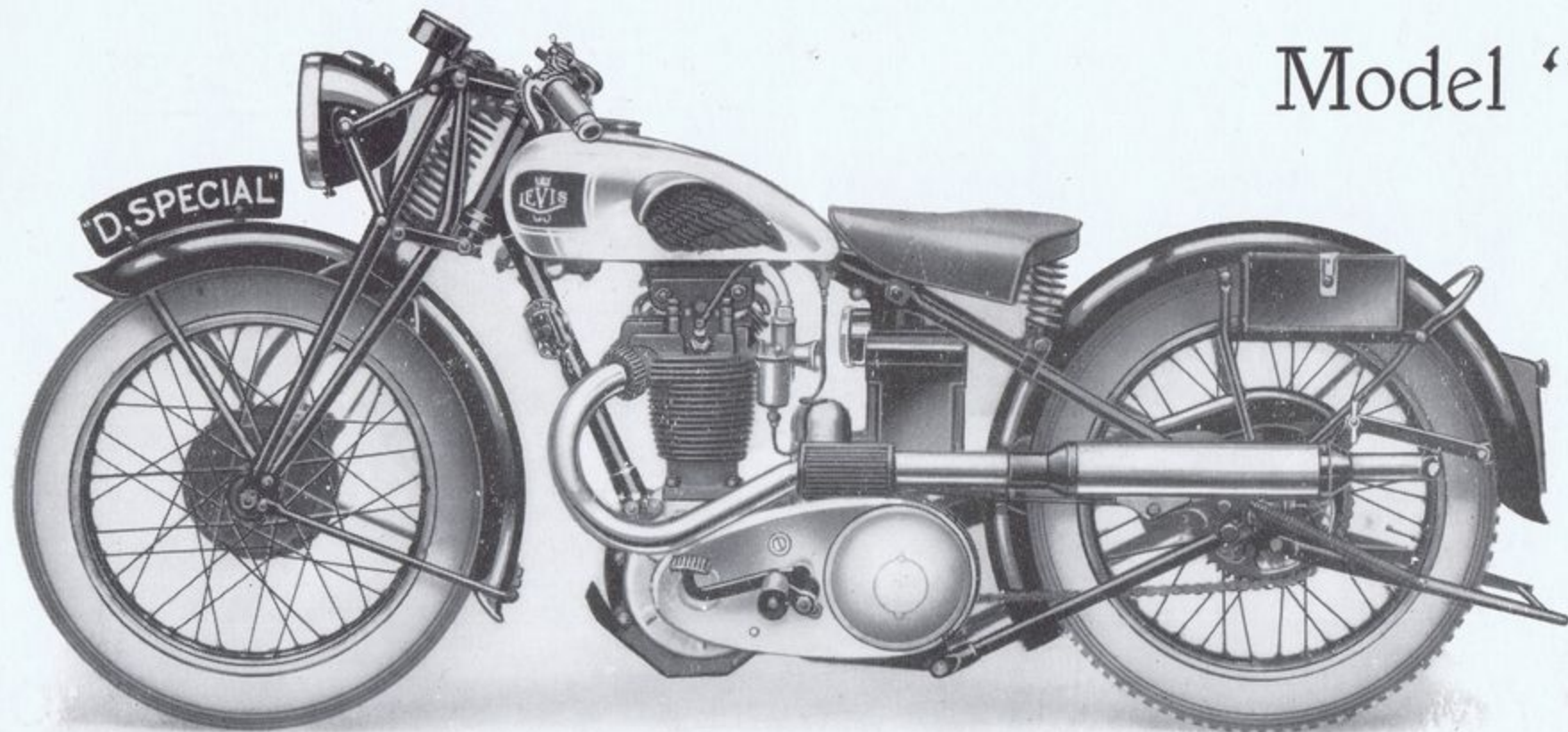
## **MODEL "CB" 247 c.c. CAMSHAFT.**

It has not been found necessary or desirable to make any modification either in design or specification of this model, which is offered as a speedy, sweet-running Sports "250" model with amazing acceleration and high performance for the discriminating rider.

## **"TWO-STROKE" MODEL.**

Our aim has been to provide in this model a sound but unpretentious, robust, no trouble, utility machine with simplicity and accessibility as the key-note. We claim that no other make will give the same long life and unflinching service.

Every suggestion for improvement received during the past year has had careful thought and consideration, with the result that each of our models has been still further improved in certain details.



