

TRIUMPH



TRIUMPH 1885-1930

EVERY year the world-famous Triumph Company is expected to produce something new, something outstandingly good, something definitely better than its own previous best. And this becomes increasingly difficult. In fact, it would be impossible, but for Triumph's vast experience and never-ceasing research work.

Triumph quality is the bed-rock on which Triumph popularity and international fame are based.

And Triumph now forges definitely ahead for 1930.

Chromium plating—a rustless finish that only requires an occasional wipe over to maintain its brilliance—is standardised on every model. An entirely new handlebar, with no outside wires and no screwed-on controls, is a most attractive new feature. All wires are entirely hidden, levers are integral with the handlebars—an ingeniously simple bar embodying twist-grip controls lubricated by oil gun. Indeed, it may be said that no greater contribution towards neater and cleaner motor cycle design has been made than the production of this new handlebar. But perhaps the most important new feature of all is the introduction of a 500 c.c. two-port O.H.V. This new model will arouse unbounded enthusiasm particularly among the thousands of riders throughout the world who are acquainted with its smaller prototype—the 3.48 h.p. two-port O.H.V. model C.O.

Always in the van of progress, the 1930 season finds Triumph as fully alive to the needs of lovers of the "Open Road" as this famous company has ever been during more than forty years of pioneer achievement. Indeed, it may safely be said that Triumph's wonderful offer of a 550 c.c. model at such an exceptionally low price has brought motor cycling within the reach of many thousands who would otherwise never have enjoyed the pleasures to be found on the great highway.

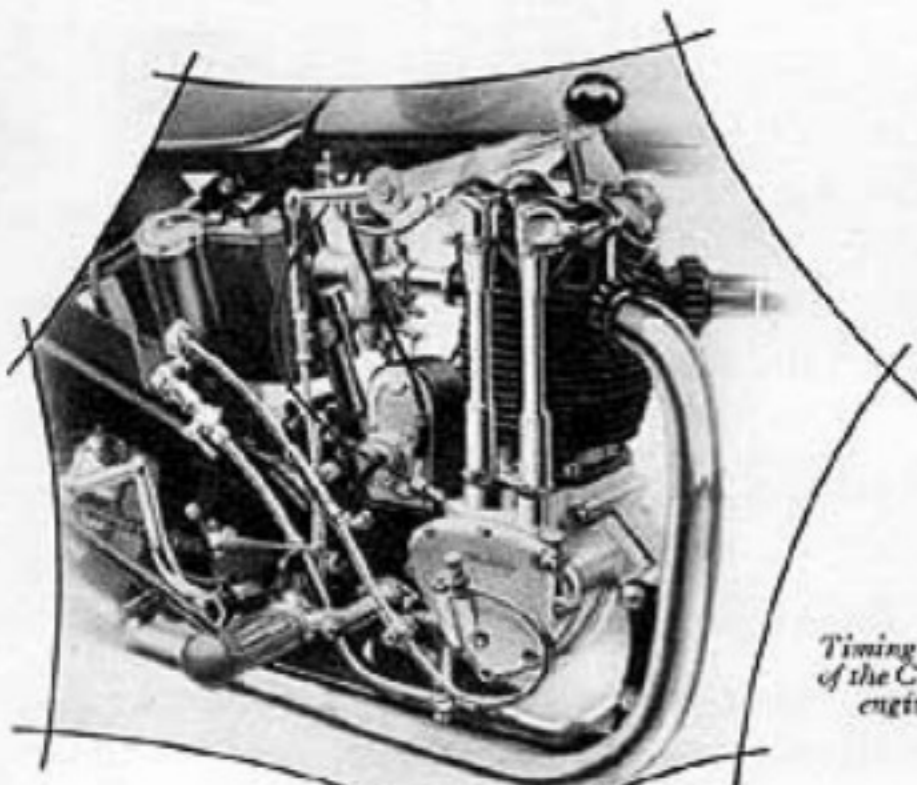
The following pages will interest you as
no motor cycle catalogue has interested
you before. Read on.

Manufactured by

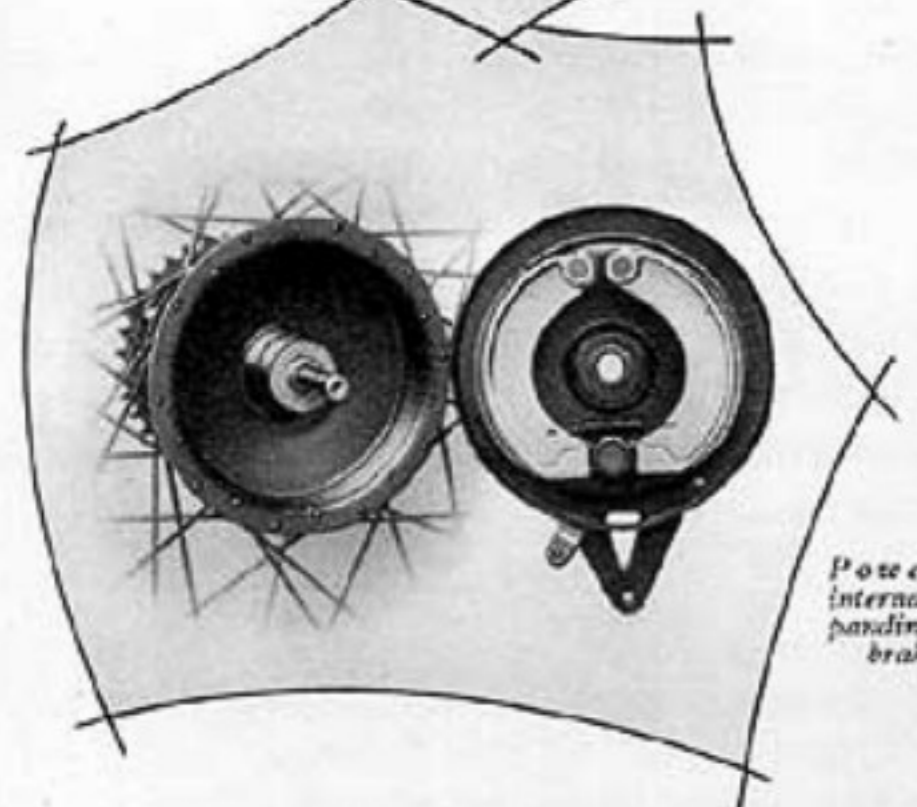
Triumph Cycle Company, Ltd., Coventry, England

The TRIUMPH 4.98

1hp MODEL C.T.T



Timing side of the C.T.T. engine



Powerful internal expanding rear brake

POWER UNIT.—Engine: 4.98 h.p. Triumph, single cylinder, 80 × 99 m.m. bore and stroke, capacity 497.5 c.c. detachable two-port hemispherical head with overhead valves operated by rockers mounted in roller bearings, adjustable tubular push rods, decompressor and exhaust lifter, aluminium piston, full floating gudgeon pin, roller bearing big end with pressure oil feed. Semi-dry sump lubrication, integral spur gear delivery and scavenging oil pumps, oil feed indicator and regulator, oil mist feed to primary and magneto chains. (Patent Nos. 281704, 268983, 268571.)

Silencers: Two pipes 1½ in. dia., 37 in. long, each leading into a large-sized expansion chamber, fishtail outlet tubular baffles, easily detachable for clearing.

Carburettor: Amal, adjustable throttle and air slides, device for starting and slow running.

Ignition: High tension magneto, variable control.

TRANSMISSION.—Chains: Front, ½ in. pitch × .305 in. wide; rear, ½ in. pitch × .378 in. wide. Cover to front chain, guard to rear chain. Shock absorber in rear wheel. Front and magneto chains lubricated by engine breather and rear chain lubricated by oil tank release pipe.

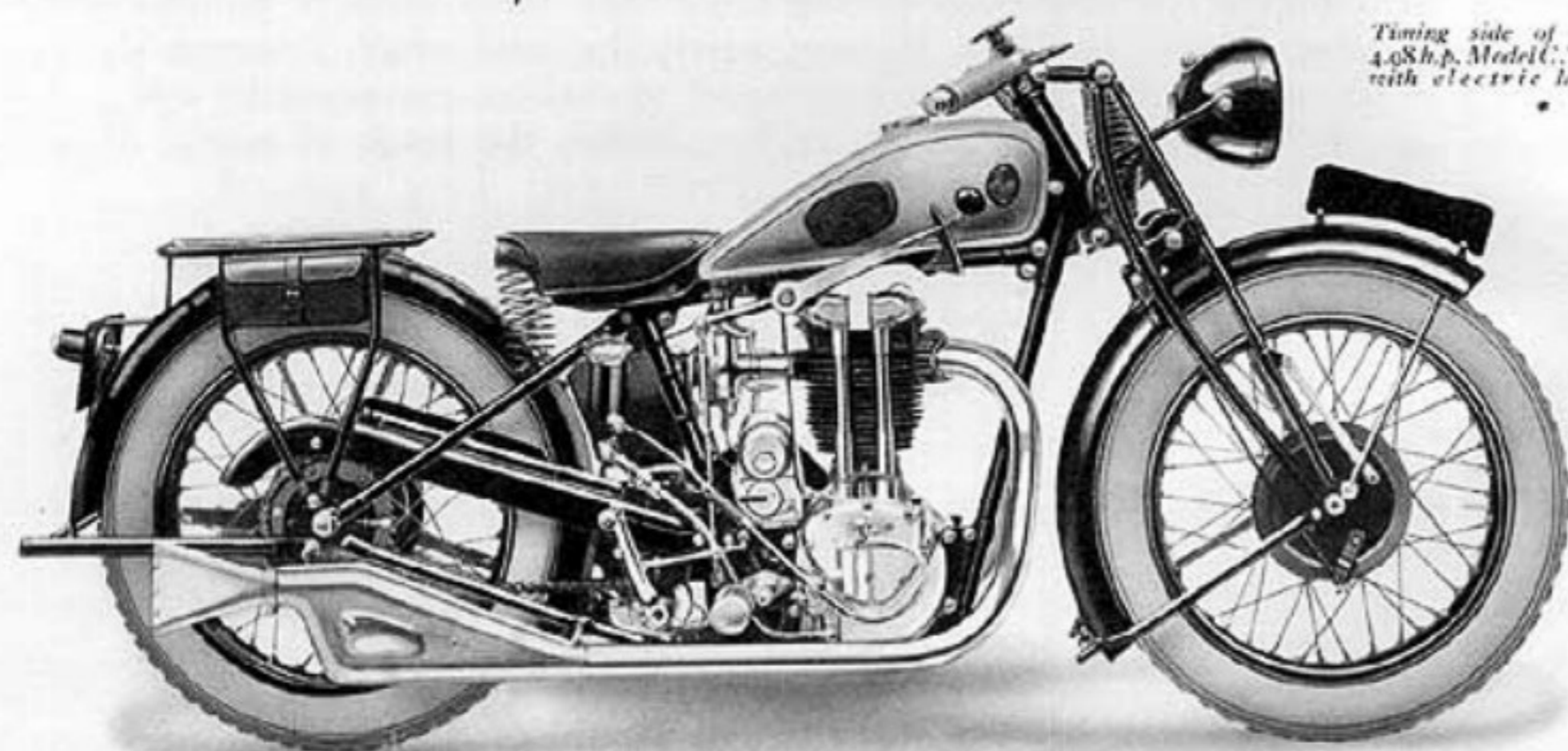
Clutch: Hand controlled, ball thrust operation, dry multi-friction disc type with six springs.

Gearbox: Three speeds, hand controlled gear operating mechanism with quadrant location on frame giving definite middle gear position. Combined oil filler and oil level. Main and layshaft supported on roller bearings. Enclosed kick-starter mechanism. (Patent Nos. 237461, 249972, 243851.)

Standard Ratios: Solo, 4.40; 7.13; 12.20. Comb., 5.24; 8.46; 14.51. Close gear ratios can be supplied if required.

FRAME.—Cradle shape, straight tubular type, incorporated sidecar lugs, low saddle position. Complete loop formed by extended base stays, straight triangulated top and bottom stays.

We reserve the right to modify or deviate from specification in minor details.



Timing side of the 4.98 h.p. Model C.T.T. with electric lamps

Footrests: Adjustable, detachable foot pads.

Rear Stand: Spring-up type, fitted with anti-rattle device.

Carrier: Sturdy steel construction, well forward.

Tanks: Petrol tank extra strong, welded steel construction, saddle pattern, capacity 2½ gallons. Oil tank, welded steel construction separately attached to seat tube, oil return sight feed, capacity 3½ pints. Quick release filler caps.

STEERING.—Forks: Triumph pattern, single tension spring, bridged links, independent girder construction, fitted with steering damper, stabiliser, lock and depression stops. Lamp attachment to fork crown.

Handlebar: Of registered design, No. 748756. Adjustable sports pattern, 1 in. dia., ignition and throttle twist-grips, integral levers, enclosed cables. (Prov. Patent Nos. 29303, 29302.)

Front Stand: Light tubular construction.

WHEELS.—Tyres: Dunlop 26 in. × 3.25 in., wired type.

Mudguards: Domed section, 6 in. wide.

Brakes: Front and rear internal expanding, double pivot shoe type, with special tangential brake anchorages to relieve stresses on front girder tube and back stays.

