

1935

Motor Cycles
by

STEVENS

Designed and manufactured by the
men who have built motor cycles
of distinction since 1902.

"For your Riding Pleasure!"

MANUFACTURED BY:
STEVENS BROTHERS
(WOLVERHAMPTON) LTD.,

RETREAT STREET,
WOLVERHAMPTON.

TELEPHONE:
21460 AND
20903.

TELEGRAMS:
"ESSBEE"
WOLVERHAMPTON.

Introduction

If you want the best, you must buy from those people whom you know have long experience, and have evolved and developed their products during a period of years. The Stevens brothers have been designing and manufacturing continuously, Engines since 1897 and Motor Cycles since 1902!

Right from the commencement of the Motor Cycle industry, we have, as is well known to motor cyclists the world over, been pioneers in design and were the originators of many features which are now incorporated in the modern motor cycle; for instance, all chain drive and a 3 speed countershaft gear box were conceived by us in 1905—a hand-controlled clutch in 1910—a kickstarter and detachable head in 1911—internal expanding brakes and quick detachable wheels in 1914—designed motor cycles which won the coveted Tourist Trophy on seven occasions, and so on; accumulated experience—evolution—development—for 33 years!

With all this experience, we should be able to produce motor cycles of more than ordinary merit, **WE CAN** and **WE HAVE**—by producing the “**STEVENS**” Motor Cycles for the discriminating motor cyclist who prefers a thoroughbred machine.

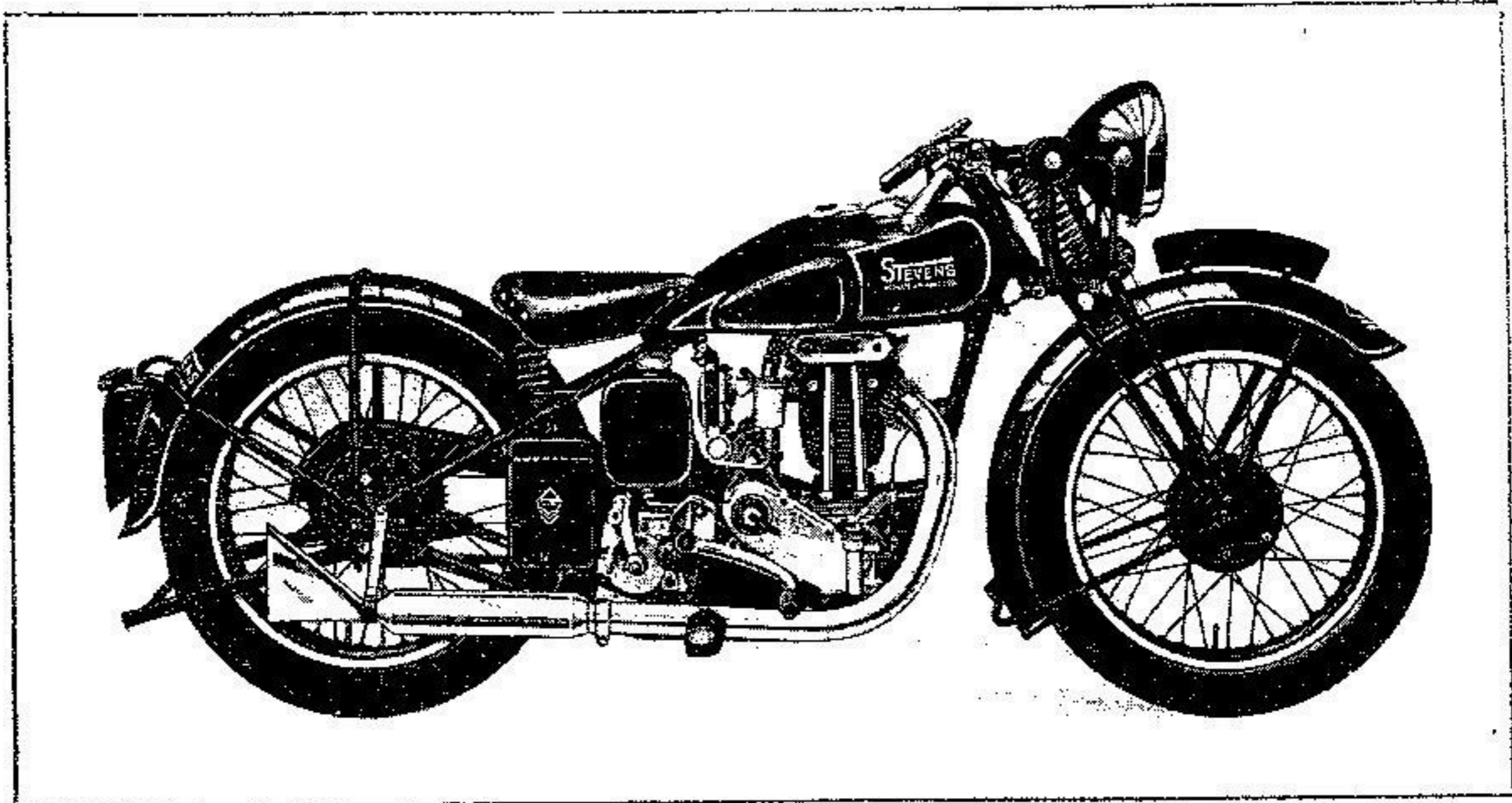
Whether you buy a car, motor cycle or bicycle, you are interested in getting full value for every penny spent. Make sure that your “full value” bears the stamp of quality. Invest your money in a “**STEVENS**” Motor Cycle and your dividends will be a faithful, unobtrusive and lasting performance.