## Model "D Special"

Full electric equipment.  
8in. head lamp.

4-speed Gear with totally enclosed **POSITIVE STOP** foot change and neutral indicator.

Cast aluminium **OIL-BATH** primary chain-case.

Cush drive rear hub.

External Racing Twist Grip.

£65 . 0 . 0

**ENGINE.** "Levis" single-cylinder O.H.V. 80 m.m. bore, 99 m.m. stroke, 498 c.c. Detachable non-detonating turbulent head, single or two-port. Enclosed rocker gear. Rocker bearings and valve stems lubricated from crankcase.

**COMPRESSION RATIOS.** Standard 6.5 to 1, High 8 to 1. High lift cams optional, also high compression piston for sprint work.

**GEAR RATIOS.** Standard: 4.5, 6.7, 8.4 and 14.3 to 1. Close ratio: 4.5, 5.7, 7.1 and 12 to 1.

**TRANSMISSION.**  $\frac{1}{2}$ in.  $\times$  .305 Primary Chain totally enclosed in aluminium oil-bath chaincase.  $\frac{3}{8}$ in.  $\times$  .380 rear chain. Cush drive rear hub.

**FRONT FORKS.** Improved steering damper and shock absorbers.

**TYRES.** 26in.  $\times$  3.25 Dunlop. For alternative tyres see **EQUIPMENT**. Ribbed or Studded optional on front wheel.

**BRAKES.** 7in. diameter front, 8in. diameter rear.

**CAPACITY OF TANKS.** Petrol 3 gallons, Oil 4 pints.

**PETROL AND OIL CONSUMPTION.** Petrol 90 m.p.g. Oil 1,800-2,000 m.p.g. min.

**SPEED.** 80 m.p.h. (85 m.p.h. with H.L. cams, 88-90 m.p.h. with H.L. cams and H.C. piston).

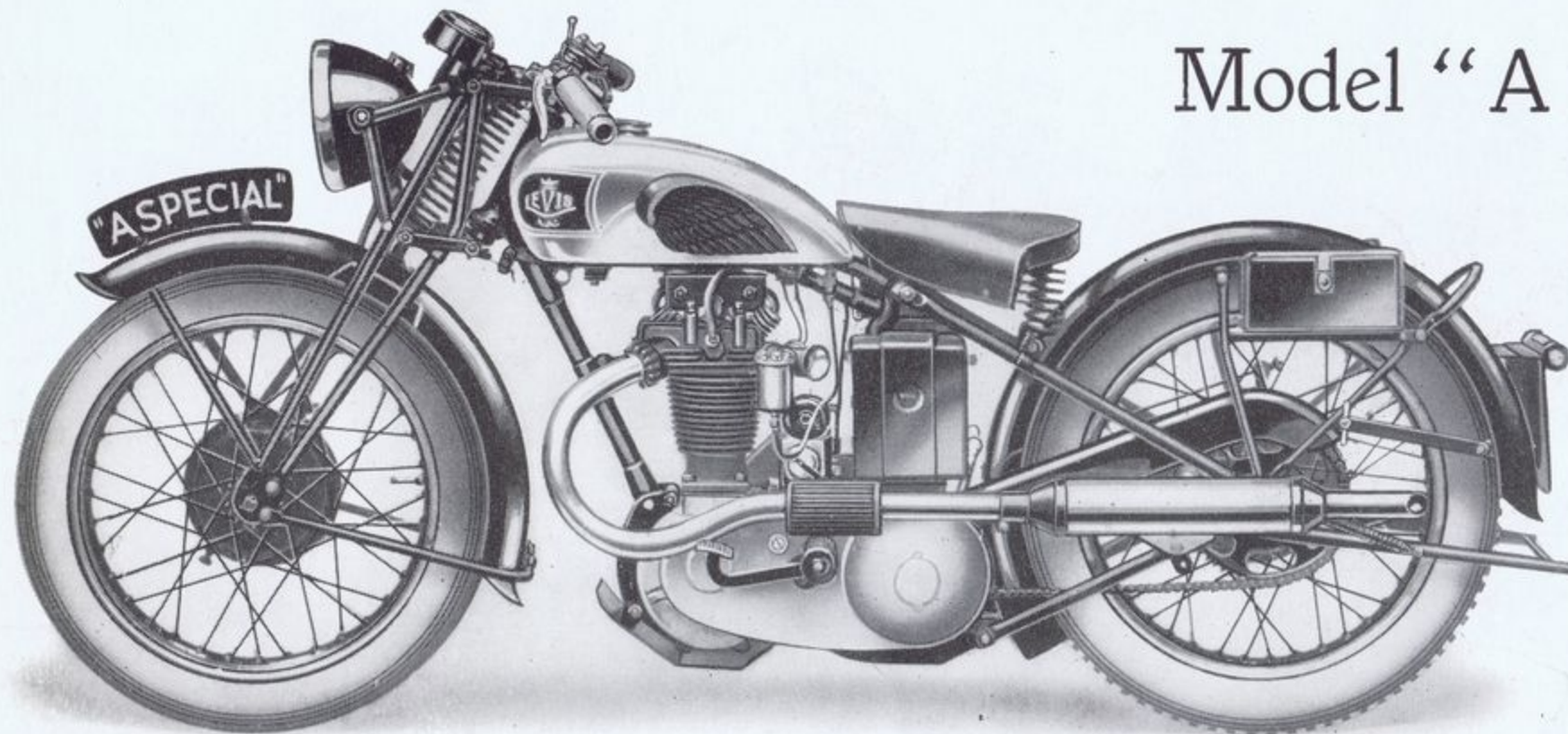
**GROUND CLEARANCE.** 4 $\frac{1}{2}$ in. **WHEEL BASE.** 54 $\frac{1}{2}$ in.