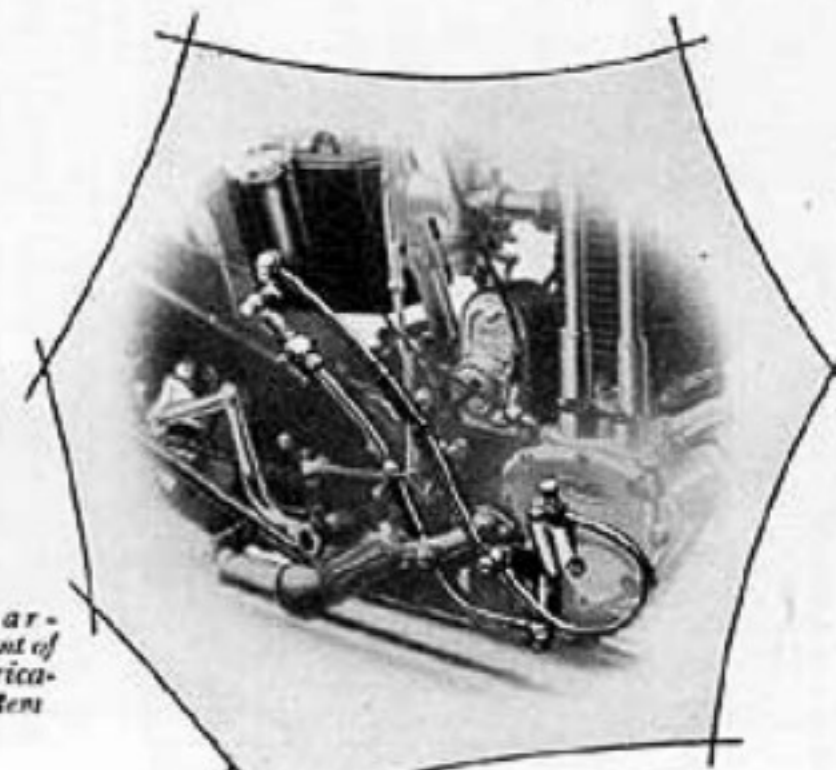
Hubs: Taper roller bearings, large diameter spindles, locked adjuster nuts.

FITTINGS.—Saddle, spring seat, with nose fitting into rear of tank. Pannier bags. Tool roll with complete kit of tools. Tyre inflator. Oil pressure gun. Knee-grips.

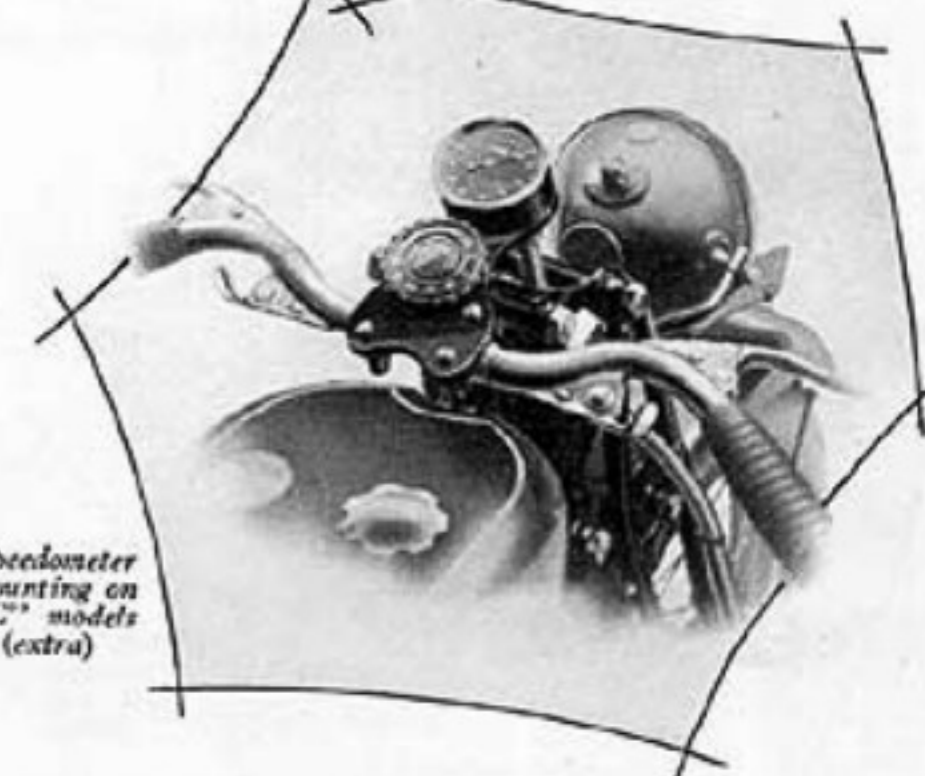
FINISH.—Frame coslettised and enamelled in black. Rims, hubs, and spokes enamelled black, with gold lines to rims. Chromium plating. Tank chromium plated. Alternative tank colour schemes available without extra charge, see tank booklet.

EXTRA.—Lucas "Magdyno" electric lighting.

All goods are sold by us subject to the limited warranty printed in this catalogue.

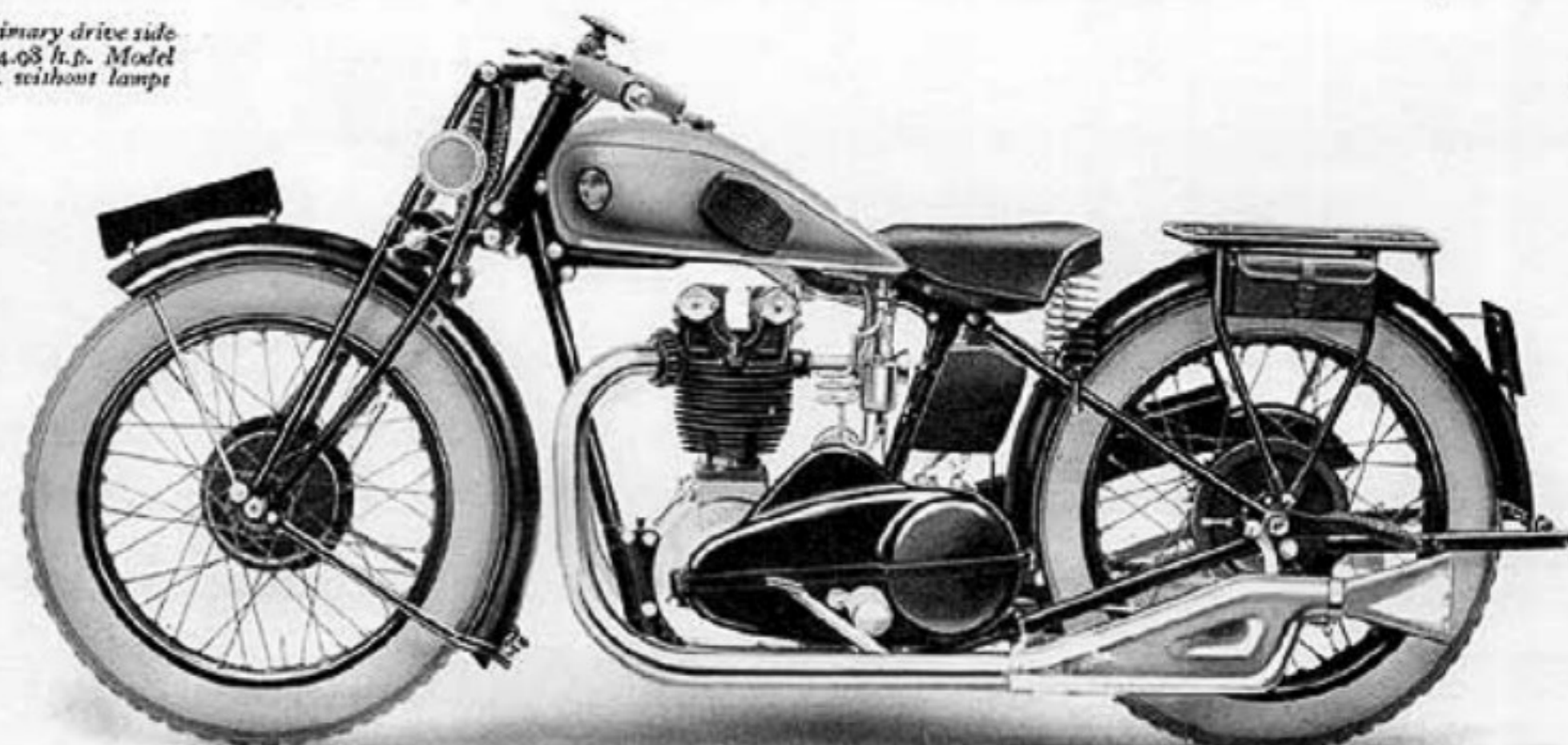


Neat arrangement of the lubrication system



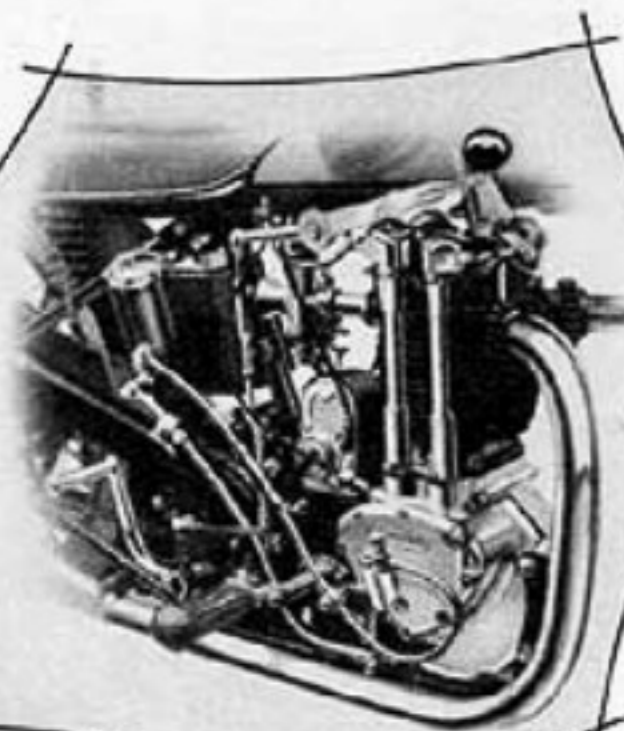
Speedometer mounting on "C.T.T." models (extra)

The primary drive side of the 4.98 h.p. Model C.T.T. without lamp



The TRIUMPH 3.48 h.p.

O.H.V MODEL C.O



The powerful 3.48 h.p. 1700-port engine

POWER UNIT.—Engine: 3.48 h.p. Triumph, single cylinder, 72 × 85.5 m.m. bore and stroke, capacity 348 c.c., detachable two-port hemispherical head with overhead valves operated by rockers mounted in roller bearings, adjustable tubular push rods, decompressor and exhaust lifter, aluminium piston, full floating gudgeon pin, roller bearing big end with pressure oil feed. Semi-dry sump lubrication, integral spur gear delivery and scavenging oil pumps, oil feed indicator and regulator, oil mist feed to primary and magneto chains. (Patent Nos. 281104, 268983, 268571.)

Silencers: Two pipes 1½ in. dia., 37 in. long, each leading into a large-sized expansion chamber, fishtail outlet, tubular baffles, easily detachable for cleaning.

Carburettor: Amal, adjustable throttle and air slides, device for starting and slow running.

Ignition: High tension magneto, variable control.

TRANSMISSION.—Chains: Front, ½ in. pitch × .305 in. wide; rear, ¾ in. pitch × .378 in. wide. Cover to front chain, guard to rear chain. Shock absorber in rear wheel. Front and magneto chains lubricated by engine breather and rear chain lubricated by oil tank release pipe.

Clutch: Hand controlled, ball thrust operation, dry multi-friction disc type with six springs.

Gearbox: Three speeds, hand controlled gear operating mechanism with quadrant location on frame giving definite middle gear position. Combined oil filler and oil level. Main and layshafts supported on roller bearings. Enclosed kickstarter mechanism. (Patent Nos. 237461, 249972, 243851.)

