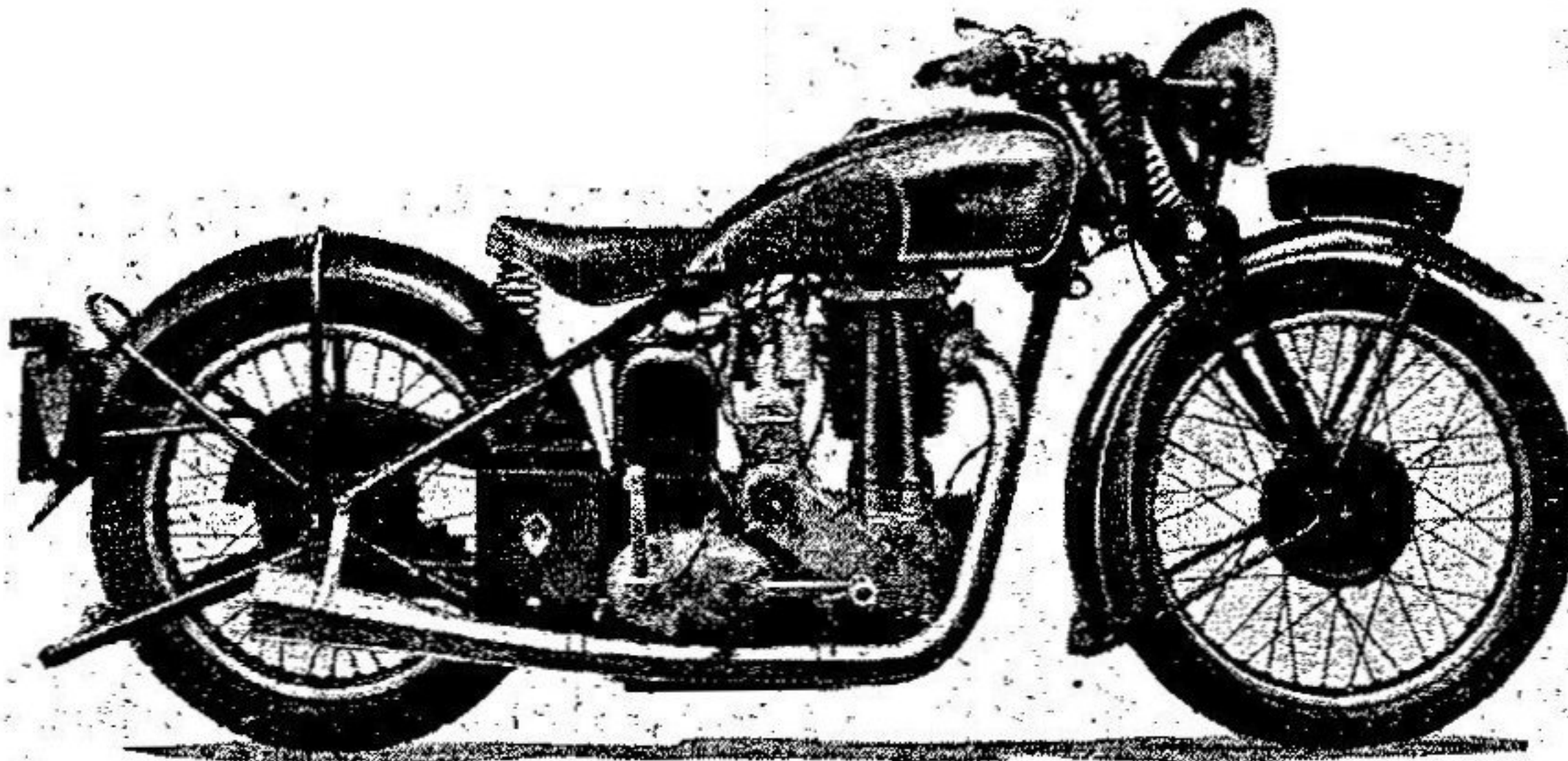


MINOR CHANGES IN 1937 STEVENS

Six Attractive and Well-finished Models Listed



A machine which looks every inch a thoroughbred, and shows detail refinement throughout. This is the 500 c.c. edition of the 1937 Stevens, with a single-port engine. It is listed at £68 in standard form.

