

Stevens Refinements

Many Sensible Detail Fittings in the Two Models for 1935

CONVENTIONAL in outline, but highly refined in detail, the 249 c.c. Stevens of 1934 was welcomed for itself, and also because it marked the return to the motor cycle world of a very experienced partnership of manufacturers. That return is now consolidated by the appearance of the 1935 models. They are two in type numbers, but one in main specification.

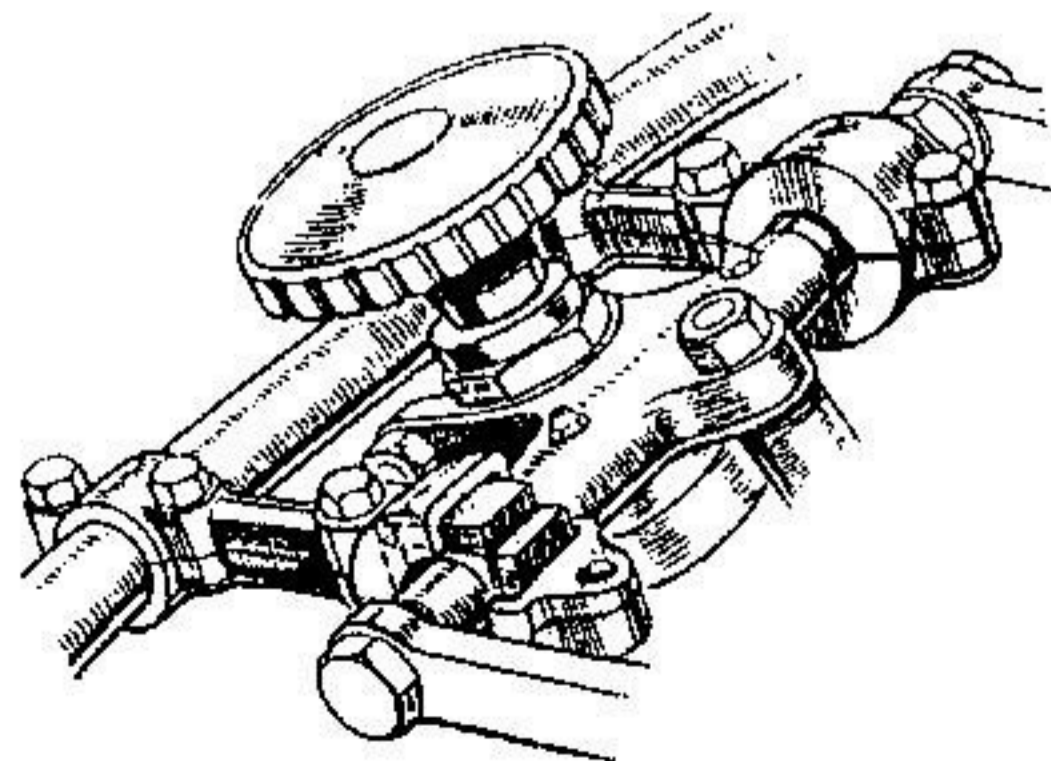
In these days, when a new model appears on the market, the more sophisticated buyers are apt to look for some justification of its existence, but a single glance at the superb finish of the Stevens should satisfy the most critical, while a closer inspection reveals that every detail has been designed specifically for this particular machine. As a result, the model appears as a homogeneous whole, rather than as a number of bits "strung together."

The engine (63x80 mm. bore and stroke) remains unaltered except for an oil feed to the inlet-valve guide. This consists of a small pipe led from a hollow cylinder-holding-down bolt extending upwards to a lead in the head casting, oil must reaching the desired spot by a combination of crank case breathing and inlet port depression. As before, great use is made of light alloys in the overhead-valve mechanism, and the single-port head incorporates a sharply inclined induction port.

