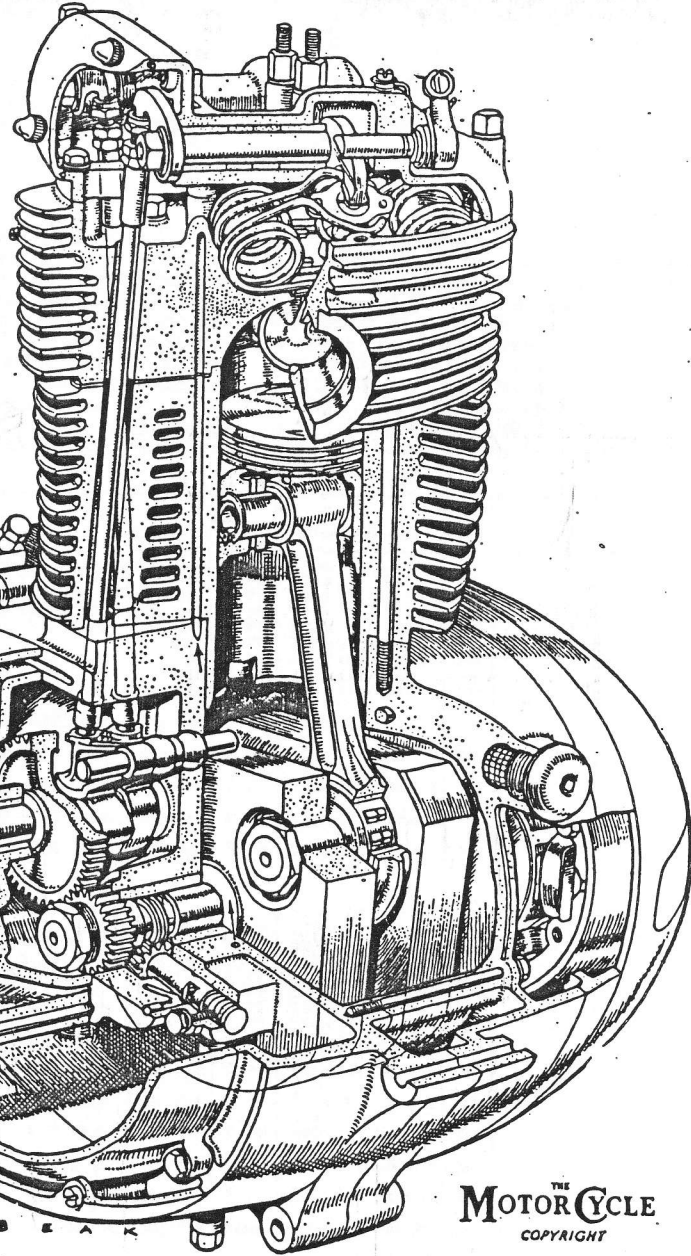


ing head and rear-fork pivot housing. The rear sub-frame is bolted to lugs just below the rear of the gear box and the nose of the seat. The new frame's greater rigidity plus an increase in front-fork trail are claimed to have resulted in improved steering and handling. A similar frame with an even larger top tube is used for the scramblers. Previously found only on the two-fifties, a three-point fuel-tank mounting is a feature of the new frame: there are two mountings at the front and one at the rear.

On all models except the two-fifties and new lightweight three-fifties the gear-box internal ratios have been altered to give more even spacing and reduce the gap between third and top. Bottom is a little higher at 2.56 to 1 (formerly 2.67), second remains unchanged at 1.77 and third is raised to 1.22 (formerly 1.33). Top gear, of course, provides direct internal drive at



Timing-side details of the three-fifty o.h.v. single, with a désaxé cylinder. Bore and stroke are 72 x 85.5mm. An unusual feature is that each flywheel is shaped to form a right-angle triangle with a rounded apex and a semi-circular base. The piston is wire wound to permit close working clearances and so ensure freedom from slap

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