Are **YOU** particular as to what make of machine you ride? Would **YOU** rather pay a little more in return for those refinements which make all the difference between a “thoroughbred” and just an “ordinary” motor cycle?

We invite you to try a “**STEVENS**” Motor Cycle and confirm our claims.

INVEST in a “**STEVENS**” Motor Cycle!

THE STEVENS "250"



SPECIFICATION.

ENGINE. Bore 63 m.m., Stroke 80 m. m., Capacity 249 c.c.
Compression ratio 7.25 to one.

GEAR RATIOS. 6.06, 7.76, 9.93, 16.58 to one.

TRANSMISSION. Primary chain and Rear chain $\frac{1}{2}$ " pitch \times .305"

BRAKES. Rear 7" diameter, Front 6" diameter.

TYRES. Front and Rear 26" \times 3.25".

WHEEL BASE. 54".

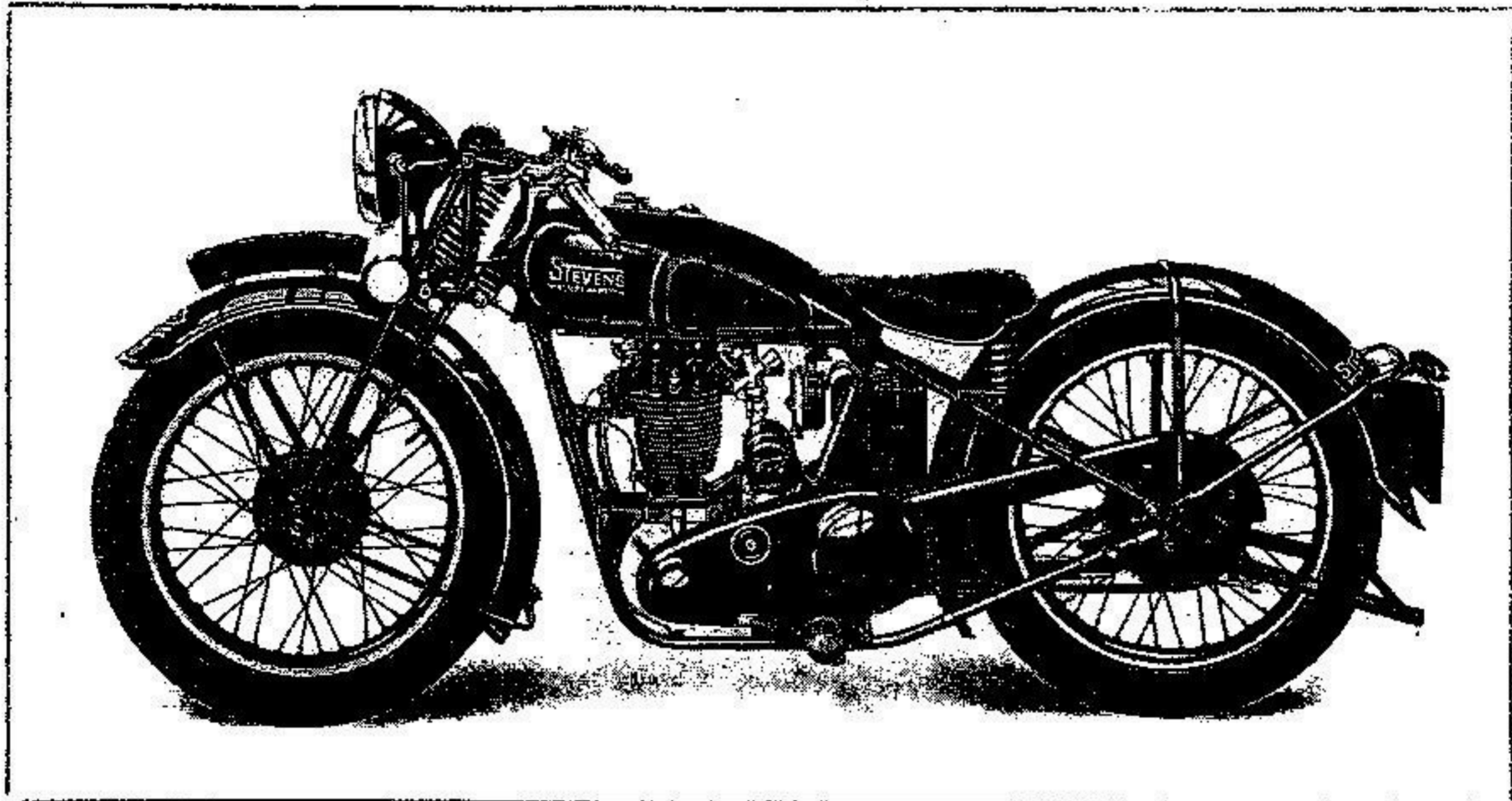
WEIGHT. 285 lbs.

GROUND CLEARANCE. 5".

HEIGHT OF SADDLE. 27 $\frac{1}{2}$ ".

TAX PER ANNUM. £1 : 2 : 6.

THE STEVENS "350"



SPECIFICATION.

ENGINE. Bore 74 m.m., Stroke 81 m.m., Compression ratio 7 to one
Capacity 349 c.c.

GEAR RATIOS. 5.50, 7.00, 9.00, 15.00 to one.

TRANSMISSION. Primary chain and Rear chain $\frac{1}{2}$ " pitch \times .305".

BRAKES. Rear 7" diameter, Front 6" diameter.

TYRES. Front and Rear 26" \times 3.25".

WHEELBASE. 54".