**SADDLE HEIGHT.** 28in.

**WEIGHT.** 345 lbs.

**FINISH.** Chromium-plating throughout. For colour schemes see **EQUIPMENT**.

**BARNSTORMERS.CO.NZ**



## Model "A Special."

Full electric equipment.  
8in. dia. head lamp.

4-speed Gear with totally enclosed **POSITIVE STOP** foot change and neutral indicator.

Cast aluminium **OIL-BATH** primary chain-case.

External Racing Twist Grip.

£59. 10. 0

**ENGINE.** "Levis" single-cylinder O.H.V., 70 m.m. bore, 90 m.m. stroke, 346 c.c. Detachable non-detonating turbulent head, single-port or two-port. Enclosed rocker gear. Rocker bearings and valve stems lubricated from crankcase.

**COMPRESSION RATIOS.** Standard 6.8 to 1, High 8 to 1. High lift cams optional, also high compression piston for sprint work.

**GEAR RATIOS.** 5.6, 7.2, 8.4 and 14.9 to 1.

**TRANSMISSION.**  $\frac{1}{2}$ in.  $\times$  .305 Primary Chain totally enclosed in aluminium chaincase.  $\frac{1}{2}$ in.  $\times$  .305 rear chain.

**FRONT FORKS.** Improved steering damper and shock absorbers.

**TYRES.** 26  $\times$  3.25 Dunlop. For alternative tyres see **EQUIPMENT**. Ribbed or Studded optional on front wheel.