SO successful have the 1936 Stevens models proved that practically no change will be made in them for next season, other than quite minor improvements in detail. As regards finish, however, the machines will be further smartened by the addition of a broad blue line to the tank; this is enclosed between two gold lines and the alteration enhances the appearance of an already highly attractive machine. Prices have been raised somewhat in accordance with the general tendency.

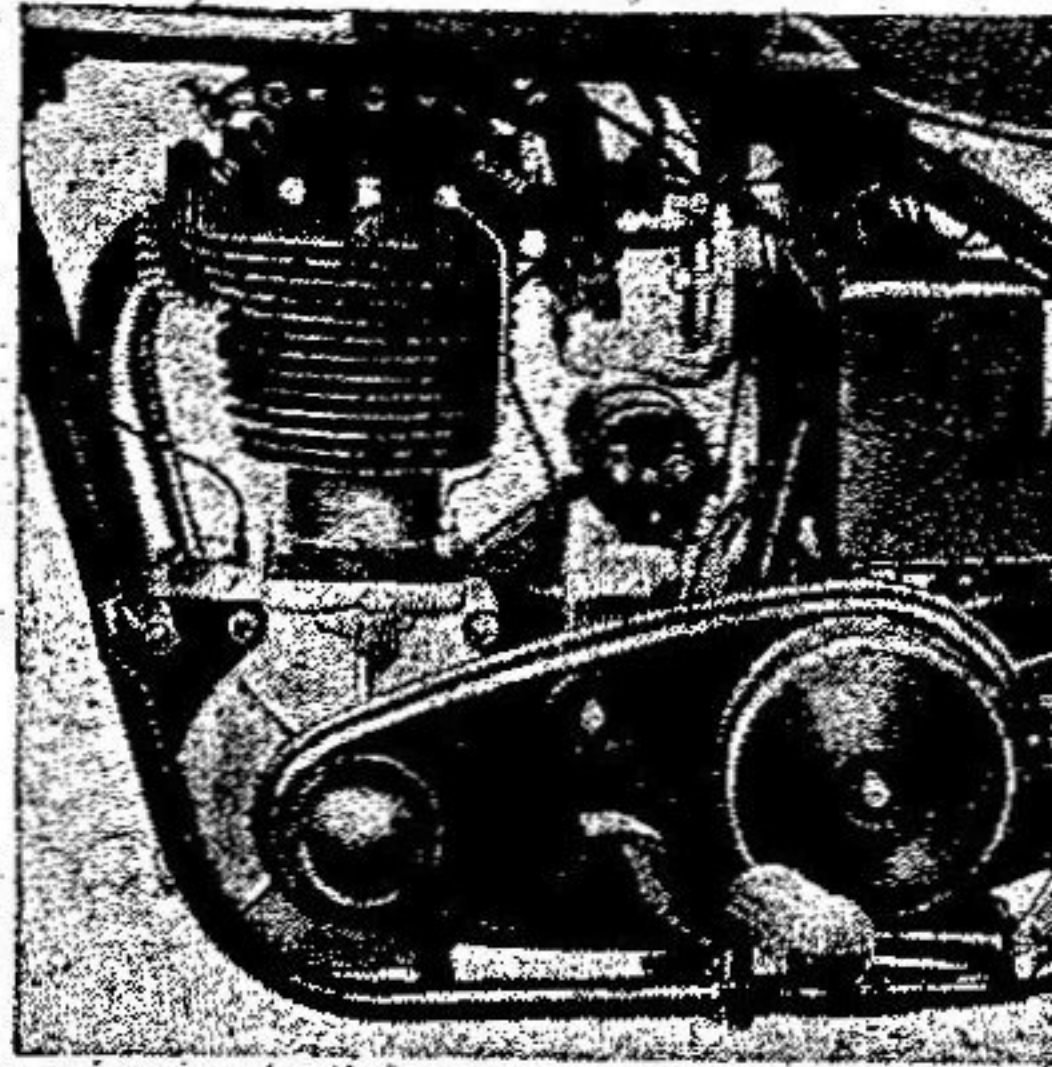
It will be remembered that the Stevens range consists of models of three capacities, 250 c.c., 350 c.c. and 500 c.c., while each is available with either an upswept or downswept exhaust system and in either standard or competition form; the models with competition equipment are provided with specially tuned engines.

