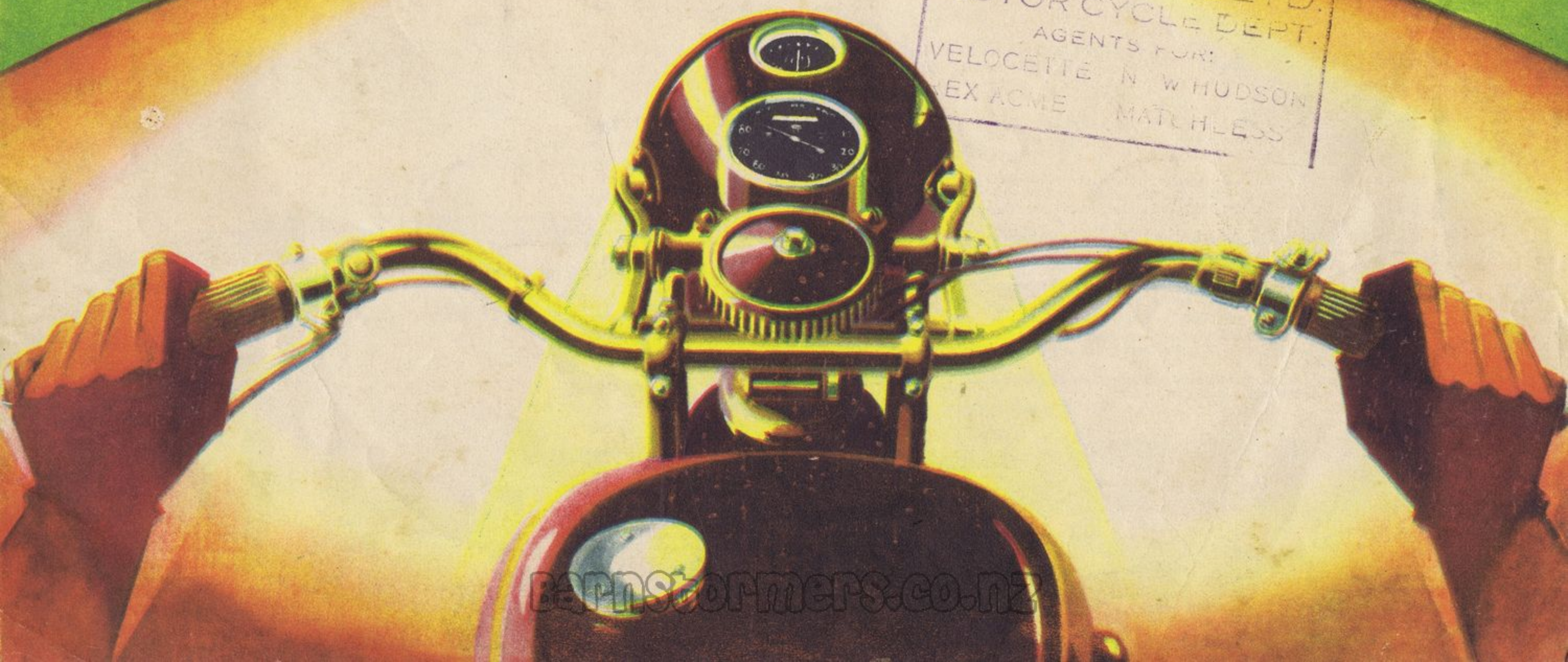


Velocette

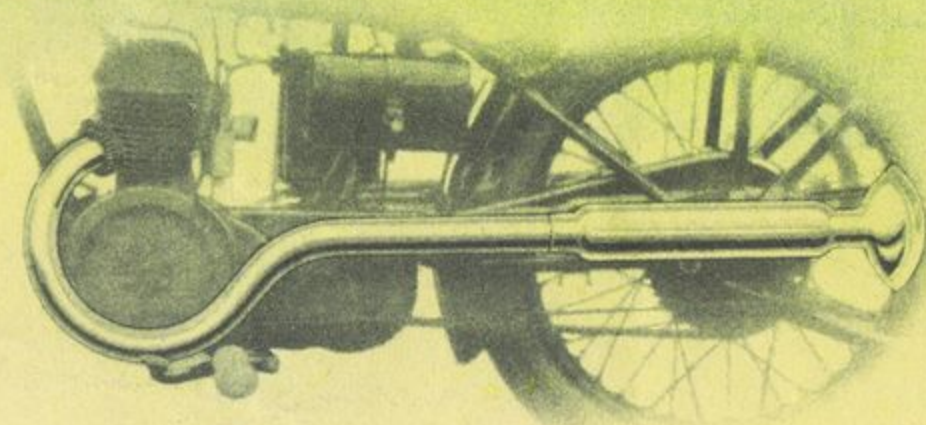
1932

J. & W. WHITE LTD.
MOTOR CYCLE DEPT.
AGENTS FOR:
VELOCETTE NEW HUDSON
EX ACME MATCHLESS



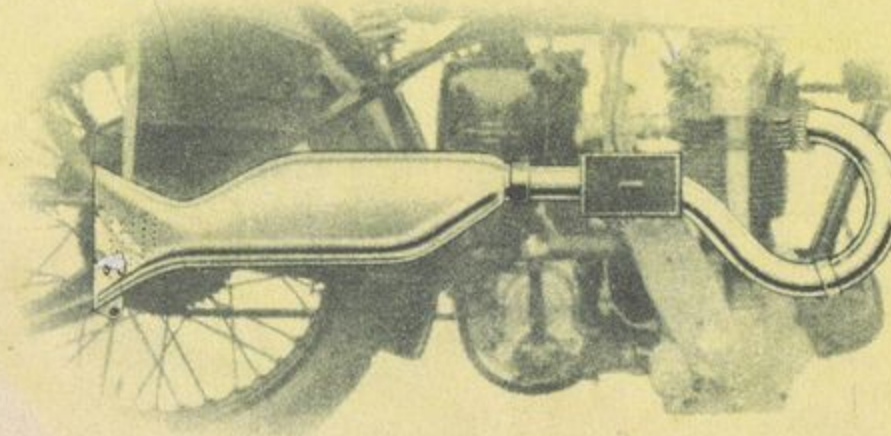
Velocette

PERFECTION



COMPETITION EXHAUST PIPES

These can be supplied, and are useful for rough competition riding. They are not so suitable for use with a pillion rider.



The illustration shows the direct method of interconnecting the oil pump to the throttle. As the Engine is called upon to do more work by opening the throttle, the oil is turned on at the same time. The pump is driven by the engine, and delivers oil in proportion to its speed. Therefore, the engine is correctly lubricated for hard work at both low and high speeds. This ensures economy in the consumption of oil, freedom from a smoking exhaust and correct lubrication of the engine under all conditions without hand adjustment.

BARNSTORMERS.CO.NZ

Velocette

1932

THE MODEL K.T.T. requires no introduction, having won the Junior T.T. Race three times and the Manx Grand Prix five times. It is complete ready for road racing.

The Engine which has been developed, improved and strengthened during several years of successful racing, is now accepted as a standard type. Its popularity among racing men who know is sufficient proof of its worth.

As illustrated and fitted with a compression ratio of $7\frac{1}{2}$ to 1 for 50/50 petrol-benzol, this Model is capable of 90 m.p.h. and by fitting a $12\frac{1}{2}$ to 1 piston and using Discol R.D.I.—100 m.p.h. can be obtained. Pistons can also be supplied for petrol (compression ratio, 6 to 1) and for P.M.S.2. ($8\frac{1}{2}$ to 1).

For racing, a long exhaust pipe is essential. If the machine is fitted with a silencer, an extension pipe with clips can be supplied to convert to a racing exhaust.

The Velocette four-speed gearbox fitted has the advantage of constant mesh gears, gears running at low speed and very light and easy change of gear, also a kick-starter of very robust construction and high ratio.

A kick-starter and silencer are not fitted as standard, and must be specified if required.

Alternative gear ratios are offered and the alteration of top gear is easily made by changing the gearbox sprocket, which is most accessible and necessitating only one chain adjustment.

The brakes are consistent and smooth in their holding power. The brake drums are made of special material, which wears smooth resulting in long life to the linings and freedom from constant adjustments under racing conditions.

For fast cornering, the frame and forks must have lateral stiffness. This is provided by the triple tube construction of the fork girder and duplex front down tubes of the frame.

Dynamo Lighting can be fitted as a separate unit and easily removed for racing.

THE MODEL G.T.P. embodies all desirable features for safe and economical motor-cycling at a price within easy reach of all.

Fitted with a full size Electric Lighting Set and large accumulator, a good reliable light is assured. The 6in. dia. mudguards are very efficient, and the 6in. diameter internal expanding front and rear brakes are larger than usually found on a machine of 250 c.c. and 30 tax.