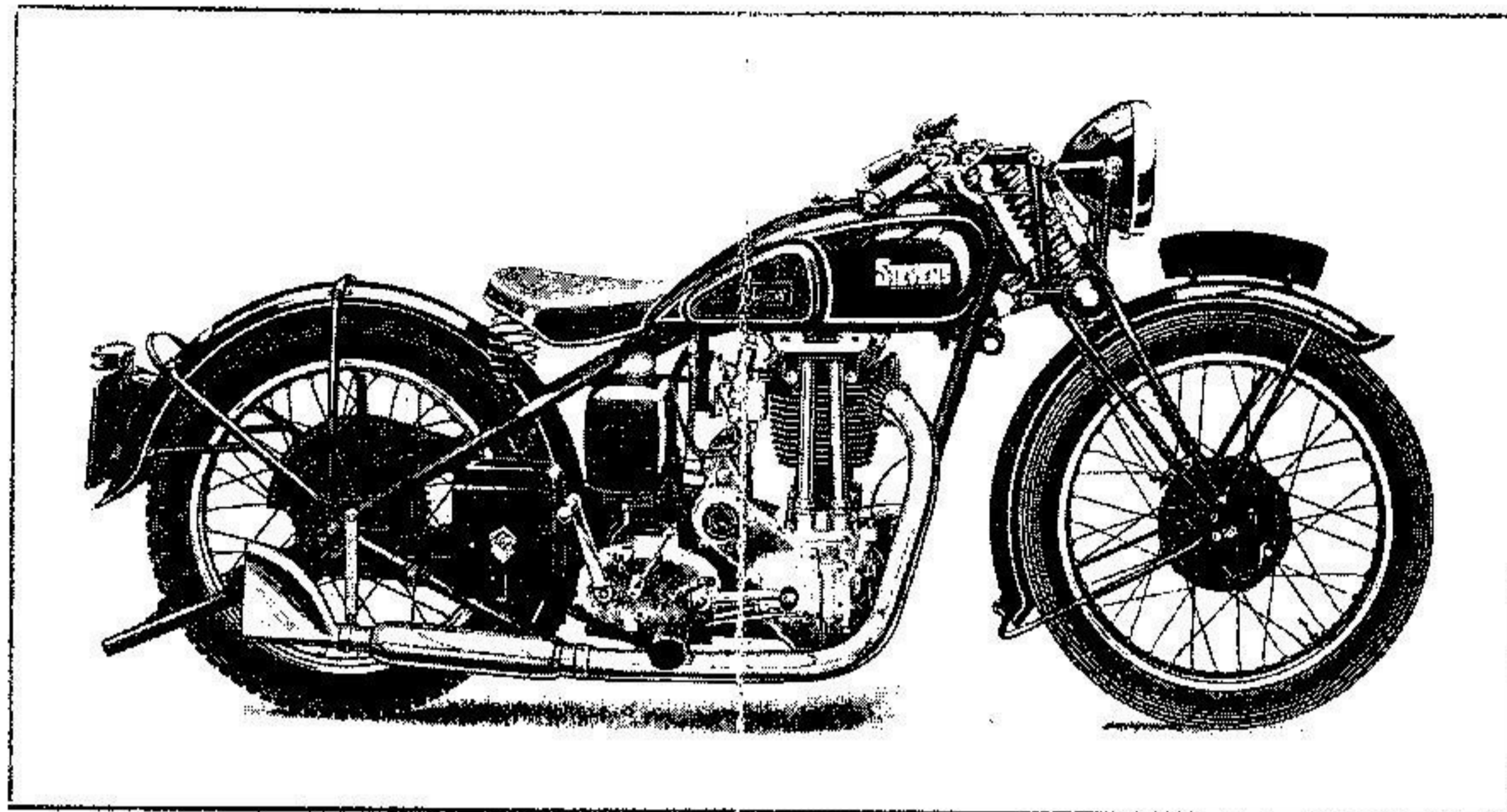
WEIGHT. 285 lbs.

GROUND CLEARANCE. 5"

HEIGHT OF SADDLE. 27 $\frac{1}{2}$ ".

TAX PER ANNUM. £2 : 5 : 0.

THE STEVENS "500"



SPECIFICATION.

ENGINE. Bore 79 m.m., Stroke 101 m.m., Compression ratio 6.5 to one, Capacity 495 c.c., Double Hairpin Valve Springs fitted to each valve, Pat. No. 259,870.

GEAR RATIOS. Close ratio (standard) 4.40, 5.55, 7.43, 11.75 to one. Wide ratios, 4.40, 6.47, 8.10, 13.82 to one.

TRANSMISSION. Primary chain $\frac{1}{2}$ " pitch \times .305"
Rear chain $\frac{3}{8}$ " pitch \times .375".

BRAKES. Front and rear, 7" diameter.

TYRES. 26" \times 3.25" rear, 26" \times 3.00" ribbed front.

WHEEL BASE. 55".

WEIGHT. 316 lbs.

GROUND CLEARANCE. 5".

HEIGHT OF SADDLE. 27 $\frac{1}{2}$ ".

TAX PER ANNUM. £2 : 5 : 0.