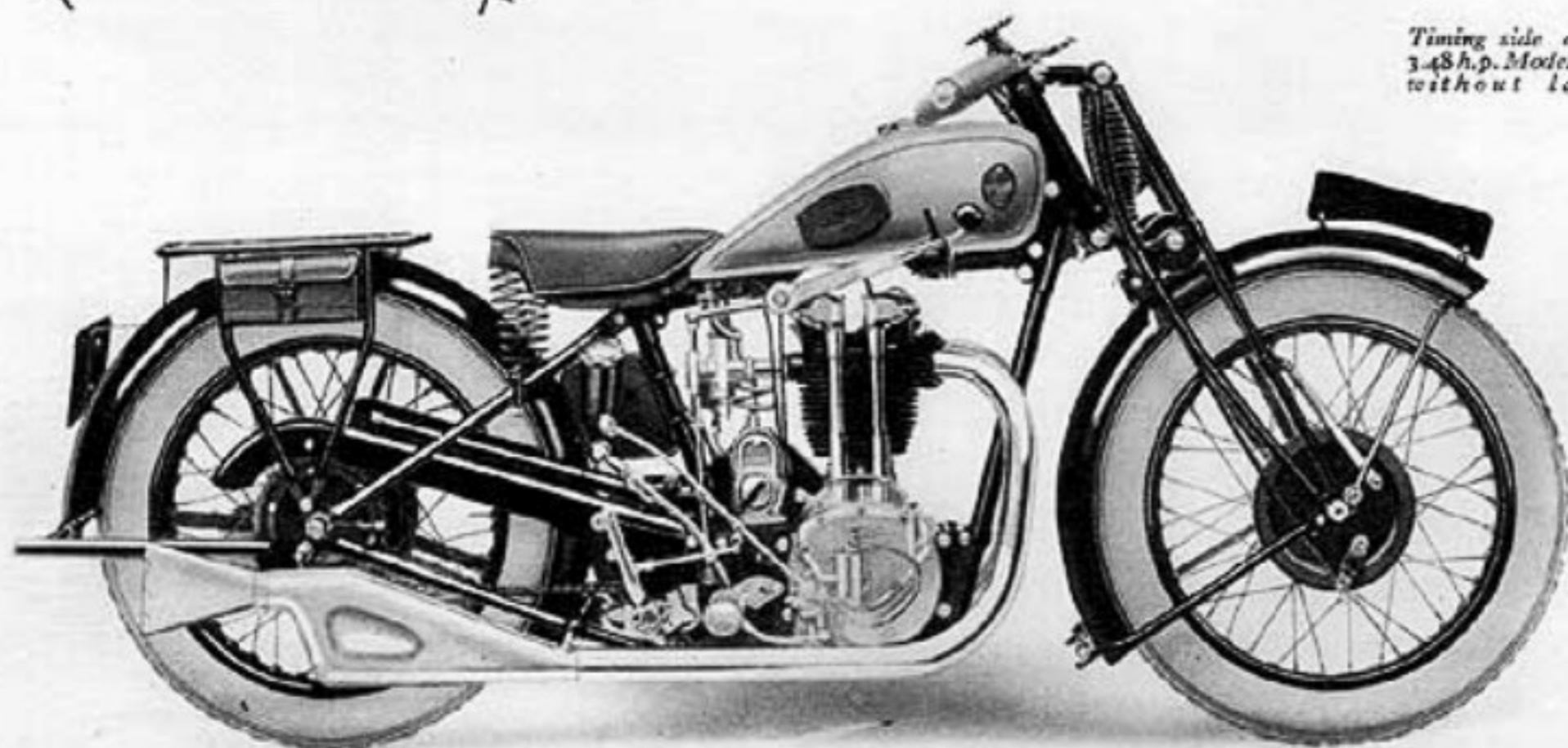
Standard Ratios: Solo, 5.18; 8.40; 14.40. Comb., 6.20; 10.03; 17.22. Close gear ratios can be supplied if required.

FRAME.—Cradle shape, straight tubular type, incorporated sidecar lugs, low saddle position. Complete loop formed by extended base stays, straight triangulated top and bottom stays.



The neat handlebar on all "C" models

We reserve the right to modify or deviate from specification in minor details.



Timing side of the 3.48 h.p. Model C.O. without lamps

Footrests: Adjustable, detachable foot pads.

Rear Stand: Spring-up type, fitted with anti-rattle device.

Carrier: Sturdy steel construction, well forward.

Tanks: Petrol tank extra strong, welded steel construction, saddle pattern, capacity 2½ gallons. Oil tank, welded steel construction, separately attached to seat tube, oil return sight feed, capacity 3½ pints. Quick release filler caps.

STEERING.—Forks: Triumph pattern, single tension spring, bridged links, independent girder construction, fitted with steering damper, stabiliser, lock and depression stops. Lamp attachment lugs to fork crown.

Handlebar: Of registered design, No. 748756. Adjustable sports pattern, 1 in. dia., ignition and throttle twist-grips, integral levers, enclosed cables. (Prov. Patent Nos. 29303, 29302.)

Front Stand: Light tubular construction.

WHEELS.—Tyres: Dunlop 26 in. × 3.25 in., wired type.

Mudguards: Domed section, 6 in. wide.

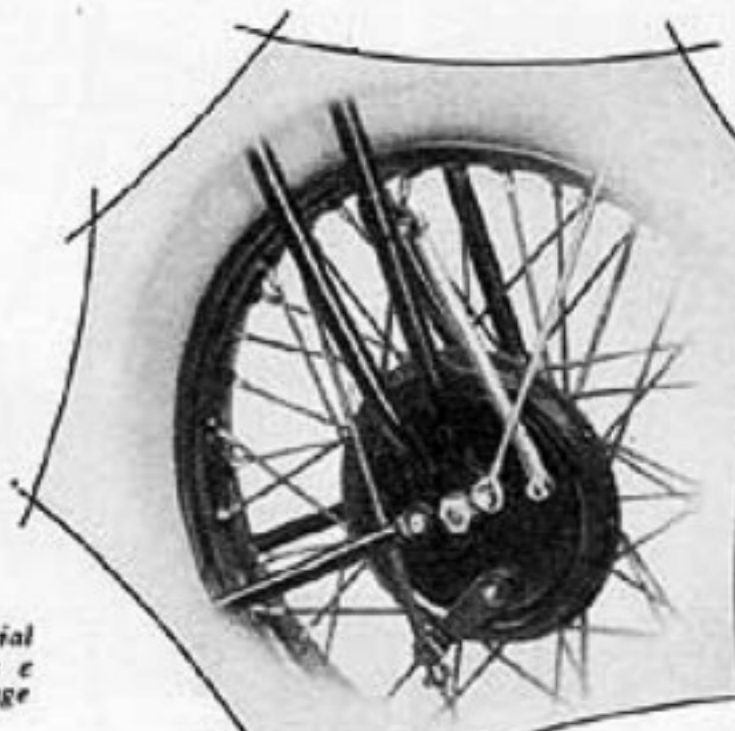
Brakes: Front and rear internal expanding double pivot shoe type, with special tangential brake anchorages to relieve stresses on front girder tube and back stays.

Hubs: Taper roller bearings, large diameter spindles, locked adjuster nuts.

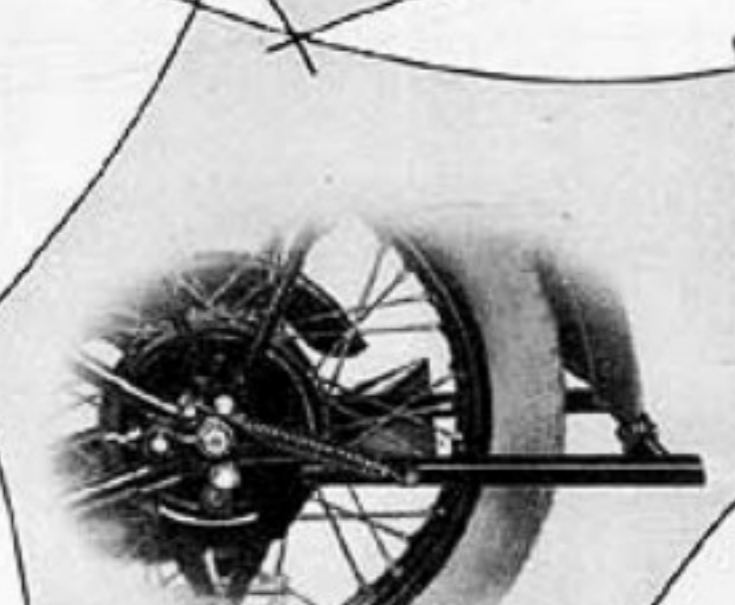
FITTINGS.—Saddle, spring seat, with nose fitting into rear of tank. Pannier bags. Tool roll with complete kit of tools. Tyre inflator. Oil pressure gun. Knee-grips.

FINISH.—Frame coslettised and enamelled in black. Rims, hubs, and spokes enamelled black, with gold lines to rims. Chromium plating. Tank chromium plated. Alternative tank colour schemes available without extra charge, see tank booklet.

EXTRA.—Lucas "Magdyno" electric lighting.



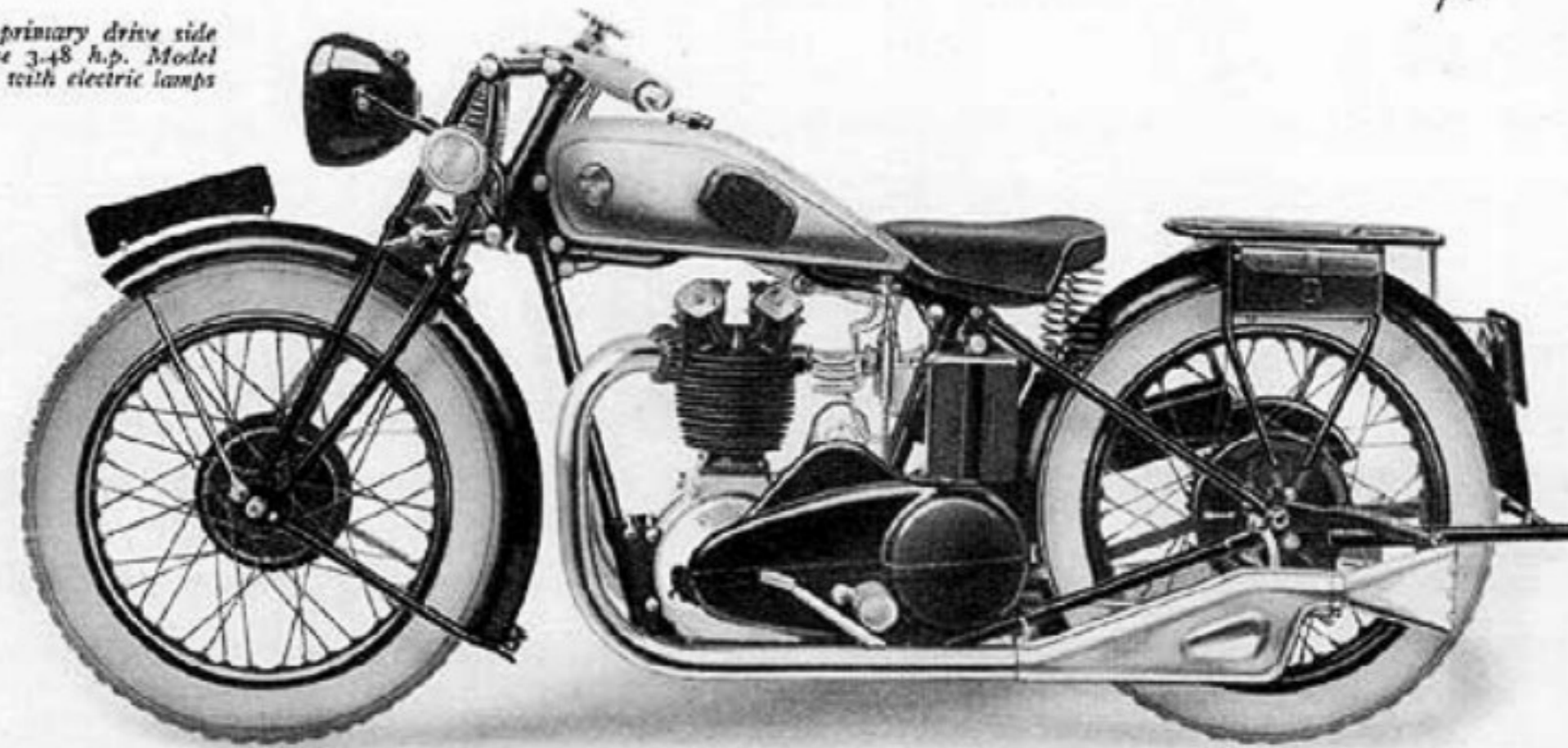
Tangential brake anchorage



Rattle-proof spring-up rear stand

All goods are sold by us subject to the limited warranty printed in this catalogue.

The primary drive side of the 3.48 h.p. Model C.O. with electric lamps



The TRIUMPH 5.40

1hp MODEL C.S.D

POWER UNIT.—Engine: 5.49 h.p. Triumph, single cylinder, 84 × 99 m.m. bore and stroke, capacity 548.5 c.c., side by side valves, adjustable tappets, decompressor (Patent No. 281104) and exhaust lifter, aluminium piston, full floating gudgeon pin, roller bearing big end with pressure oil feed. Semi-dry sump lubrication, integral spur gear delivery and scavenging oil pumps, oil feed indicator and regulator, oil mist feed to primary and magneto chains.

Silencer: Single pipe 1 1/4 in. dia., 35 in. long, leading into large size expansion chamber, fishtail outlet, tubular baffles, easily detachable for cleaning.

Carburettor: Amal, adjustable throttle and air slides, device for starting and slow running.

Ignition: High tension magneto, variable control.

TRANSMISSION.—Chains: Front, 1/2 in. pitch × .305 in. wide; rear, 3/8 in. pitch × .378 in. wide. Cover to front chain, guard to rear chain. Shock absorber in rear wheel. Front and magneto chains lubricated by engine breather and rear chain lubricated by oil tank release pipe.

Clutch: Hand controlled, ball thrust operation, dry multi-friction disc type with six springs.