**BRAKES.** 7in. diameter front and rear.

**CAPACITY OF TANKS.** Petrol 2 $\frac{3}{8}$  gallons, Oil 4 pints.

**PETROL AND OIL CONSUMPTION.** Petrol 100 m.p.g. Oil 1,800-2,000 m.p.g. min.

**SPEED.** 70 m.p.h. (74 m.p.h. with H.L. cams, 77-80 m.p.h. with H.L. cams and H.C. piston).

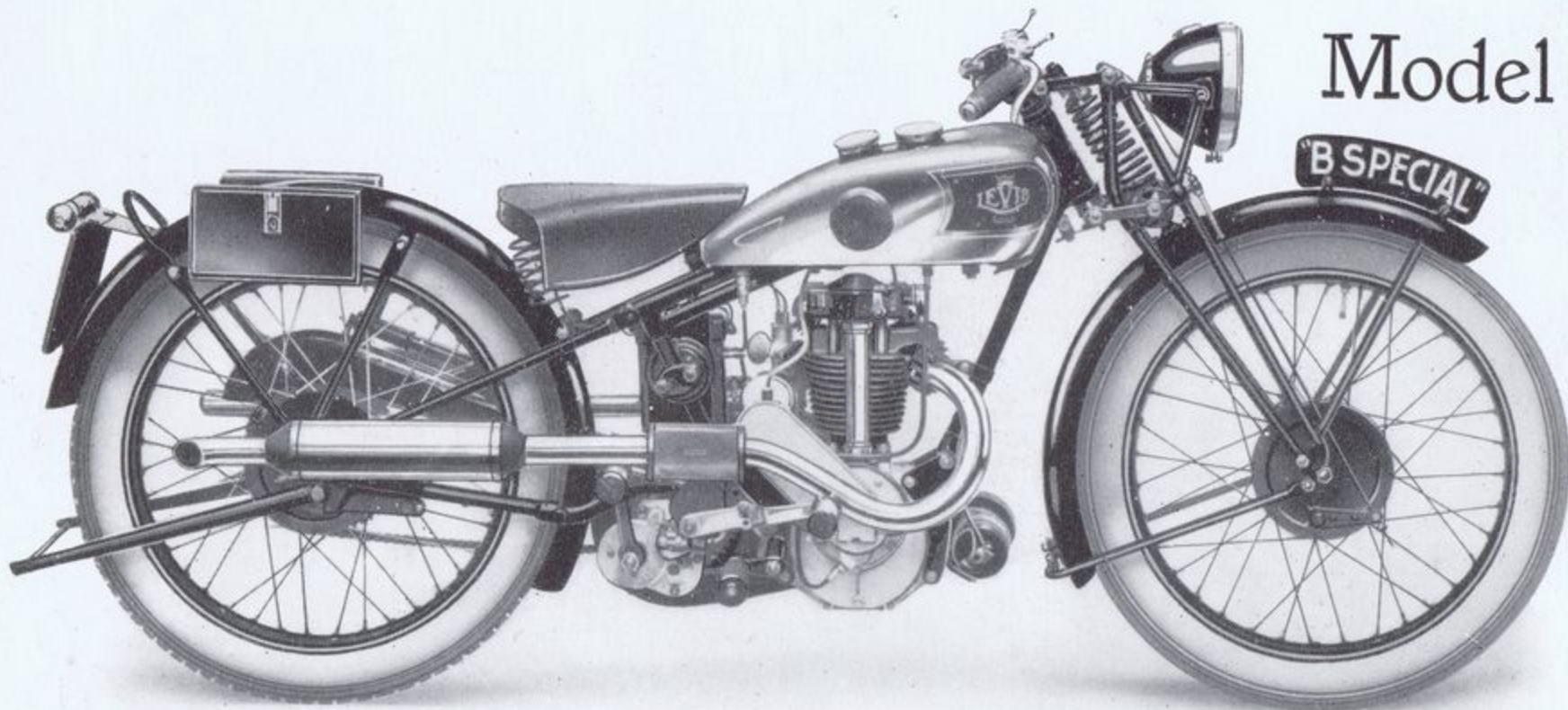
**GROUND CLEARANCE.** 4in.

**WHEEL BASE.** 54in.

**SADDLE HEIGHT.** 27in.

**WEIGHT.** 310 lbs.

**FINISH.** Chromium-plating throughout. For colour schemes see **EQUIPMENT**.



# Model "B Special"

22/6 Tax

Full electric equipment.  
8in. dia. head lamp.

4-speed Gear with POSITIVE STOP foot change.

Totally enclosed primary chaincase.

£49.15.0

**ENGINE.** "Levis" single-cylinder O.H.V., 67 m.m. bore, 70 m.m. stroke, 247 c.c. Detachable non-detonating turbulent head, single-port or two-port. Enclosed rocker gear. Rocker bearings and valve stems lubricated from crankcase.

**COMPRESSION RATIO.** 7.2 to 1.

**GEAR RATIOS.** 6.4, 8.2, 10.5 and 17.5 to 1.

**TRANSMISSION.**  $\frac{1}{2}$ in.  $\times$  .205 Primary Chain running in enamelled sheet steel chain cover.  $\frac{1}{2}$ in.  $\times$  .305 rear chain.