General Layout.

The general layout of each of the Stevens models is similar; the single-port o.h.v. engines are fitted in duplex cradle frames and have duralumin rockers and push-rods, enclosed and lubricated by grease-gun.

Lubrication of the engine is on the constant-loss system, the oil being fed to the big-end by an adjustable pump; the separate oil tank has a capacity of three pints, and it is claimed that the tank need never be drained and cleaned and that the crankcase only needs draining about every 10,000 miles. The 495 c.c. engine (79 by 101 mm.) is fitted with duplex hairpin valve springs and has an exhaust pipe no less than 2 ins. in diameter. Duplex coil springs are used on the 249 c.c. and 349 c.c. motors, which have a bore and stroke of 63 mm. by 80 mm. and 74 mm. by 81 mm. respectively.

Amal downdraught carburetters are used and the electrical equipment is Lucas Magdyno; in addition to the 7-in. headlamp and electric horn, a combined stop and rear light is included. The two larger machines are fitted with a megaphone type of silencer with spiral baffles that can



The transmission-side of the 500 c.c. power unit. Observe the neat battery mounting, and the oil lead to the inlet valve guide.

easily be removed for cleaning purposes; the 250 c.c. Stevens has a tubular silencer with a large fish-tail. Its tank and gearbox are both the same as those on the 350.

Foot-operated four-speed gearboxes are standardized on all models, the controls having a neutral indicator. The primary chain is housed in an oil-bath case that is, however, readily detachable, making both chain and clutch adjustment a very simple matter. A transmission shock absorber is fitted on the engine shaft and

STEVENS PRICES.

250 c.c. DS17 or NS27	£53
(Downswept or upswept exhaust).		
Ditto—either, competition model	£58
350 c.c. HL37 or LL47	£56
Competition models	£61
500 c.c. LP57 or HP67	£68
Competition models	£73

the lower run of the final chain is protected by a guard as well as the upper run.

The forks are provided with hand-adjustable shock absorbers and a steering damper; the bars are mounted on rubber insulators and the controls can easily be adjusted to suit the taste of the individual rider. The throttle is of the quick-action type. Three-gallon petrol tanks are fitted and the equipment includes separate stands for each wheel, the rear stand being of the spring-up type. The mudguards are of deep section and the rear half of the back mudguard is quickly detachable. Dunlop Drilastic saddles are standard and the rear brakes are 7 ins. in diameter, 6-in. front drums being employed on the two smaller machines.

An interesting detail is that the footrests are made to fold so that they are less likely to be damaged in the event of a spill, and special lugs are fitted for pillion footrests. Tyre equipment for each model is a 3.25-in. rear cover and a 3-in. front cover, the latter being of ribbed pattern. They are of Dunlop make.

The finish is in black with the tank lined in gold and blue; a chromium-plated tank may be had, if preferred, at an extra cost. The wheel rims are chromium plated with black centres lined blue and all bolts and nuts are Sherardized in a dull black rust-proof finish. The attention shown to details, both in construction and finish is a characteristic of Stevens machines.

NEW VILLIERS UNIT.

The Villiers Engineering Co., Ltd., has made a further step forward in connection with unit construction and is now marketing a 98 c.c. engine-gearbox unit. This is exactly similar to their well-known 125 c.c. unit, and the only difference is that the stroke has been reduced to give a lower capacity. The gearbox, it will be remembered, has three speeds.

The 98 c.c. Villiers unit has been produced primarily for sale in certain overseas markets, where a capacity limit of 100 c.c. is imposed for a particular class for taxation purposes. It will, however, be fitted to one of the 1937 Wolf models and will be shown at Olympia; particulars of this model and of the Wolf range will be found on another page of this issue.