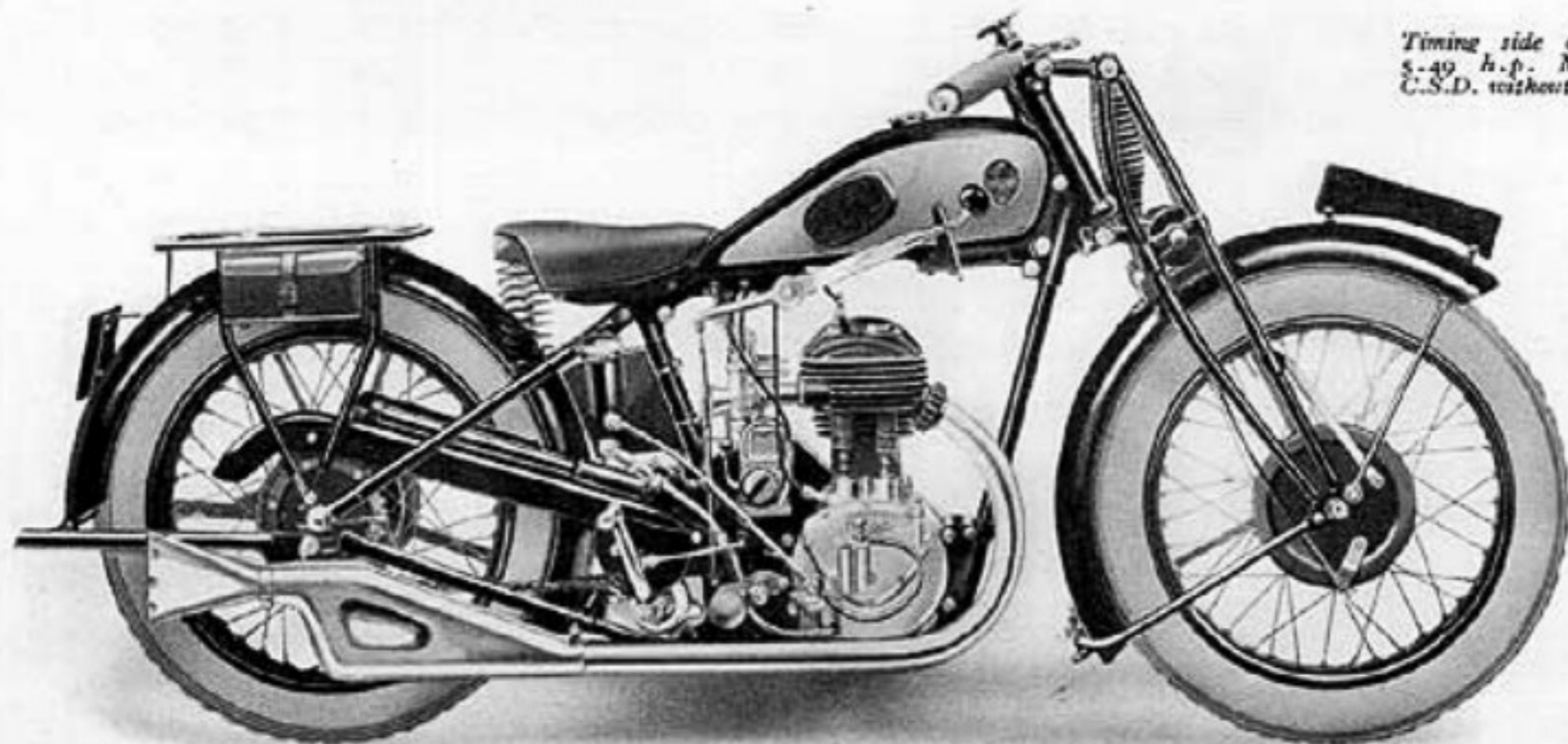
Gearbox: Three speeds, hand controlled gear operating mechanism with quadrant location on frame giving definite middle gear position. Combined oil filler and oil level. Main and layshafts supported on roller bearings. Enclosed kickstarter mechanism. (Patent Nos. 237461, 249972, 243851.)

Standard Ratios: Solo, 4.56; 7.38; 12.70. Comb., 5.46; 8.86; 15.22. Close gear ratios can be supplied if required.

FRAME.—Cradle shape, straight tubular type, incorporated sidecar lugs, low saddle position. Complete loop formed by extended base stays, straight triangulated top and bottom stays.

We reserve the right to modify or deviate from specification in minor details.

Timing side of the 5.49 h.p. Model C.S.D. without lamps



Footrests: Adjustable, detachable foot pads.

Rear Stand: Spring-up type, fitted with anti-rattle device.

Carrier: Sturdy steel construction, well forward.

Tanks: Petrol tank extra strong, welded steel construction, saddle pattern, capacity 2 1/2 gallons. Oil tank, welded steel construction, separately attached to seat tube, oil return sight feed, capacity 3 1/2 pints. Quick release filler caps.

STEERING.—Forks: Triumph pattern, single tension spring, bridged links, independent girder construction, fitted with steering damper, stabiliser, lock and depression stops. Lamp attachment to fork crown.

Handlebar: Of registered design, No. 748756. Adjustable sports pattern, 1 in. dia., ignition and throttle twist-grips, integral levers, enclosed cables. (Prov. Patent Nos. 29303, 29302.)

Front Stand: Light tubular construction.

WHEELS.—Tyres: Dunlop, 26 in. × 3.25 in., wired type.

Mudguards: Domed section, 6 in. wide.

Brakes: Front and rear internal expanding double pivot shoe type, with special tangential brake anchorages to relieve stresses on front girder tube and back stays.

Hubs: Taper roller bearings, large diameter spindles, locked adjuster nuts.

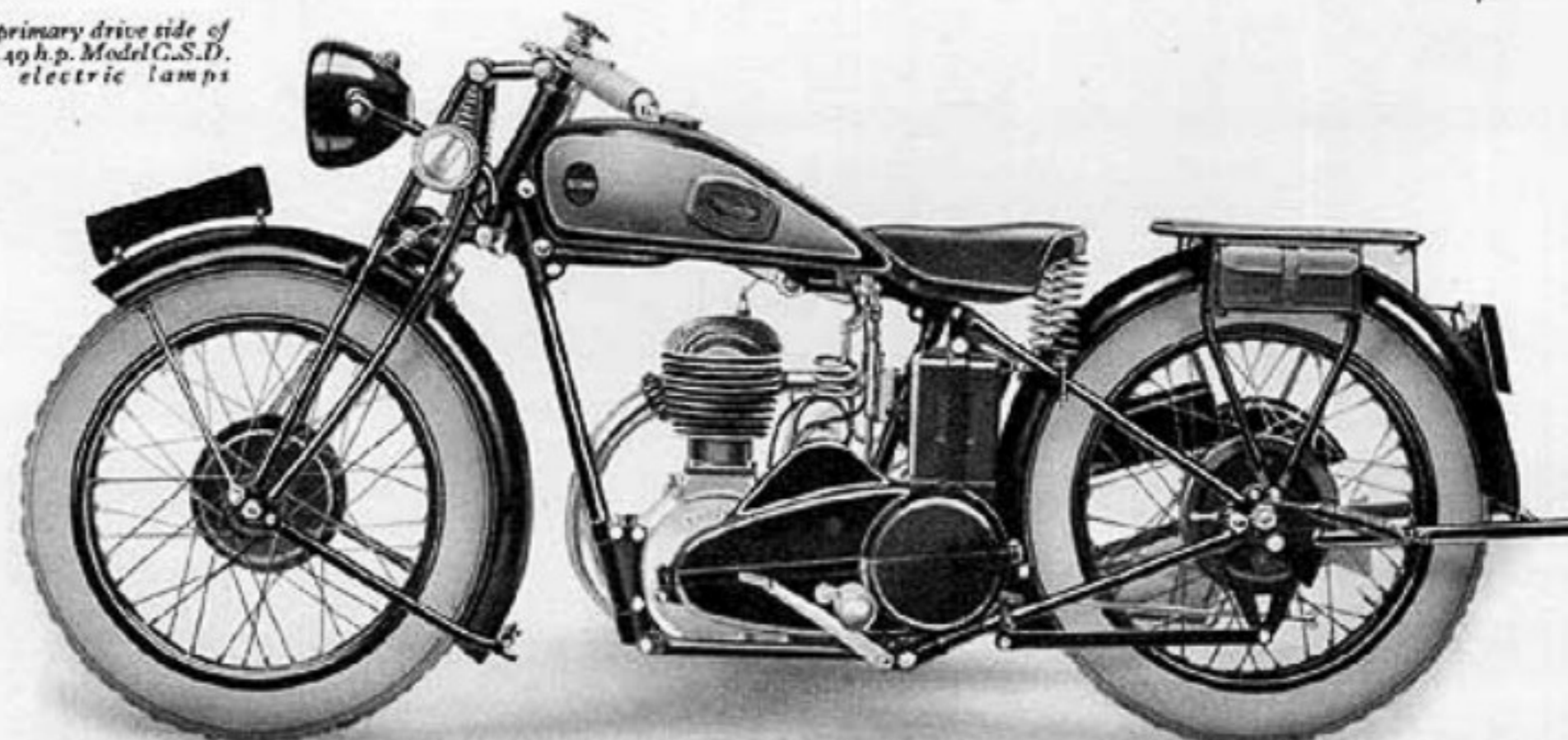
FITTINGS.—Saddle, spring seat, with nose fitting into rear of tank. Pannier bags. Tool roll with complete kit of tools. Tyre inflator. Oil pressure gun. Knee-grips.

FINISH.—Frame cosletted and enamelled in black. Rims, hubs, and spokes enamelled black, with gold lines to rims. Chromium plating. Tank distinctively panelled. Alternative tank colour schemes available at an extra cost, see tank booklet.

EXTRA.—Lucas "Magdyno" electric lighting.

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The primary drive side of the 5.49 h.p. Model C.S.D. with electric lamps



Clean, powerful and of impressive lines

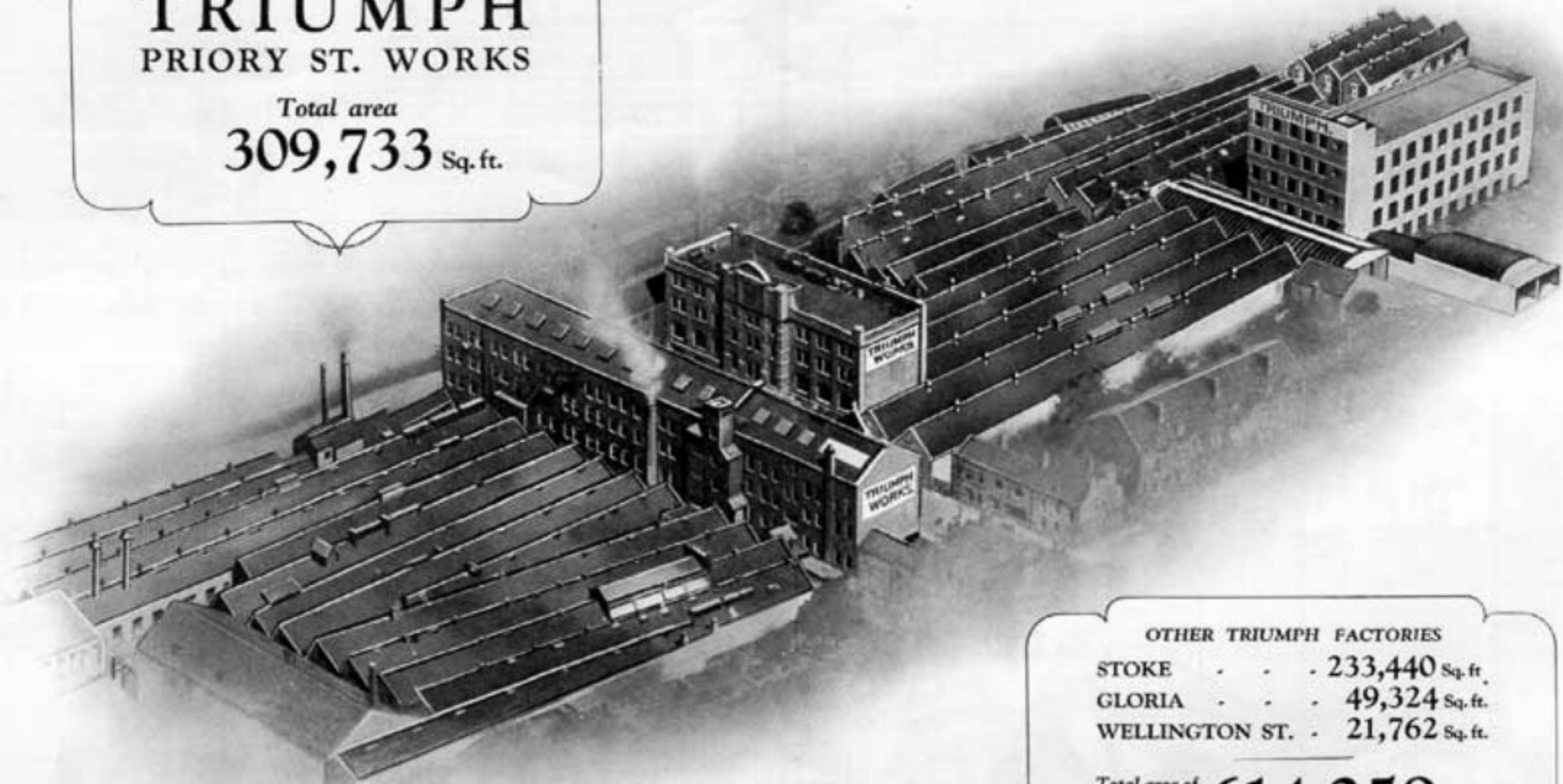
Rear brake anchorage and brake adjustment

Conveniently placed rear brake pedal

This gear control comes readily to hand

TRIUMPH PRIORY ST. WORKS

Total area
309,733 Sq. ft.



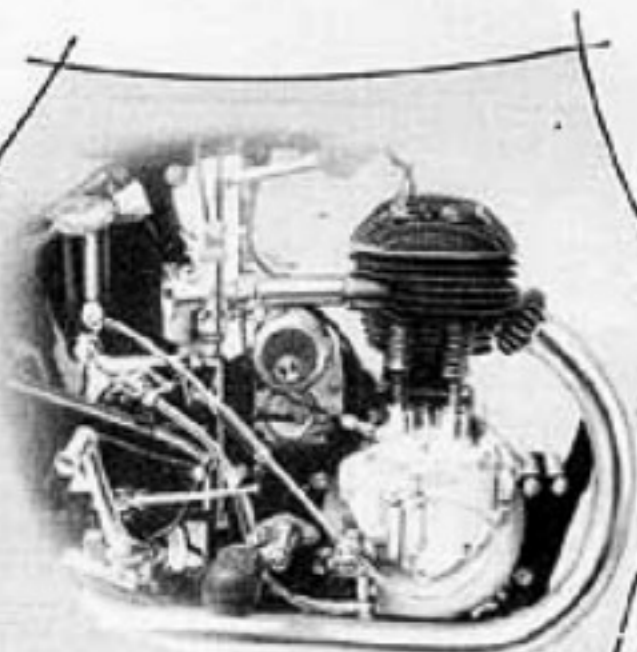
OTHER TRIUMPH FACTORIES

STOKE	. . .	233,440	Sq. ft.
GLORIA	. . .	49,324	Sq. ft.
WELLINGTON ST.	. . .	21,762	Sq. ft.