**TYRES.** 26  $\times$  3.00 Dunlop. For alternative tyres see EQUIPMENT. Ribbed or Studded optional on front wheel.

**BRAKES.** 6in. diameter front and rear.

**TANK CAPACITY.** Petrol 2 gallons, Oil 3 pints.

**PETROL AND OIL CONSUMPTION.** Petrol 120 m.p.g. Oil 2,000 m.p.g. min.

**SPEED.** 63 m.p.h.

**GROUND CLEARANCE.** 5in.

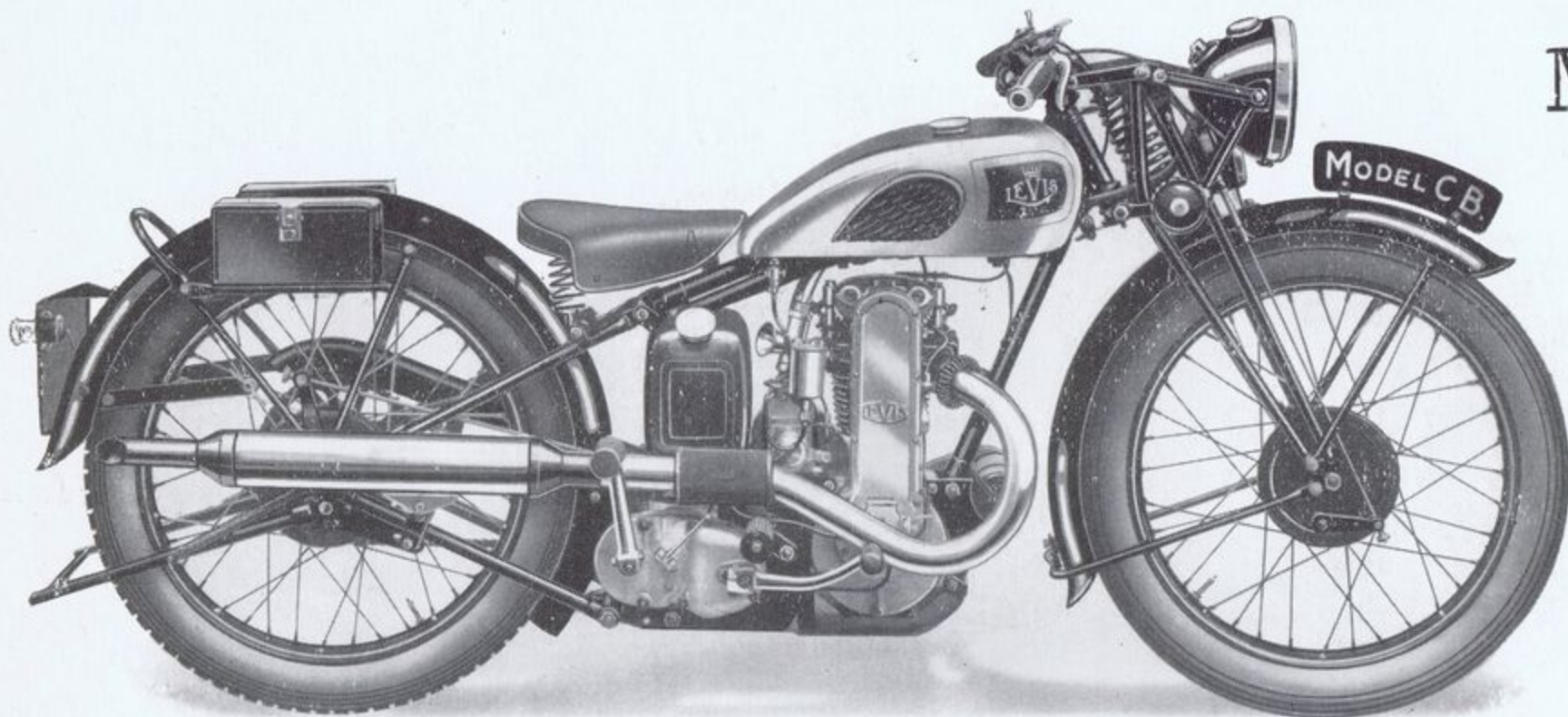
**WHEEL BASE.** 52 $\frac{1}{4}$ in.

**SADDLE HEIGHT.** 26in.

**WEIGHT.** 252 lbs.

**FINISH.** Chromium-plating throughout. For colour schemes see EQUIPMENT.

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# Model "CB"

22/6 Tax.

Full electric equipment.  
8in. dia. head lamp.

Heavyweight 4-speed  
Gearbox with totally enclosed  
POSITIVE STOP foot change and neutral  
indicator.

Cush drive rear hub.

£59. 10. 0

**ENGINE.** "Levis" Overhead Camshaft, 67 m.m. bore, 70m.m. stroke, 247 c.c. Detachable cylinder head designed to promote turbulence and having single exhaust port. "Down draught" inlet port with maximum inclination permitting unimpeded gas flow. Lubricated valve stems. Mainshafts run on large roller bearings. Double row roller big end. Camshaft is driven by special roller chain with automatic tensioning device and oil dash pot reaction damper. Positive lubrication to big end and camshaft by Duplex Mechanical Oil Pump with independent regulators and sight feeds. Exhaust valve KE965 steel, inlet KE954. Compression Ratio 8 to 1.