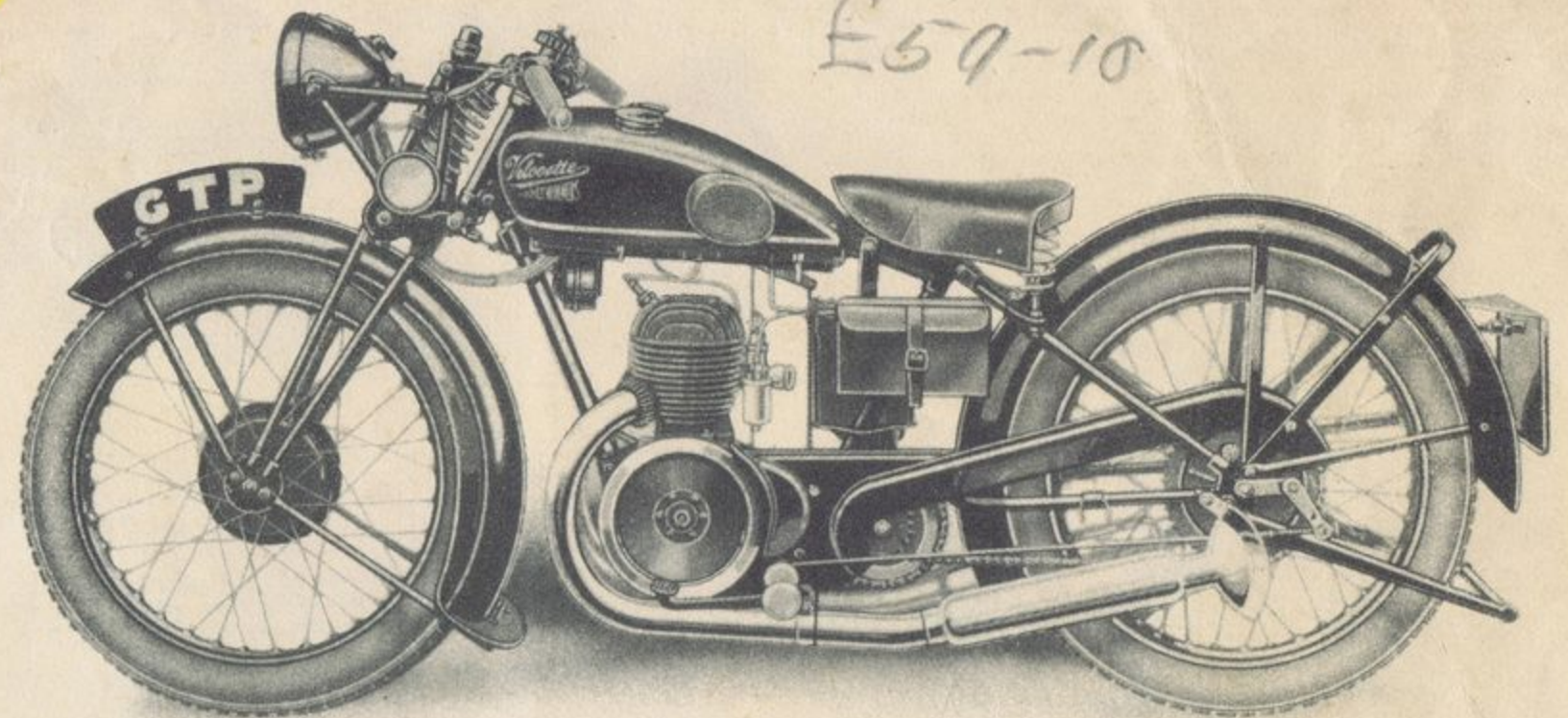
The steering, a feature of all Velocettes, proved by our famous racing machines and included in this machine, ensures safety and pleasure in handling. Whilst we do not wish to make extravagant claims as regards speed, users say that averages of 40 m.p.h. on long runs have been made. The maximum speed is approximately 60 m.p.h.

A very special feature of this Model is interconnecting the throttle and oil control, thereby ensuring freedom from lubrication trouble. The petrol consumption is 100 m.p.g. and the oil consumption 1,200 m.p.g.

It is a safe machine to use for pillion with plenty of power for touring. Pillion footrests can be supplied for the special lugs and a seat can be fitted direct to the mudguard or a carrier can be fitted easily. Both are strong enough to carry a pillion rider.

The Velocette patent quick action Foot-gear-change and high level competition exhaust pipes can be fitted (see illustration) at extra charge if required.

PRE-EMINENT



Model G.T.P.

Complete with ELECTRIC LIGHTING, including DIPLIGHT & PARKING LIGHT, HORN & LICENCE HOLDER. TAX

SPECIFICATION

ENGINE. Velocette 249 c.c. 63 x 80 m/m. Twin Exhaust Port. Aluminium piston. Detachable aluminium head giving high turbulence. Roller bearing big end.

LUBRICATION. Engine by mechanical pump interconnected with the throttle. Gearbox filled with oil, other parts by grease gun. Provision is made for the efficient lubrication of the Primary Chain.