Total area of
all Triumph
Factories . **614,259** Sq. ft.

The TRIUMPH 4.98

hp MODEL C.N



The extremely neat C.N. engine

POWER UNIT.—Engine: 4.98 h.p. Triumph, single cylinder, 80 × 99 m.m. bore and stroke, capacity 497.5 c.c., side by side valves, adjustable tappets, decompressor (Patent No. 281104) and exhaust lifter, aluminium piston, full floating gudgeon pin, roller bearing big end with pressure oil feed. Semi-dry sump lubrication, integral spur gear delivery and scavenging oil pumps, oil feed indicator and regulator, oil mist feed to primary and magneto chains.

Silencer: Single pipe 1½ in. dia., 35 in. long, leading into large size expansion chamber, fishtail outlet, tubular baffles, easily detachable for cleaning.

Carburettor: Amal, adjustable throttle and air slides, device for starting and slow running.

Ignition: High tension magneto, variable control.

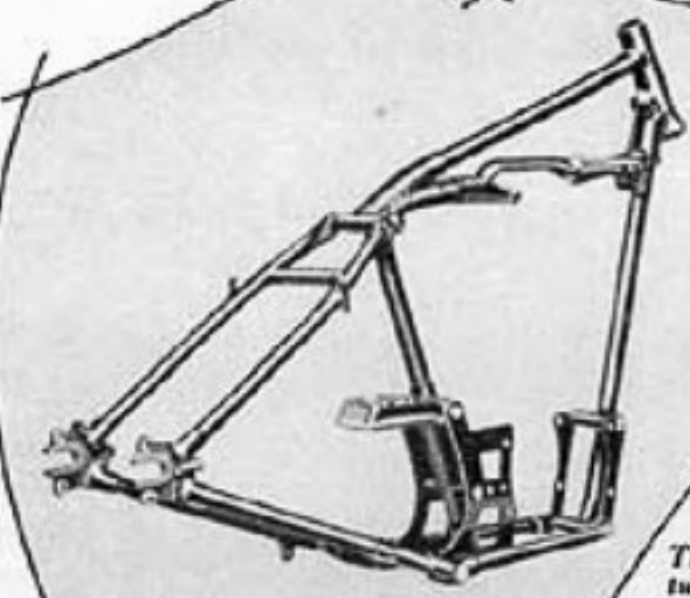
TRANSMISSION.—Chains: Front ½ in. pitch × .305 in. wide; rear, ½ in. pitch × .378 in. wide. Cover to front chain, guard to rear chain. Shock absorber in rear wheel. Front and magneto chains lubricated by engine breather and rear chain lubricated by oil tank release pipe.

Clutch: Hand controlled, ball thrust operation, dry multi-friction disc type with six springs.

Gearbox: Three speeds, hand controlled gear operating mechanism with quadrant location on frame giving definite middle gear position. Combined oil filler and oil level. Main and layshafts supported on roller bearings. Enclosed kickstarter mechanism. (Patent Nos. 237461, 249972, 243851.)

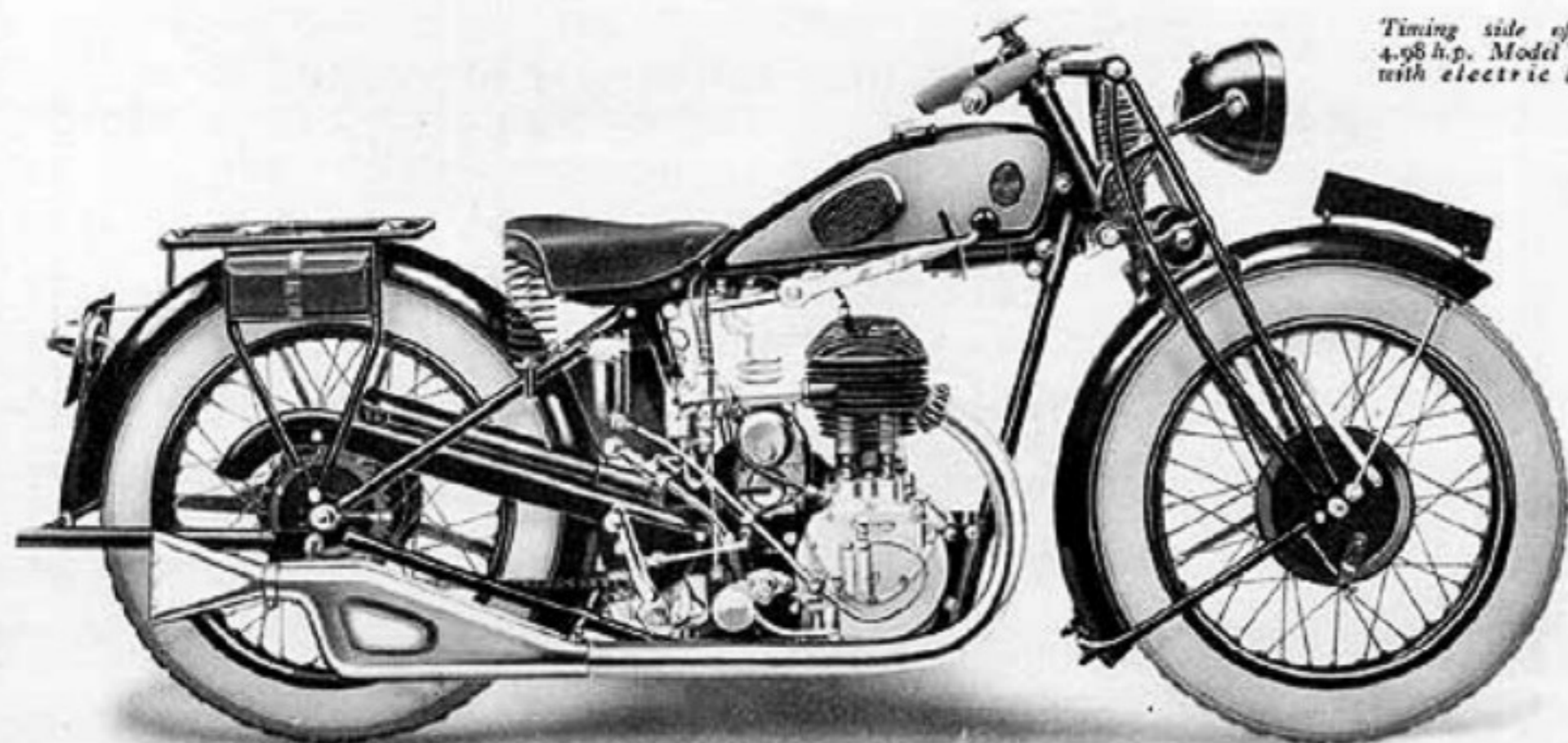
Standard Ratios: Solo, 5.04; 8.16; 14.03. Comb., 6.05; 9.80; 16.85. Close gear ratios can be supplied if required.

FRAME.—Cradle shape, straight tubular type, incorporated sidecar lugs, low saddle position. Complete loop formed by extended base stays, straight triangulated top and bottom stays.



The straight tube cradle frame

We reserve the right to modify or deviate from specification in minor details.



Timing side of the 4.98 h.p. Model C.N. with electric lamps

Footrests: Adjustable, detachable foot pads.

Rear Stand: Spring-up type, fitted with anti-rattle device.

Carrier: Sturdy steel construction, well forward.

Tanks: Petrol tank extra strong, welded steel construction, saddle pattern, capacity 2½ gallons. Oil tank, welded steel construction, separately attached to seat tube, oil return sight feed, capacity 3½ pints. Quick release filler caps.

STEERING.—Forks: Triumph pattern, single tension spring, bridged links, independent girder construction, fitted with steering damper, stabiliser, lock and depression stops. Lamp attachment to fork crown.

Handlebar: Of registered design, No. 748756. Adjustable sports pattern, 1 in. dia., ignition and throttle twist-grips, integral levers, enclosed cables. (Prov. Patent Nos. 29303, 29302.)

Front Stand: Light tubular construction.

WHEELS.—Tyres: Dunlop 26 in. × 3.25 in., wired type.

Mudguards: Domed section, 6 in. wide.

Brakes: Front and rear internal expanding double pivot shoe type, with special tangential brake anchorages to relieve stresses on front girder tube and back stays.

Hubs: Taper roller bearings, large diameter spindles, locked adjuster nuts.

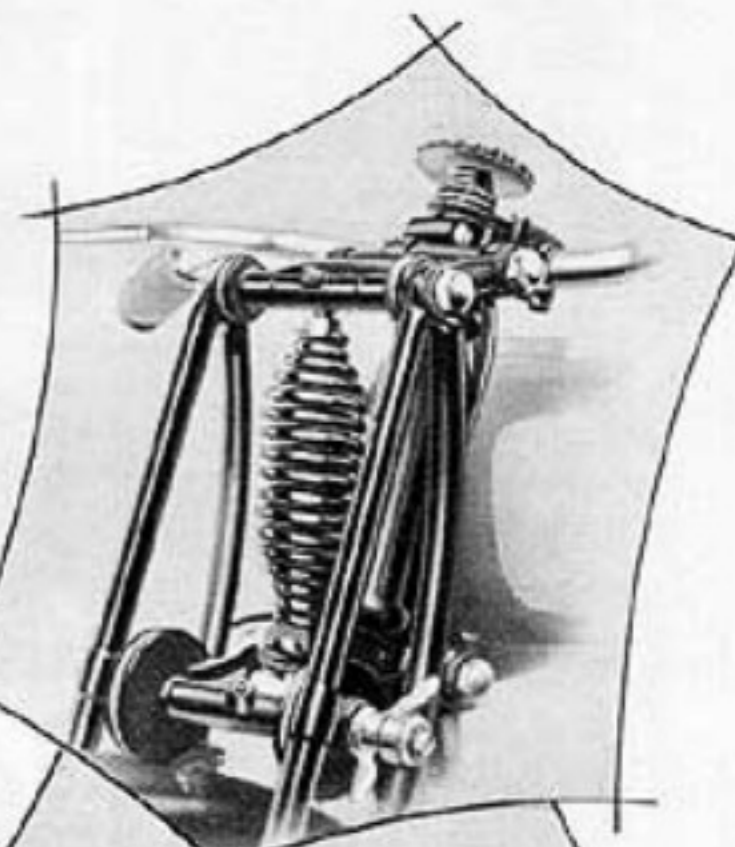
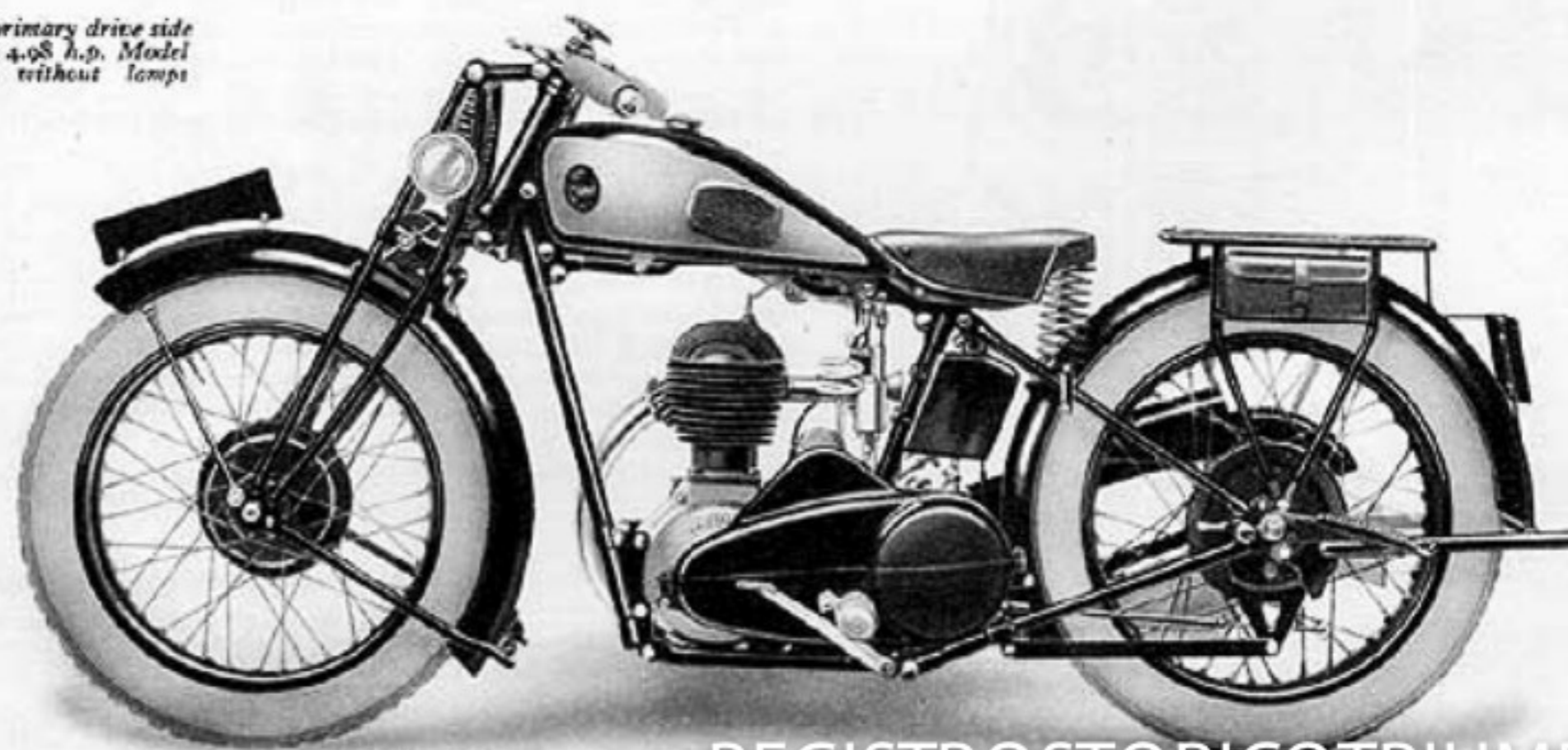
FITTINGS.—Saddle, spring seat with nose fitting into rear of tank. Pannier bags. Tool roll, with complete kit of tools. Tyre inflator. Oil pressure gun. Knee-grips.

