Velocette motorcycles were manufactured by Veloce Motors, a family-owned business located in the Hall Green suburb of Birmingham, England from 1905 to 1971. Velocettes are highly regarded for their superb and innovative engineering, for their precise handling sporting single-cylinder motorcycles, and for their racing success. Veloce first raced on the Isle of Man in 1921, and scored the first of their eleven TT victories in 1926.

The Velocette KTTs were purpose-built single-cylinder 350cc OHC production racers closely based upon the “Works” factory racers. KTTs were sold to credentialed racers through Veloce dealers. The KTTs were some of the most successful and legendary production racers in history. Veloce Motors produced a total of 868 KTTs from 1928 through 1953, designating improved models with a series “Mks”, from the Mk I through the Mk VIII.

The five KTTs on display span the celebrated history of KTT development and production.

**Mk I**
- The KTT production racer was introduced in late 1928 as a slow replica of the 1928 IOM TT winning machine.
- Among other innovations, it was the first production motorcycle with a positive stop foot change mechanism on a three-speed gearbox. Slight improvements were introduced on subsequent models, but they were all very similar to the machine on display. The most significant development was the fitting of a four-speed gearbox to 14 of the Mk III machines. These were given the “Mk” designations only after the introduction of the Mk IV in 1932.
- Approximate Production Figures:
  - Mk I: 260 from 1928 – 1930
  - Mk II: 66 in 1931
  - Mk III: 32 in 1932

**Mk IV**
- The Mk IV KTT was introduced with significant improvements on the earlier models, such as a four-speed gearbox, and a redesigned cylinder head with hairpin valve springs. It was the first KTT to have an official “Mk” designation.
- Production Figures:
  - From 1932 – 1934

**Mk V**
- The Mk V KTT again had significant improvements over the Mk IV. Most notably: A full cradle frame, and a bronze alloy cylinder head for improved cooling.
- Production Figures: 66 in 1935

**Mk VII**
- The Mk VII introduced an all-alloy engine and frame geometry, both based on the Works racers.
- See notes below.
- Production: 37 in 1938.

**Mk VIII**
- The Mk VIII was the ultimate evolution of the KTT. It was essentially a Mk VII fitted with a sprung rear frame like the works racers, along with other detail improvements such as conical alloy hubs and alloy wheels. The Mk VII carried over the “large finned” alloy engine and front frame geometry from the Mk VII, but added the swinging arm rear suspension controlled by a pair of Dowty shock dampener units. Just like the Works racers. Mk VIIIs were a close replica of the Works racers and proved to be the privateer’s mount of choice in the Junior class for over a decade.
- Production Figures:
  - 243 from late 1938 through 1939. and from 1946 – 1950.
  - 3 made to special order from 1951 – 1953.

**Notes on the Mk VII**
- After a three-year production hiatus following the end of production of the Mk V, KTT production resumed early in 1938 with the Mk VII, which featured an all-alloy “large fin” engine with enclosed hairpin valve springs similar to the works racers. The Mk VII also had a frame which moved the engine closer to the front wheel for better steering, based upon input from the great Irish TT champion, Stanley Woods. Veloce fitted the Mk VII with a rigid rear frame, but found that most potential buyers wanted a machine with sprung rear suspension, which the works machines had been using since 1936. Management of Veloce Motors decided to take the Mk VII out of production after only six months to make way for an updated model with rear suspension, the Mk VIII. Thus, the Mk VII had the lowest production figure of all KTTs.
- Production Figures: 37 from March through August 1938

**KTT Production Suspended Due to Hostilities**
1940 - 1945

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**Denotes Velocette Junior IOM TT Victory**