**GEAR RATIOS.** 6.6, 8.53, 10 and 17.7.

**TRANSMISSION.**  $\frac{1}{2}$ in.  $\times$  .205 Primary Chain totally enclosed in aluminium chaincase.  $\frac{1}{2}$ in.  $\times$  .305 rear chain.

**FRONT FORKS.** Hand adjustable shock absorbers and steering damper.

**TYRES.** 26  $\times$  3.00 Dunlop. For alternative tyres see EQUIPMENT. Ribbed or Studded optional on front wheel.

**BRAKES.** 6in. front and rear.

**CAPACITY OF TANKS.** Petrol 2 $\frac{1}{4}$  gallons, Oil 3 pints.

**SPEED.** 70 m.p.h.

**GROUND CLEARANCE.** 4 $\frac{1}{4}$ in.

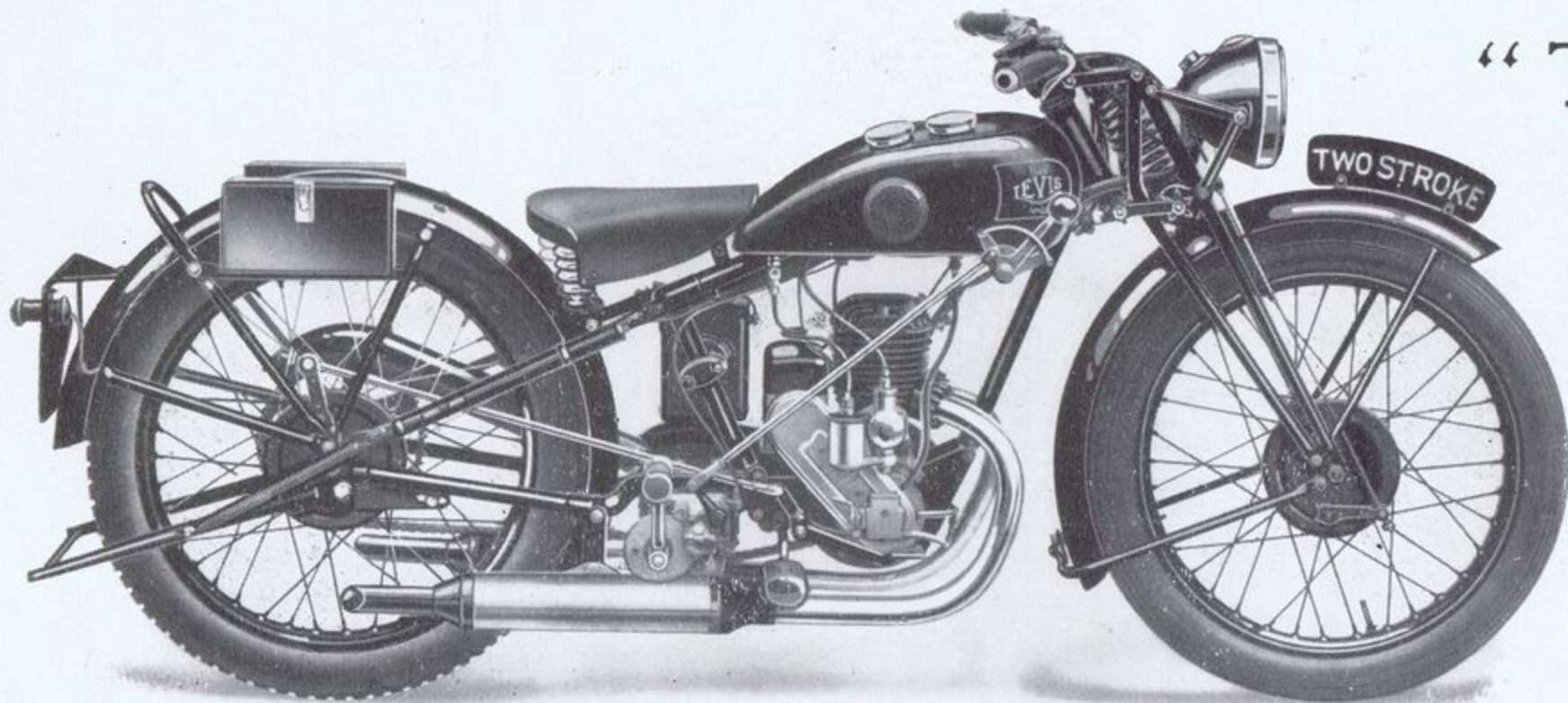
**WHEEL BASE.** 53in.