CARBURETTER. Single control quick action thin twist grip. Strangler for starting.

IGNITION. By coil in conjunction with six volt dynamo lighting set.

CONTROLS. Throttle by quick action thin twist grip. Ignition by slow action thin twist grip. Both with adjustable friction. Clutch and front brake by levers on handlebar. Gear change on side of tank. Foot-gear-change can be fitted as an extra.

GEARBOX. Velocette three-speed with three-plate hand controlled clutch and kickstarter.

GEAR RATIOS. Top, 5.3. Middle, 7.7. Low, 13.5.

FORKS. With hand adjustable shock absorbers and steering damper. Provision is made for mounting a speedometer.

TANK. Capacity petrol $1\frac{1}{2}$ gallons (7.95 litres). Oil three pints (1.7 litres).

BRAKES. 6in. dia. (15.23 cms.) internal expanding, front and rear. Finger adjustments. Provision is made for fitting a speedometer drive in front brake.

TYRES. 25in. x 3in. wired-on (635 x 76.1 m/m).

MUDGUARDS. 6in. (15.23 cms.) wide ribbed centre. Valanced front, detachable rear.

SADDLE. Flexible top with 3-point adjustable fixing.

FOOTRESTS. Adjustable.

STANDS. Rear, spring up type. Front, with locking nut.

SILENCERS. Chromium plated with fish tail.

TOOL KIT. Complete kit for all running adjustments, including grease gun and inflator.

GROUND CLEARANCE. $5\frac{1}{2}$ in. (139 m/m).

HEIGHT TO TOP OF SADDLE. 26 $\frac{1}{2}$ in. (67.9 cms).

WIDTH OVER BARS. 29in. (73.6 cms.).

WHEELBASE. 50in. (127 cms.).

WEIGHT. 223 lbs. (101.5 kilos.).

SPEED. 60 m.p.h. (97 k.p.h.).

FINISH. Best black enamel. Tank, gold lines and transfer. Plated parts chromium.

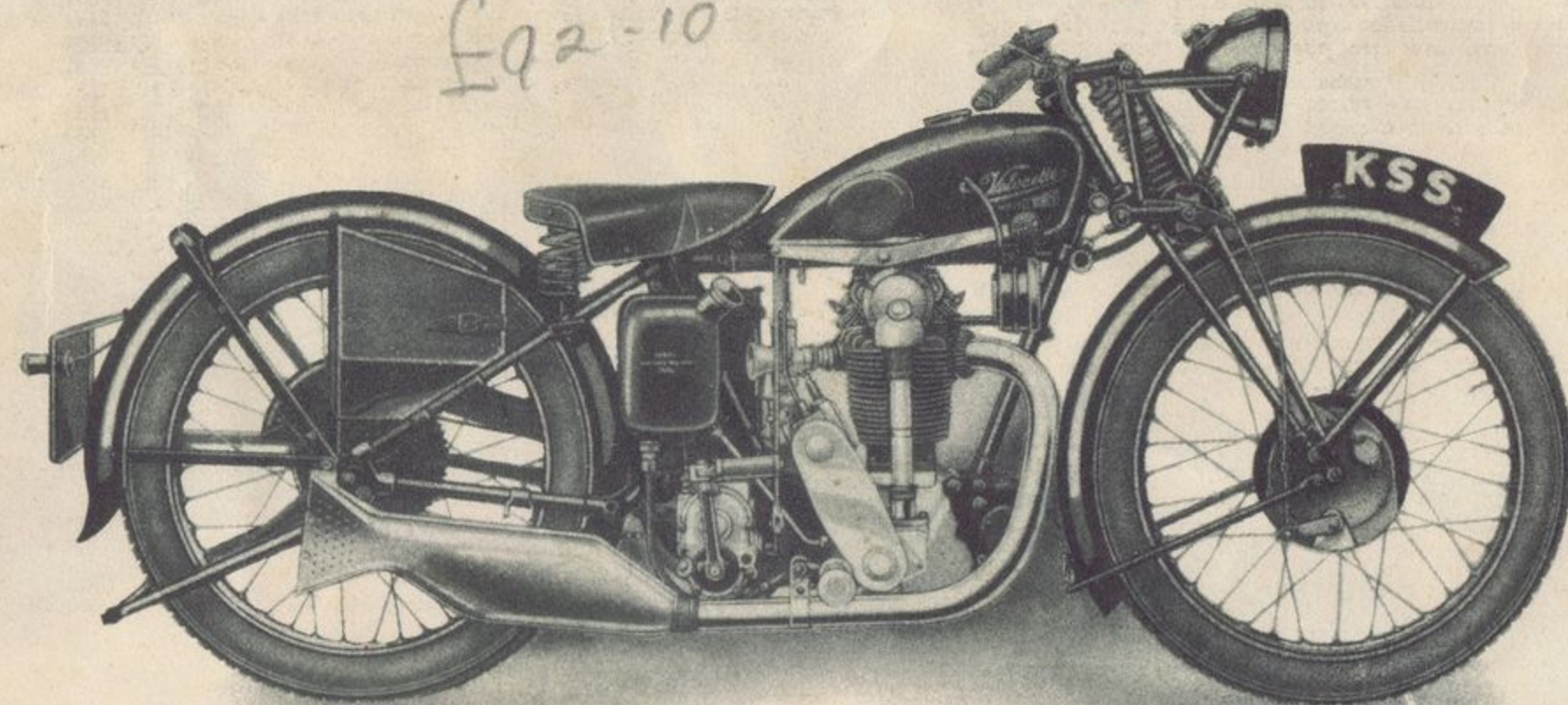
THE K.S.S. Engine incorporates all that has been learned from our racing experience, and although this machine is not of a strictly racing type, can be so used.