FINISH.—Frame coslettised and enamelled in black. Rims, hubs, and spokes enamelled black, with gold lines to rims. Chromium plating. Tank distinctively panelled. Alternative tank colour schemes available at an extra cost, see tank booklet.

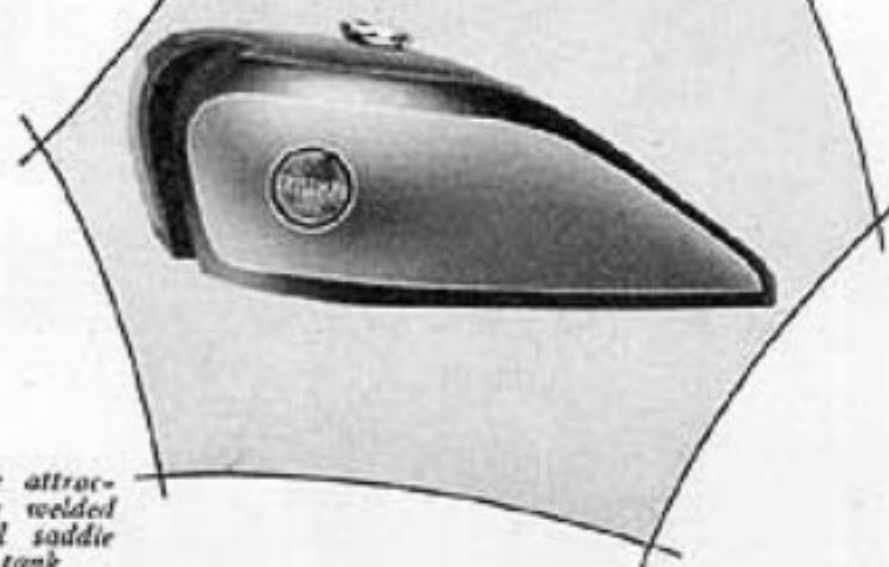
EXTRA.—Lucas "Magdyno" electric lighting.

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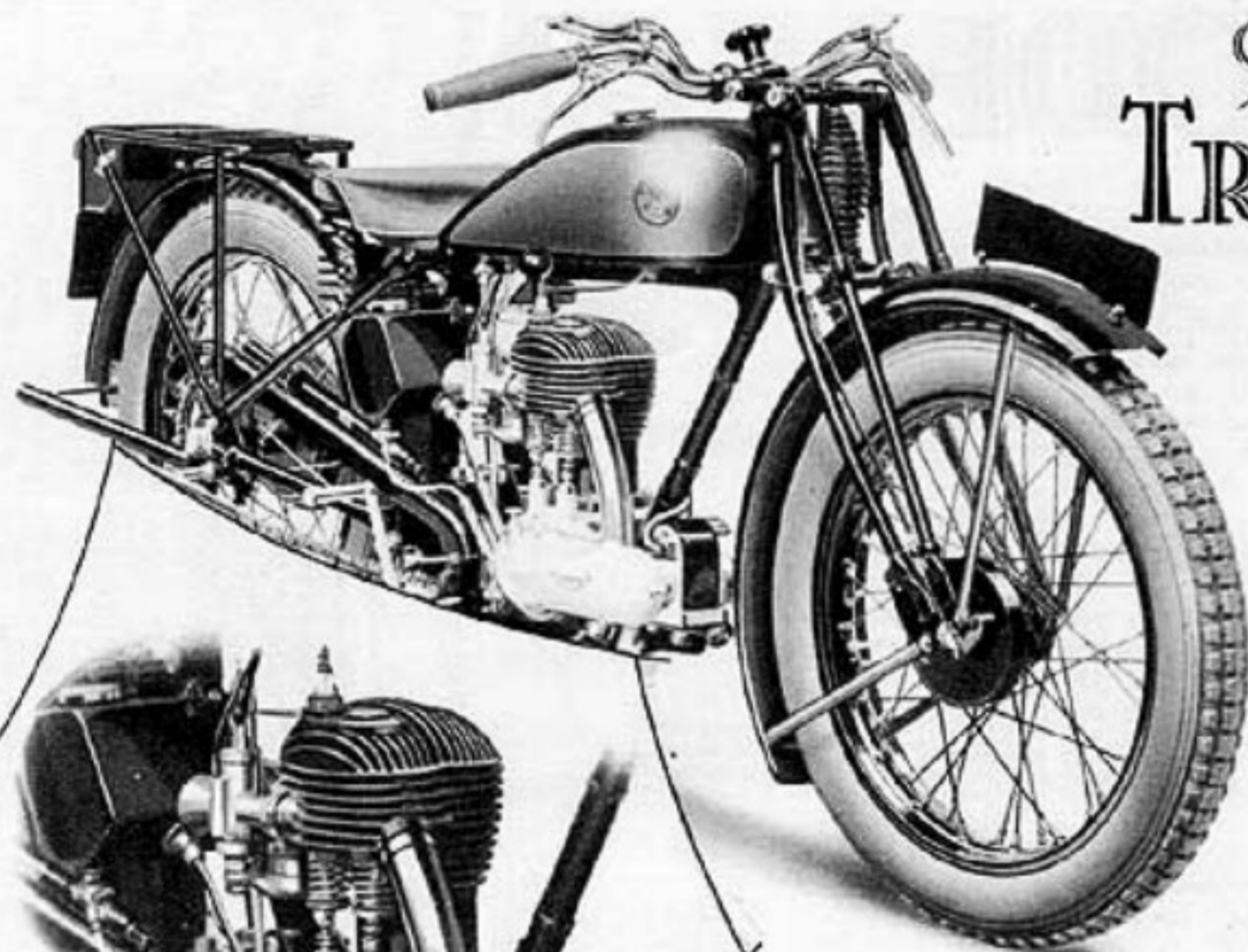
The primary drive side of the 4.98 h.p. Model C.N. without lamps



Front fork and steering damper



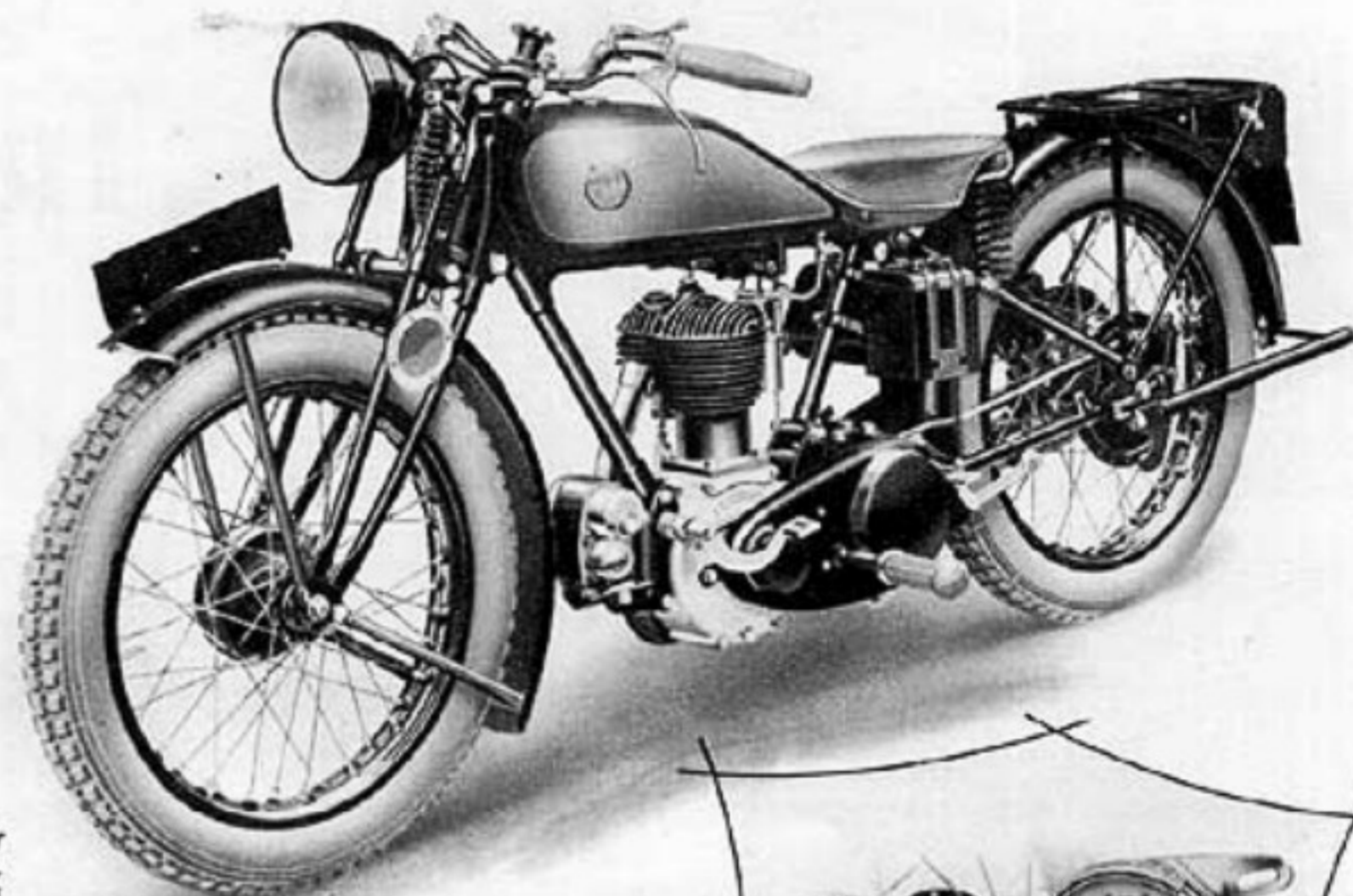
The attractive welded steel saddle tank



The TRIUMPH MODEL N.S.D.

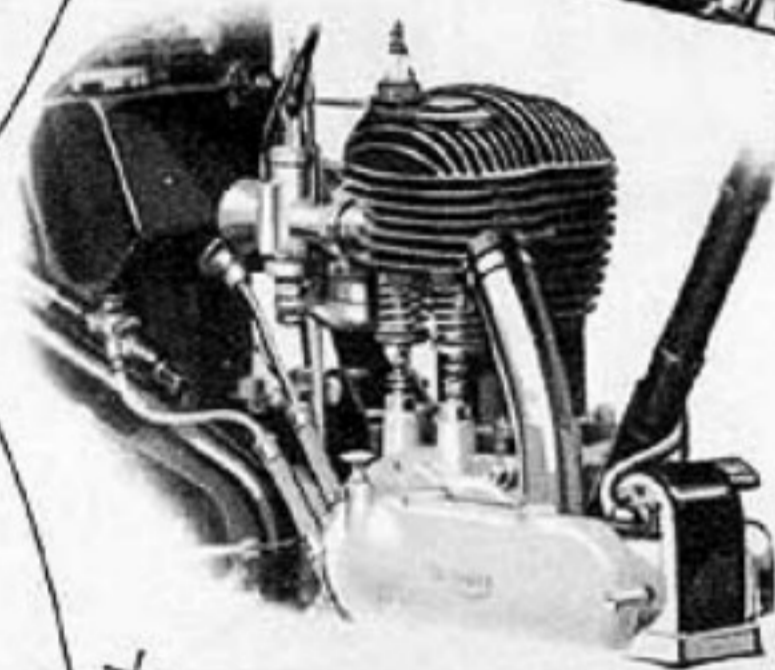
5.49 h.p.

N.S.D.



Timing side of the 5.49 h.p. Model N.S.D. without lamps

The primary drive side of the 5.49 h.p. Model N.S.D. with electric lamps



The well tried N.S.D. engine

POWER UNIT.—Engine: 5.49 h.p. Triumph, single cylinder, 84 × 99 m.m. bore and stroke, capacity 548.5 c.c. side by side valves, adjustable tappets, decompressor (Patent No. 281104), and exhaust lifter, aluminium piston, full floating gudgeon pin, roller bearing big end. Adjustable mechanical oil pump and sight feed with independent feed for auxiliary foot pump.

Silencer: Single pipe, 1½ in. dia., 38 in. long, leading into large expansion chamber.

Carburettor: Amal.

Ignition: High tension magneto.

TRANSMISSION.—Chains: Front, ½ in. pitch × .305 in. wide; rear, ½ in. pitch × .253 in. wide. Cover to front chain, guard to rear chain. Helical cam type shock absorber on engine driving shaft.