**SADDLE HEIGHT.** 26in.

**WEIGHT.** 260 lbs.

**FINISH.** Chromium-plating throughout. For colour schemes see EQUIPMENT.

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## “Two-stroke” Model.

22/6 Tax.

Complete with 6-volt  
Electric Lighting.

3-speed Gear, hand  
change.

Cast aluminium Oil-bath  
Magneto Chaincase.

Lubrication by mechan-  
ical pump.

£36 . 10 . 0

**ENGINE.** “Levis” two-stroke, 67 m.m. bore, 70 m.m. stroke, 247 c.c. Two exhaust ports, detachable cylinder head, heavily finned and with combustion chamber specially designed to promote turbulence. Robust solid crankshaft running in phosphor bronze bushes of exceptional size. All bearings positively lubricated by mechanical pump and sight feed.

**GEARBOX.** Three-speed under-slung with hand change lever in convenient position.

**GEAR RATIOS.** 5.2, 8.5, 13.9.

**TRANSMISSION.**  $\frac{1}{2}$  in.  $\times$  .205 Primary Chain,  $\frac{1}{2}$  in.  $\times$  .305 rear. Both chains protected by steel guard.

**FRONT FORKS.** Girder spring forks fitted with adjustable shock absorbers.

**BRAKES.** 6 in. front and rear.

**TYRES.** 26 in.  $\times$  3.00 Dunlop.

**TANK CAPACITY.** Petrol 2 gallons, Oil 3 pints.

**PETROL AND OIL CONSUMPTION.** Petrol 110 m.p.g. Oil 1,000 m.p.g. approx.

**GROUND CLEARANCE.** 4 $\frac{3}{4}$  in.

**WHEEL BASE.** 52 $\frac{1}{2}$  in.

**SADDLE HEIGHT.** 26 in.

**WEIGHT.** 220 lbs.

**FINISH.** No. 4, black with gold lining. Chromium-plated fittings.

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## Extras.

	£	s.	d.
Elec ric Horn on "Two-stroke" models	12	6	
"Clarion" type HF 120 Electric Horn on "Two-stroke" models	1	1	0
Extra for "Clarion" type HF 120 Electric Horn on four-stroke models	8	6	
Stop Light	9	6	
Smith-Jaeger 80 m.p.h. Trip Speedometer	2	10	0
Smith-Jaeger 120 m.p.h. Trip Speedometer	2	16	0
Five-Plate Clutch for sidecar models	7	6	
Carrier Top	12	6	
Quick-action External Racing Twist Grip, where not standard	4	0	
Dunlop "Sports," "Solo Sports" or "Road Racing" covers per wheel	12	6	
Dunlop "Fort" Covers per wheel	5	0	
Special Pillion Footrests for "high-level" exhaust pipes	6	6	
Pillion Ankle Pads to protect pillion passengers' legs from silencers	5	0	
Lodge H53 Sparking Plug	4	0	
Painting Numbers	3	0	
Moseley 188 mudguard type Pillion Seat	12	6	
Lycett 6B Pillion Seat	9	6	
Petroflex Tubing throughout	17	6	
Rubber insertions in petrol and oil pipes	6	6	

Any model except standard "TWO-STROKE" may be had with the following optional colour schemes:—

- No. 1. Chromium-plated tank with black and gold panels.
- No. 2. Chromium-plated tank with blue panels.
- No. 3. Chromium-plated tank with red panels.
- No. 4. Tank enamelled all black with gold lining.

Competition riders may have 27in. x 2.75in. front wheel on any model without extra charge in black enamel finish (rear wheel supplied to match, of course). If chromium-plated rims are required, this involves an extra charge of 5/- on models "A" or "D," or £1 on model "B."

27 x 4.00in. rear wheel and Sports tyre may be had on model "D" in place of the standard 26 x 3.25 at an extra charge of £1.

## CONDITIONS OF SALE AND GUARANTEE.

### NOTICE.

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

## CONDITIONS OF SALE AND GUARANTEE.

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

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

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

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

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

### CONDITIONS OF GUARANTEE.

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

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

### REPAIRS.

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