Improvement has been made in the shape of the combustion chamber, cams, rockers, cambox, valve ports, big end, and piston. The combined effect of this has been to improve the performance and cleanliness beyond that of any past K.S.S. Models which have gained a reputation for speed and reliability. The standard compression ratio is $6\frac{1}{2}$ to 1 for No. 1. Petrol and the performance may be improved by the addition of 25 per cent. Benzol. For 50/50 Petrol Benzol the compression plates should be removed from under the cylinder, and for P.M.S.2 a special piston should be fitted.

The speed of the Model K.S.S. using Petrol Benzol and with a silencer fitted is 75 m.p.h., and with a long open exhaust pipe 85 m.p.h.

To convert the standard Exhaust Pipe to a long exhaust, an extension pipe can be supplied, and we recommend the fitting of same for grass track racing, etc.

The Velocette patent quick action foot-gear change, high level competition exhaust pipe (see illustration), also T.T. racing footrests with folding footrest on kick-starter side can be fitted at extra charge if required.



Model K.S.S.

Complete with ELECTRIC LIGHTING, including DIPLIGHT & PARKING LIGHT, HORN & LICENCE HOLDER

SPECIFICATION

ENGINE. Velocette single port 348 c.c. 74 x 81 m/m. Very latest design combustion chamber, cams, rockers and big end bearing. Tuned for petrol, petrol-benzol or Ethyl spirit. Compression ratio, $6\frac{1}{2}$ to 1.

LUBRICATION. Dry sump system. Constant circulation of oil by gear pump with the oil tank under the saddle, capacity five pints (2.84 litres). Primary chain enclosed in oil bath chain case, other parts lubricated by grease gun.

CARBURETTER. Controlled by quick action thin twist grip. Air lever on handlebar.

IGNITION. Magneto.

GEARBOX. Velocette three-speed. Kick-starter has folding crank. Clutch hand controlled. Fabric inserts, 7 plates.

GEAR RATIOS. Top, 5.6; Middle, 8.1; Low, 14.2

FRAME. Duplex butted down tubes, extra large ball head bearings, grease gun lubricated. Specially strengthened and re-designed, giving lower riding position.

FORKS. With hand adjustable shock absorbers and steering damper. Provision is made for mounting a speedometer.

TANK. Capacity, 2½ gallons (10.2 litres). Special rubber buffers on front fixing.

BRAKES. 7in. dia. (17.77 cms.), 1in. (2.54 cms.) wide, with hand adjustments. Provision is made for fitting a speedometer drive in the front brake.

TYRES. 27in. x 3in. (68.57 cms. x 7.61 cms.)

SADDLE. Flexible top, adjustable three point fixing.

STANDS. Rear, spring up type. Front, fixed with locking nut.

FOOTRESTS. Adjustable.

SILENCER. Chromium plated, large capacity.

CONTROLS. Clutch, front brake and valve lifter by external levers. Ignition by slow action thin twist grip. Throttle by quick action thin twist grip. Both adjustable for friction. Foot-gear-change can be fitted as an extra.

MUDGUARDS. Round section 4½in. wide (12.06 cms.) Detachable rear portion.

TOOL KIT. Complete for all running adjustments including grease gun. Carried in large tool carrier with spare room.

GROUND CLEARANCE. 4½in. (11.42 cms.)

HEIGHT TO TOP OF SADDLE. 27½in. (69.85 cms.)