Clutch: Hand controlled, ball thrust operation, dry multi-friction disc type with six springs.

Gearbox: Three speeds, hand controlled gear operating mechanism with quadrant location on frame. Combined oil filler and oil level. Main and layshafts supported on ball and roller bearings. Enclosed kickstarter mechanism. (Patent Nos. 237461, 249972, and 243851.)

Standard Ratios: Solo, 5.06; 8.2; 14.12. Comb., 5.73; 9.28; 15.99.

FRAME.—Diamond shape, straight tubular type, incorporated sidecar lugs; low saddle position; strong tubular top and bottom back stays.

Footrests: Adjustable, providing comfortable riding position. (Patent No. 240300 and Regd. No. 726176.)

Rear Stand: Attached to bottom back stay fork ends and held out of position by rear mudguard clip.



Details of the N.S.D. clutch

Carrier: Sturdy steel construction.

Tanks: Petrol tank extra strong, welded steel construction, saddle pattern, capacity 2½ gallons. Oil tank separately attached to seat tube with independent pipes to mechanical and foot operated oil pumps, capacity 3½ pints.

STEERING.—Forks: Triumph pattern, single tension spring, bridged links, independent girder construction, adjustable for side play. Triumph steering damper, fork steering stops.

Handlebar: Adjustable sports pattern. Raised handlebar to order and for sidecar machines.

Controls: Substantial straight pull front brake, clutch and exhaust lifter levers and independently adjustable ignition, air and throttle levers.

WHEELS.—Tyres: Dunlop 26 in. × 3.00 in., wired type.

Mudguards: Domed section.

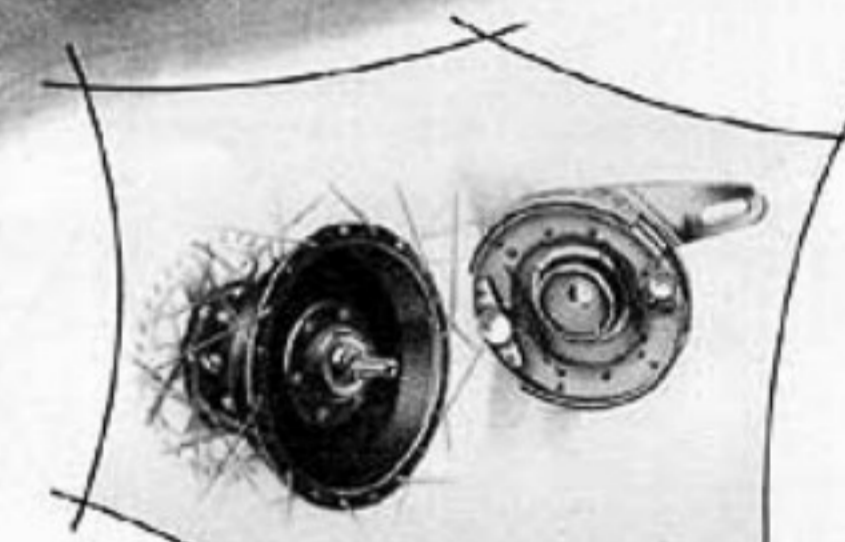
Brakes: Front brake hand controlled, internal expanding spring ring type, giving slight servo action. Rear brake foot operated internal expanding shoe type.

Hubs: Taper roller bearings, large diameter spindles.

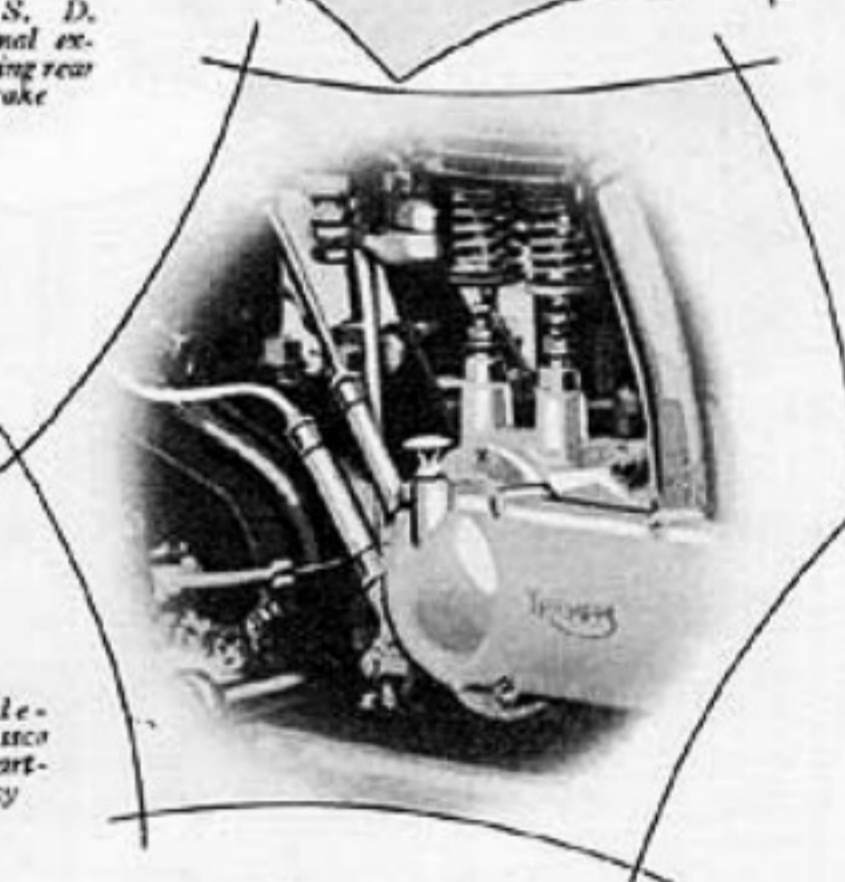
FITTINGS.—Saddle, spring seat, with nose fitting into rear of tank. Pannier bag. Tool roll with complete kit of tools. Tyre inflator. Oil pressure gun.

FINISH.—Frame coslettised and enamelled in black. Rims, hubs, and spokes enamelled in black, with gold lines to rims. Chromium plating. Tank distinctively panelled. Alternative tank colour schemes available at an extra cost, see tank booklet.

EXTRA.—Lucas "Magdyno" electric lighting.



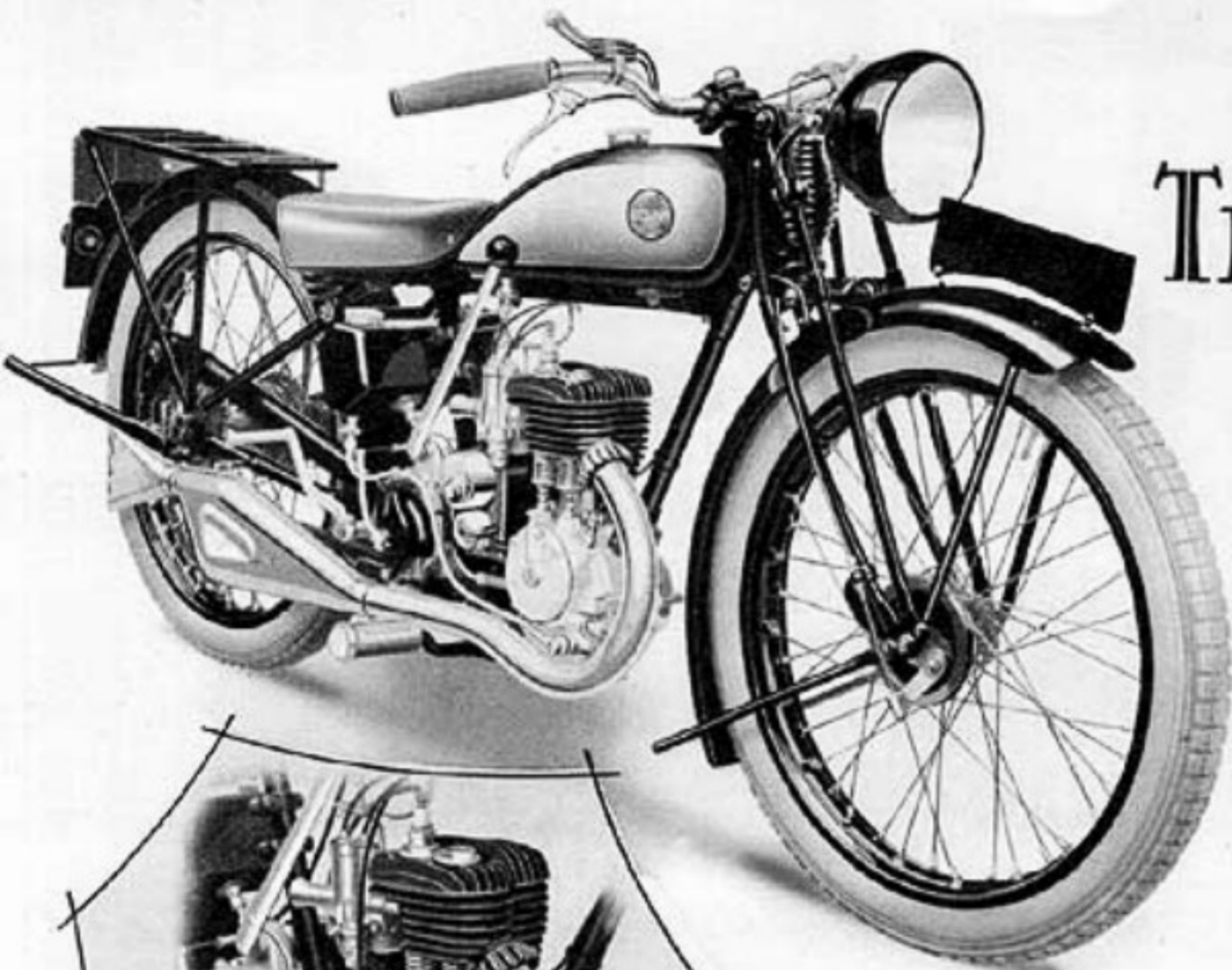
N. S. D. internal expanding rear brake



This decompressor makes starting easy

We reserve the right to modify or deviate from specification in minor details.

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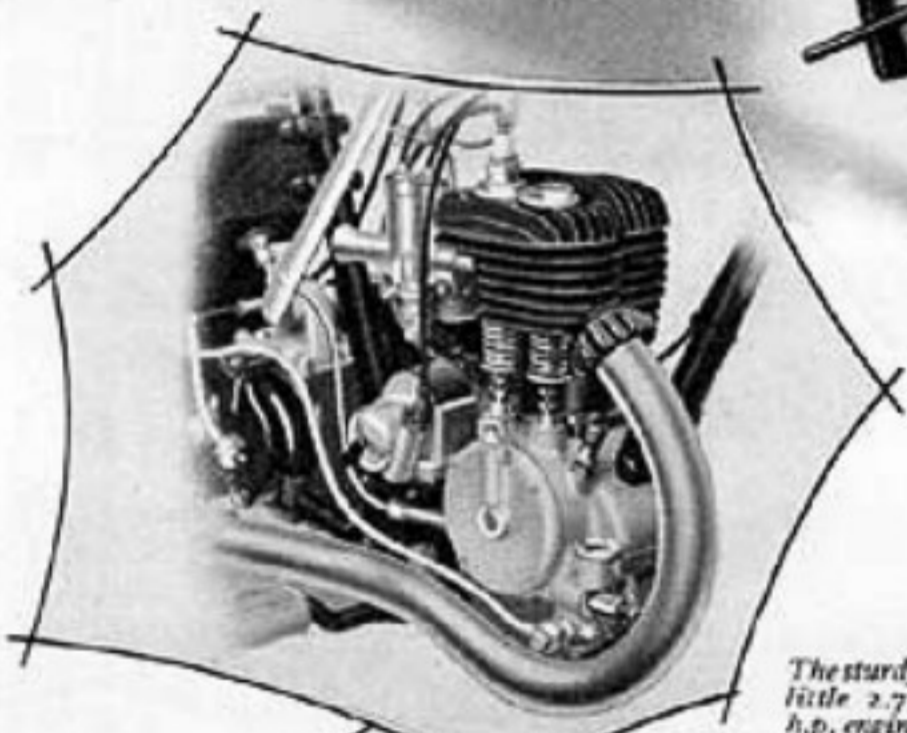
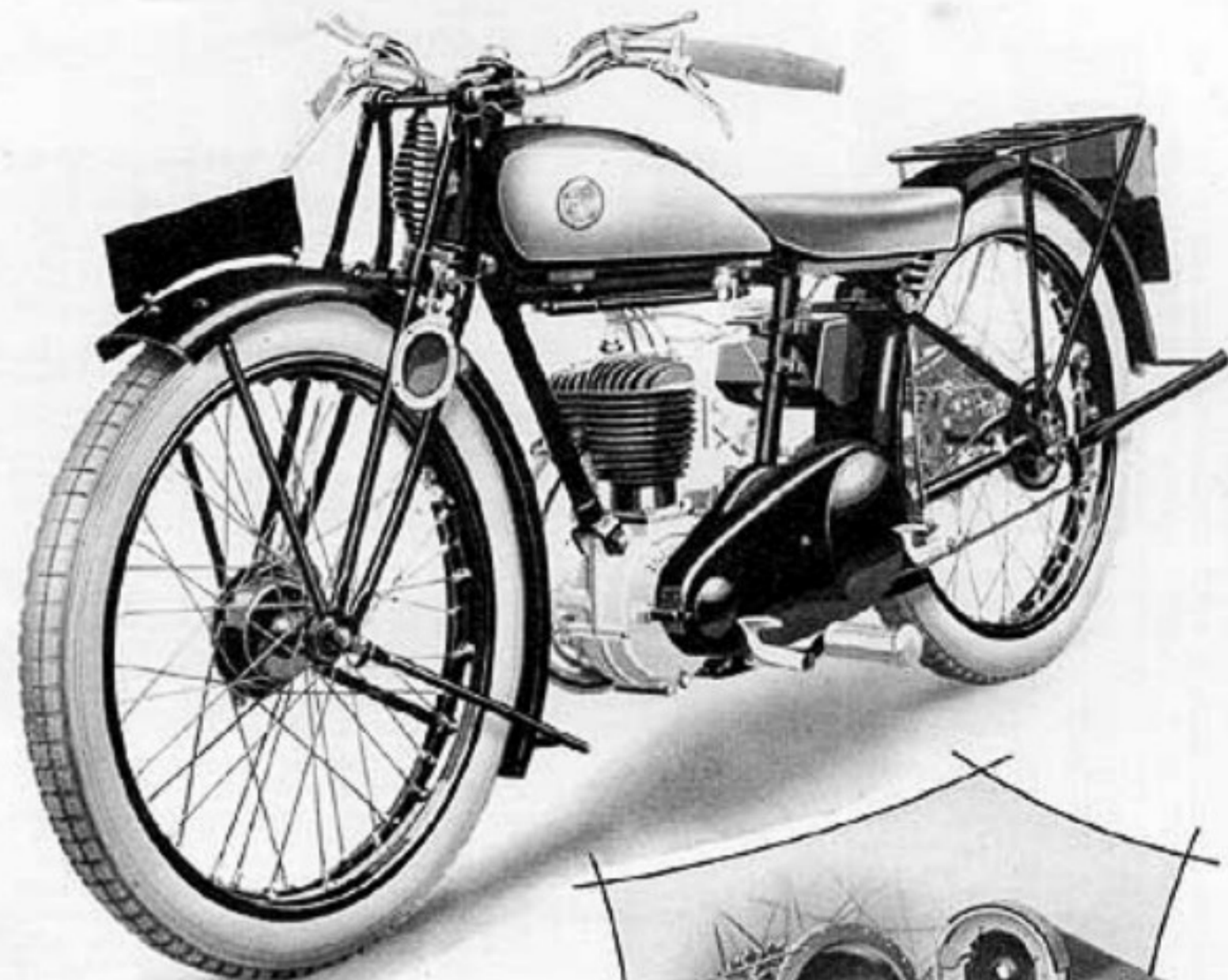
The
TRIUMPH
MODEL