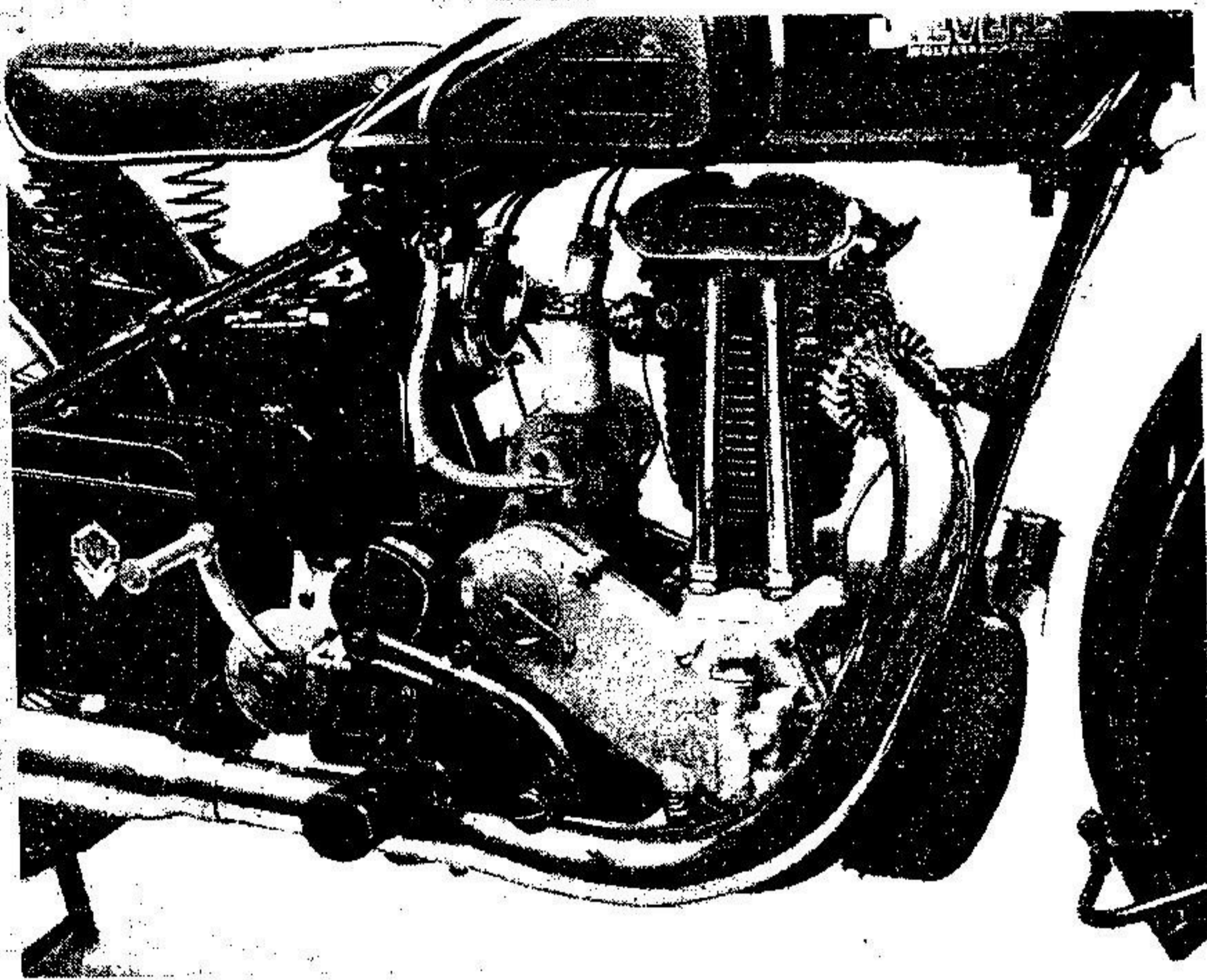
High Performance

The compression ratio employed is 7.25 to 1, which is one of the reasons for the high performance of the engine.

In the ordinary course of events the four-speed Burman gear box is provided with foot control, but hand control is optional. An innovation for 1935 is a particularly neat method of insulating the handlebar from road shocks. The bar itself is clipped in forwardly projecting lugs in the usual manner, but the forward end of the lugs is insulated from the fork spindle lugs in an ingenious way. The lugs carry internal squares and corresponding external squares are formed on the fork spindle lugs. Between the faces are



The handlebar is insulated from road shocks by this ingenious mounting, which utilises rubber packing-pieces



What are popularly known as "bits of tin and wire" are conspicuous by their absence in the clean, compact design of the 1935 Stevens

special rubber packings held firmly in position by side plates on the lugs.

The next novelty of interest is a most intriguing form of adjustable footrest, which, though it is not actually of the folding type, is so constructed that it is unlikely to be damaged in a minor accident. Each rest is mounted on a spindle of inverted L formation, the lower part of the vertical leg being tapered, and fitting into a corresponding socket in a lug clipped to one tube of the duplex cradle frame. Thus a bump from the front would only turn the rest in its socket; also, the rests can be set at a slight angle to suit the natural position of the foot.

Next, the clip on the frame tube has an inward extension which engages with the bottom face of the engine and gear box plates. A downward pressure on the plates is resisted by this extension and the friction of the lugs on the frame tube resists an upward thrust.

A combined stop light and rear lamp, an armoured flexible fuel pipe, and modified saddle spring supports have been added to the standard specification, and there is now an oil feed to the rear chain which ceases to operate when the engine is at rest. This is arranged by means of a pipe leading from the neck of the oil tank filler to the rear chain. The mouth of the pipe being placed close to the mouth

of the return pipe in the tank, a small proportion of oil flows into the chain feed pipe so long as the engine is running.

Minute attention to detail is shown in many ways. For instance, it has been found that an electric horn functions better if it is rigidly held, therefore on the Stevens it is bolted to a support which surrounds the whole of the back of the horn, and the support is bolted to the frame at two points. Further, the rear chain guard is bolted to the brake anchor plate, and this attachment is unaltered by chain adjustment, since the front end of the guard is free to move in a spring-loaded slide. The primary chain is, of course, totally enclosed in an oil bath. Wiring from the Lucas Mag-dyno is enclosed in a tube, but each wire is readily detachable for inspection or replacement. Bowdenex cables are used.

The three-gallon tank is finished in black and gold, the 26x3.25in. tyres are of the Dunlop heavy-duty type, and brakes of 6in. and 7in. diameter are fitted to the front and rear wheels respectively.

The price of this very attractive machine, with complete electric equipment, detachable rear guard section, pillion footrest lugs, tools, licence-holder, etc., is £51.

A similar model having a high-level exhaust system sells at the same price, and a choice is offered of Amal or Bowden carburetters.