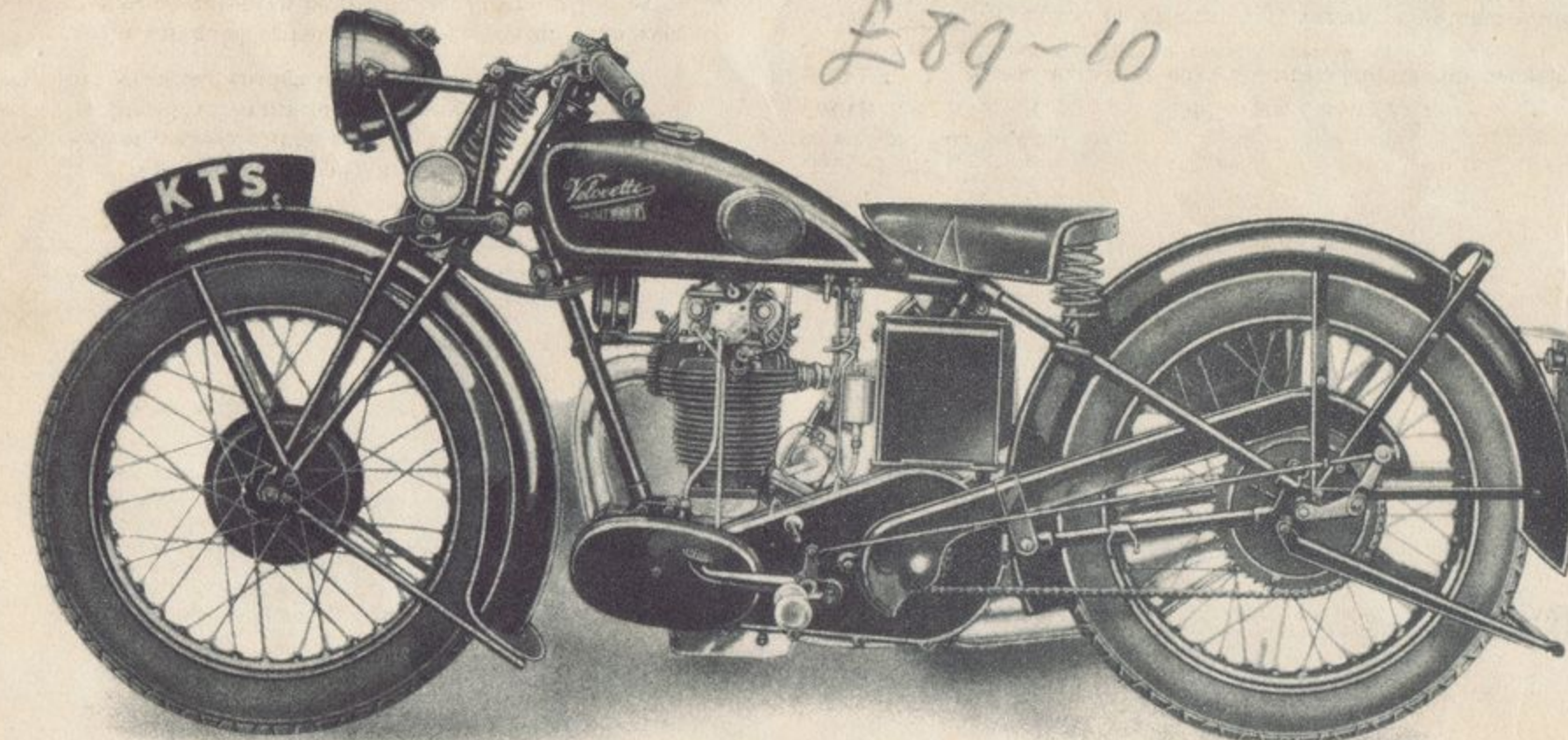
WHEEL BASE. 53½in. (136.52 cms.)

WEIGHT COMPLETE. 299 lbs. (136 Kg.)

WIDTH OVER HANDLEBARS. 29in. (73.65 cms.)

SPEED. With long open exhaust pipe 85 m.p.h. (137 k.p.h.). With silencer 75 m.p.h. (120 k.p.h.)

FINISH. Best black enamel. Tank, gold lines and transfer. Plated parts chromium.



Model K.T.S.

Complete with ELECTRIC LIGHTING, including DIPLIGHT & PARKING LIGHT, HORN & LICENCE HOLDER

SPECIFICATION

ENGINE. Velocette single port 348 c.c. 74 x 81 m/m. Very latest design combustion chamber, cams, rockers and big end bearing. Tuned for petrol, petrol-benzol or Ethyl spirit. Compression ratio, $6\frac{1}{2}$ to 1.