2.77 h.p.

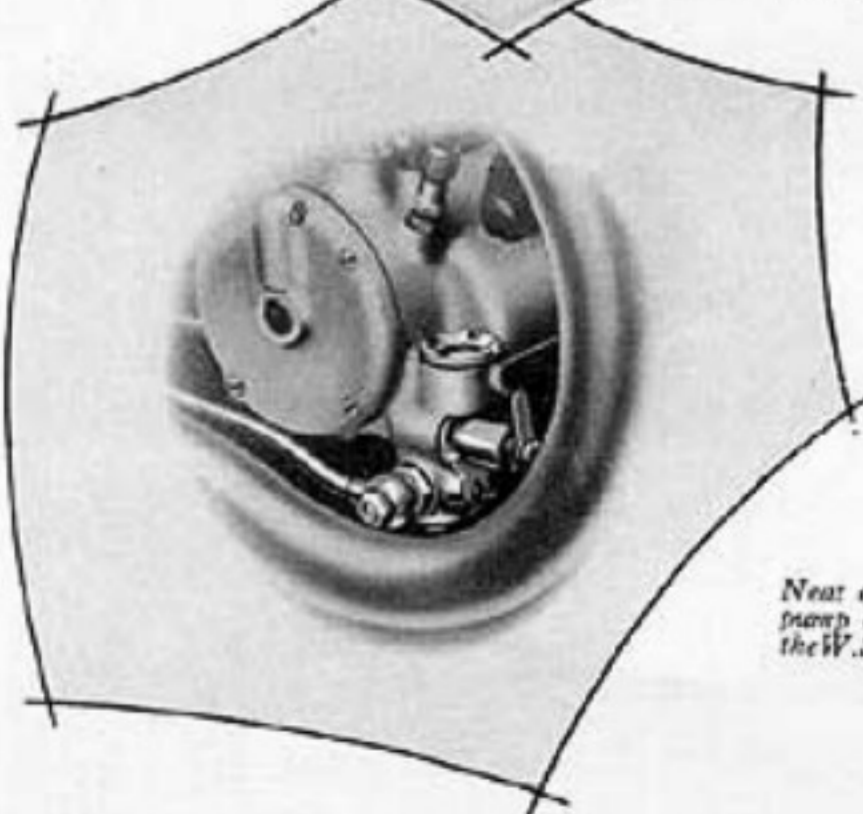
W.S.

Tuning side of the 2.77 h.p. Model W.S. with electric lamps

The primary drive side of the 2.77 h.p. Model W.S. without lamps



The sturdy little 2.77 h.p. engine



Neat oil pump of the W.S.

POWER UNIT.—Engine: 2.77 h.p., Triumph, single cylinder, 66.5 × 80 m.m. bore and stroke, capacity 277.8 c.c., side by side valves, adjustable tappets, decompressor (Patent No. 281104) and exhaust valve lifter, aluminium piston, full floating gudgeon pin, roller bearing big end. Adjustable mechanical oil pump and sight feed, with independent feed for auxiliary foot pump, oil mist feed to primary and magneto chains.

Silencer: Single pipe, 1½ in. dia., 34 in. long, leading into large size expansion chamber, fishtail outlet, tubular baffles, easily detachable for cleaning.

Carburettor: Amal.

Ignition: High tension magneto, variable control.

TRANSMISSION.—Chains: Front, ½ in. pitch × .305 in. wide; rear, ½ in. pitch × .305 in. wide. Cover to front chain, guard to rear chain. Front and magneto chains lubricated by engine breather.

Clutch: Hand controlled, ball thrust push rod operation.

Gearbox: Three speeds, hand-controlled gear operating mechanism mounted direct on box, main and layshafts supported on ball and roller bearings. Enclosed kickstarter mechanism (Patent Nos. 280730, 243851).

Standard Ratios: 5.95; 9.00; 13.45.

FRAME.—Diamond shape, straight tubular type; low saddle position; strong tubular top and bottom back stays.

Footrests: Adjustable, providing comfortable riding position. (Patent No. 240300 and Regd. No. 726176.)

We reserve the right to modify or deviate from specification in minor details.

Rear Stand: Attached to bottom stay fork ends and held out of position by rear mudguard clip.

Carrier: Sturdy steel construction.

Tanks: Petrol tank extra strong, welded steel construction, saddle pattern, capacity 1½ gallons. Oil tank separately attached to seat tube, independent pipes to mechanical and foot operated oil pumps, capacity 2½ pints.

STEERING.—Forks: Triumph pattern, single tension spring, bridged links, independent girder construction, adjustable for side play, fork steering stops.

Handlebar: Adjustable sports pattern.

Controls: Substantial straight pull front brake, clutch and exhaust lifter levers, and independently adjustable ignition, air and throttle levers.

Front Stand: Light tubular construction.

WHEELS.—Tyres: Dunlop 26 in. × 3.00 in. wired type.

Mudguards: Domed section, 5 in. wide.

Brakes: Front and rear internal expanding shoe type; front, hand controlled; rear, foot operated.

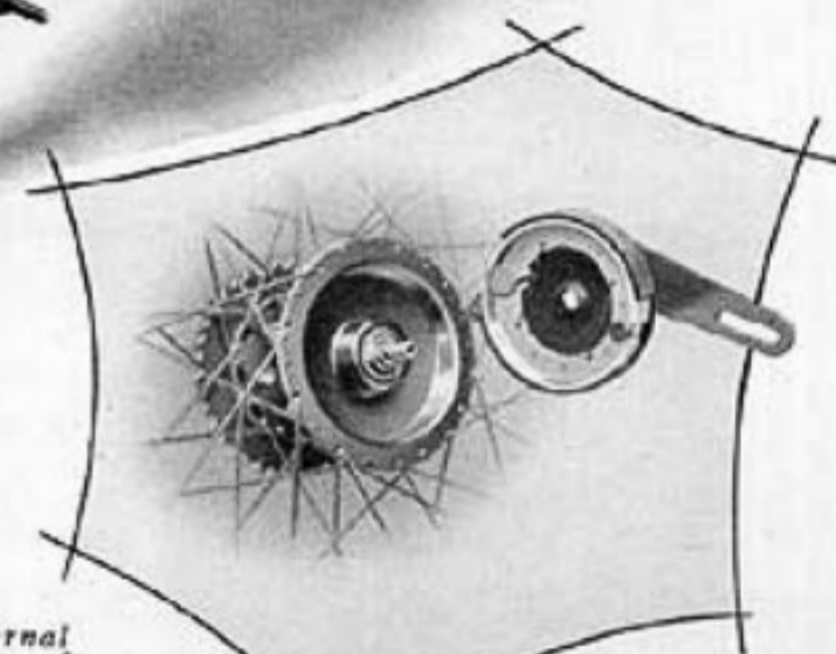
Hubs: Taper roller bearings.

FITTINGS.—Saddle, spring seat, with nose fitting into rear of tank. Pannier bag. Tool roll with complete kit of tools. Tyre inflator. Oil pressure gun.

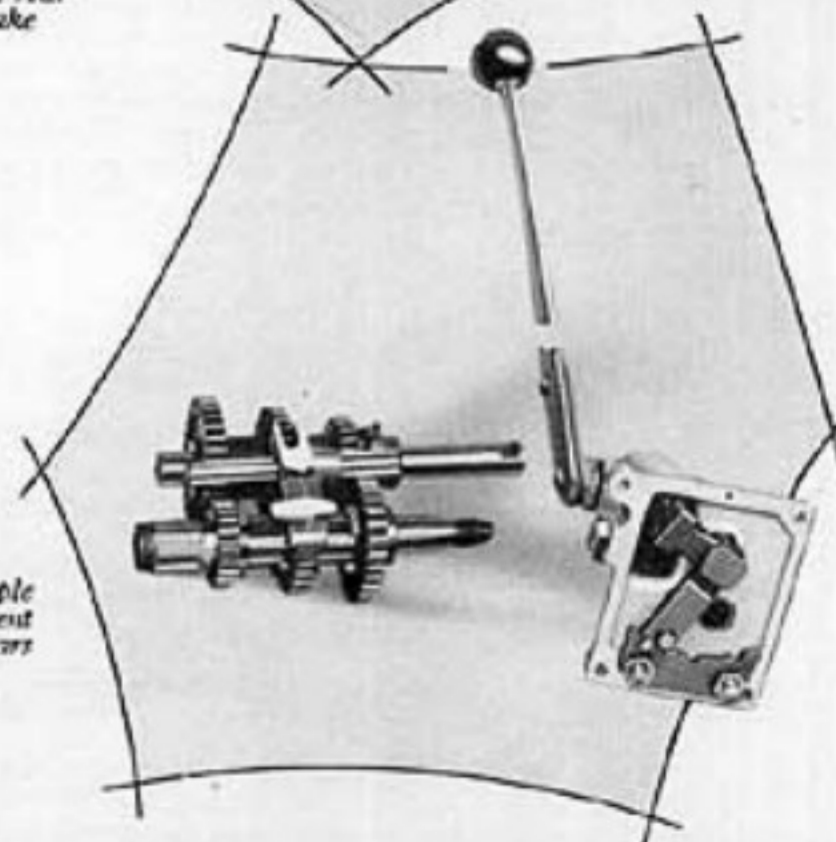
FINISH.—Frame coslettised and enamelled in black. Rims, hubs, and spokes enamelled black, with gold lines to rims. Chromium plating. Tank distinctively panelled. Ivory and black or chromium plated tank extra, see tank booklet.

EXTRA.—Lucas "Magdyno" electric lighting.

All goods are sold by us subject to the limited warranty printed in this catalogue.



Internal view of W.S. rear brake



The simple and efficient W.S. gears

GUARANTEE

WE do not appoint agents for the sale of our motor cycles or other goods. We assign to Motor Cycle Dealers, who carry on business on their own account, areas, in which they have the exclusive or other right to sell goods purchased by them from us. A Dealer purchasing from us, or a Sub-dealer purchasing from him, may assign to his purchaser the benefit of the guarantee printed below. Any such dealer is not authorised to advertise, incur any debts, or transact any business whatsoever on our account; nor is he authorised, so as to bind us, to give any warranty or make any representation or make or agree to any condition on our behalf.

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any conditions, warranties or liabilities whatsoever, implied by law, implied at the place of manufacture and/or at the place of sale, all such implied conditions, warranties, and liabilities being in all cases excluded. Any statement, description, condition or representation contained in our catalogue, or in any advertisement, leaflet or other publications shall not be construed as enlarging, varying or overriding this guarantee. In the case of machines which have been used for "hiring out" purposes, or from which our trade mark or manufacturing number has been removed, no warranty or condition 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 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 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 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 and motor cycle combinations 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 a manner calculated to cause damage or 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 or supplied 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 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 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 sender 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 name of the Dealer from whom he purchased, and the date of purchase, or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here AT THE RISK OF THE SENDERS.

We guarantee only those machines which are bought either direct from us or from a dealer, who has purchased direct from us, or from a sub-dealer who has purchased from him, and under no other conditions.

We do not guarantee the specialities of other firms such as tyres, saddles, chains, lamps, etc., nor do we guarantee 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.