LUBRICATION. Dry sump system. Constant circulation of oil by gear pump with the oil tank under the saddle, capacity five pints (2.48 litres). Primary chain enclosed in oil bath chain case, other parts lubricated by grease gun.

CARBURETTER. Controlled by quick action thin twist grip. Air lever on handlebar.

IGNITION. Magneto.

GEARBOX. Velocette three-speed. Kick-starter has folding crank. Clutch hand controlled. Fabric inserts, 7 plates.

GEAR RATIOS. Top, 5.6; Middle, 8.1; Low, 14.2

FRAME. Duplex butted down tubes, extra large ball head bearings, grease gun lubricated. Specially strengthened and re-designed, giving lower riding position.

FORKS. With hand adjustable shock absorbers and steering damper. Provision is made for mounting a speedometer.

TANK. Capacity, 2½ gallons (10.2 litres). Special rubber buffers on front fixing.

TYRES. 7in. dia. (17.77 cms.), 1in. (2.54 cms.) wide, with hand adjustments. Provision is made for fitting a speedometer drive in the front brake.

TYRES. 26in. x 3.25in. (66.03 cms. x 8.25 cms.)

SADDLE. Flexible top, adjustable three point fixing.

STANDS. Rear, spring up type. Front, fixed with locking nut.

FOOTRESTS. Adjustable.

SILENCER. Chromium plated, large capacity.

CONTROLS. Clutch, front brake and valve lifter by external levers. Ignition by slow action thin twist grip. Throttle by quick action thin twist grip. Both adjustable for friction. Foot-gear-change can be fitted as an extra.

MUDGUARDS. Wide centre rib section 6in. (15.23 cms.). Detachable rear portion and valanced front.

TOOL KIT. Complete for all running adjustment including grease gun. Carried in large tool carrier with spare room.

GROUND CLEARANCE. 4½in. (10.79 cms.)

HEIGHT TO TOP OF SADDLE. 27½in. (69.21 cms.)

WHEELBASE. 53½in. (136.52 cms.)

WEIGHT COMPLETE. 299 lbs. (136 Kg.)

WIDTH OVER HANDLEBARS. 29in. (73.65 cms.)

SPEED. With long exhaust pipe 85 m.p.h. (137 k.p.h.). With silencer 75 m.p.h. (120 k.p.h.)

FINISH. Best black enamel. Tank, gold lines and transfer. Plated parts chromium.

WE claim that a Velocette Camshaft Engine will retain its tune longer than any push rod Engine; that it is quieter mechanically; that its wearing parts last longer; that its sustained speed capabilities are superior. For every day wear and tear, we guarantee this machine to be faster than any other machine of similar price, irrespective of its cubic capacity.

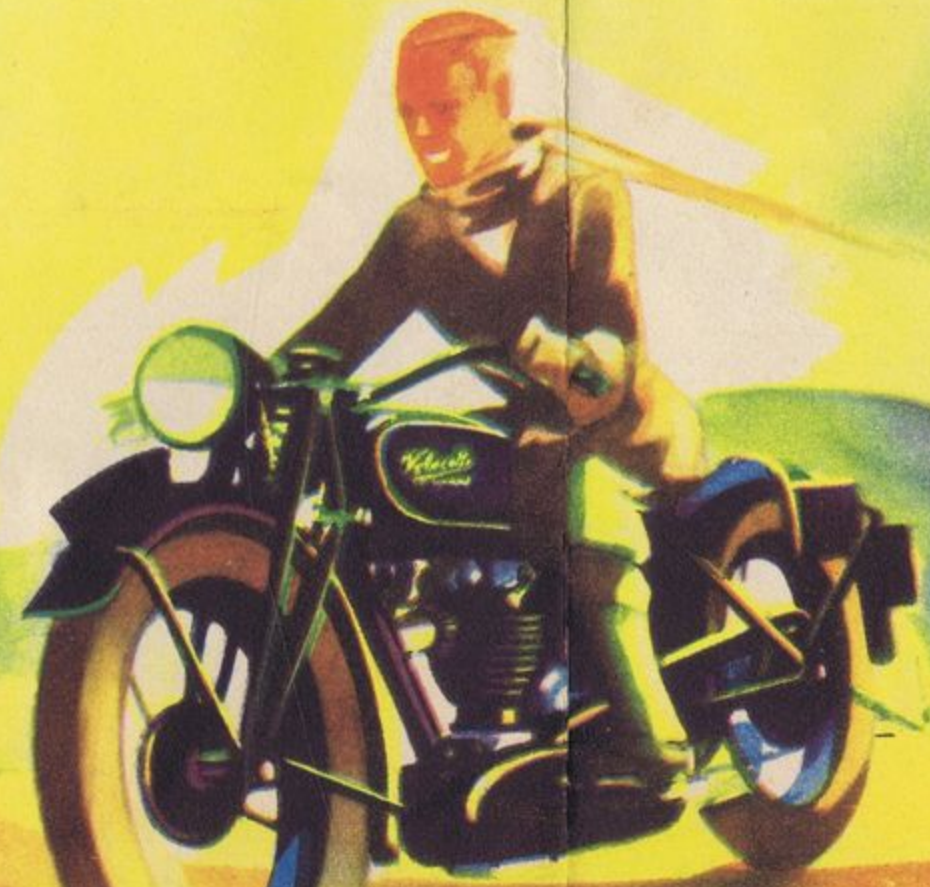
The second-hand value of a Velocette is an indication of its reputation, and its lasting qualities.

The K.T.S. Model differs only with the K.S.S. Model in the size of Tyres and Mudguards.

This machine being fitted with large Tyres, and very efficient mudguards, is an ideal sports touring machine being capable of speeds up to 75 m.p.h., and may be used with a sidecar.

Pillion footrest lugs are brazed to the frame in order to easily attach these if required.

The Velocette patent quick action Foot-gear change, high level exhaust pipe (see illustration), also T.T. racing footrests with folding footrest on kick-starter side can be fitted at extra charge if required.



ON ROAD AND TRACK — THE WORLD'S MOST SUCCESSFUL MOTOR CYCLE!

Barnstormers.co.nz

EXTRAS

Air Filter	
Carrier, Touring	
Chromium Tank	
Clock, Smiths 8-day with Bracket	
Crankcase Shield	
Dynamo Lighting, S.U.S. on Model K.T.T.	
Extension Pipe with Clips to convert touring exhaust to racing exhaust	
High Level Exhaust Pipes, per pipe	
Legshields	per pair
Pillion Footrests	per pair
Pillion Seat	
Patent quick action Foot-gear-change	
Racing Kneegrips	
Racing Footrests with folding footrest on kick-starter side	
Speedometer, Smiths trip 80 m.p.h. (140 kilos)	
Speedometer, Smiths non-trip, 80 m.p.h. (140 kilos.)	
Sports tyre	per wheel
Stop light and rear light combined	

WORLD WIDE SUCCESSES

INCLUDE

1931

Alan Trophy Trial. Alan Trophy, Cumberland County Trophy, Hard Knott Cup, Wakefield Casket and Two Gold Medals.
 Grand Prix of Nations. 1st, 5th and 7th.
 Leinster "200." 1st and fastest time (350 c.c. class).
 Hungarian T.T. 1st (350 c.c. class).
 Austrian T.T. 1st (350 c.c. class).
 Bol'dor 24 Hour Race. 1st.
 Scottish Six Days' Trial. Silver Cup and Gold Medal.
 Junior T.T. 7th, 11th, 12th, 15th, 16th, 18th, 19th, 20th and Four Replicas.
 Senior T.T. 9th (350 c.c. Machine).
 International Six Days' Trial. Gold Medal.
 Grand Prix of Brussels. 1st in all 350 c.c. events.
 Monza Grand Prix. 1st and 3rd (350 c.c. class).
 French Grand Prix. 1st, 2nd, 4th, 6th, 8th, 10th, 11th and 16th.
 Hutchinson Hundred. 1st at nearly 90 m.p.h.
 Manx Grand Prix (Junior Race). 1st, 7th, 9th, 11th.

1930

Junior T.T. Visitors Cup, 4th & Four Replicas
 Manx Grand Prix. Junior Race, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th. Senior Race, 4th and 5th.
 South African T.T. Junior Race, 1st, 3rd, and Fastest Lap. Senior Race, 3rd.
 Swedish T.T. 1st and 3rd.
 Swedish Grand Prix. 1st.
 Ulster Grand Prix. 3rd and 2 Gold Medals.
 Italy—Targa Florio Grand Prix. 1st.
 Italy—Monza Grand Prix. 2nd and 3rd.
 International Six Days' Trial. 100 Per Cent. Award.
 Scottish Six Days. Silver Cup.
 Victory Cup Trial. Olai Cup.
 West of England Trial. 250 c.c. Cup.

1929

Junior T.T. 1st, 3rd, 5th, 6th, 7th, 10th & 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.

1929 (continued)

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% 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.

GUARANTEE

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 competitions 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.

NOTE We reserve the right to alter all Specifications where necessary without notice.

VELOCE LIMITED
HALL GREEN WORKS
BIRMINGHAM

Telegrams: "Veloce, Birmingham" Phone: Acocks Green 845 (3 lines) Code: Bentleys