GENERAL SPECIFICATION

ENGINES. "STEVENS" design and make, single cylinder O.H.V., with machined and polished spherical combustion chamber. Valves are operated by direct lift of separate cams, no toggles or bell cranks. Simple valve adjustment. Valve guides are bushed with special metal to give long life to valve stem and guide. Inlet valve lubricated by breather from crank-case. Duplex aero valve springs on 2.49h.p. and 3.49h.p. engines. The 4.95 h.p. engine is fitted with double hairpin valve springs, patent No. 259870. The duralumin rockers and push rods are enclosed with one shot grease gun lubrication.

Exhaust pipe diameter :—2".

The fly-wheels are machined from steel stampings.

The connecting rod is of special alloy heat treated steel, fitted with double row big end bearing with large diameter crank pin.

The piston is of aluminium alloy fitted with three rings and large diameter fully floating hollow gudgeon pin.

The driving side main bearing is carried on two heavy duty ball bearings with one similar bearing on the timing side.

The engines are of the high efficiency type, but the high-class materials, fine workmanship, and robust design guarantees long and trouble free service.

LUBRICATION. Oil is fed from a separate tank by a submerged adjustable mechanical force pump to the big end, which by splash lubricates the cylinder wall, piston and timing gear. Oil tank capacity 3 pints.

The "STEVENS" lubrication system guarantees that every part of the engine is always being lubricated with fresh, clean oil. With this system the owner is not asked to be continually draining and cleaning the oil tank and engine sump to get rid of useless dirty oil—a troublesome, expensive but necessary procedure in the case of all dry sump circulatory systems. The oil tank never needs draining or cleaning, and the crank-case need only be drained about every 10,000 miles.

GEAR BOX. The four-speed gear box is of the close ratio constant mesh type with multiple plate clutch. The shafts are short and of large diameter mounted on heavy duty ball bearings. The gears are controlled by either hand or foot to order. The foot control is fitted with a "neutral" indicator.

TRANSMISSION. The drive from engine to rear wheel is by Renold chains, and the primary chain runs in an oil bath chain-case of special design (patent applied for); This chain-case is so easily demountable that the chain and clutch can be completely exposed in less than one minute. The rear chain is also lubricated.

A cush drive is provided by a highly efficient shock absorber, of unique design on the engine shaft and enclosed in the oil bath chain-case.

BRAKES. The brakes are of the cam operated internal expanding type with quick hand adjustment. Brake drums are made of a special metal which has a high co-efficient of friction with long wearing life.

FRAME. The frame of the "STEVENS" is the outcome of over thirty years experience and experiment, and is of the full cradle duplex type. The engine crank-case does not form part of the frame as is the common practice.

Owing to the frame design, steering and road-holding qualities of the machines are unsurpassable and the feeling of perfect control and safety have to be experienced to be fully appreciated. Side-car lugs are built integral with the frame lugs on the 4.95h.p. models.

HANDLEBARS. These are of the semi-sports pattern and are fully adjustable, and insulated by rubber blocks from the fork lug. The controls also can be adjusted by the rider to suit his individual comfort and liking. Bowden controls are fitted with the patent "Bowdenex".

FRONT FORKS. Heavy duty central barrel spring type with adjustable spindles, fitted with hand adjusted steering damper and shock absorber.

IGNITION AND LIGHTING. By "Lucas" Magdyno. Large head lamp—7" glass. High frequency horn, and combined "stop" and rear lights.

PETROL TANK. Is rubber mounted and of handsome design; enamelled black and suitably lined, fitted with a simple and accessible instrument panel, and comfortable knee grips. Capacity 3 gallons.

TYRES. Heavy Duty Dunlop.

SADDLE. Dunlop "Drilastic," fully adjustable.

FOOTRESTS. Fully adjustable and collapsible. Lugs provided on frame for "STEVENS" pillion footrests.

CARBURETTER. "Amal" or "Bowden" to order. Twist grip control.

STANDS. Fitted to both wheels. "Spring up" rear stand.

EXHAUST SYSTEM. Upswept or downswept exhaust pipe to order, with cylindrical silencer and fishtail. Special attention has been paid to silencing, with the result that commendably quiet running is assured.

MUDGUARDS. Flared type of deep section. Rear portion quickly detachable for easy wheel removal.

FINISH. In finest black enamel with all bright parts heavily chromium plated. Nuts and bolts are "Sheridized" black. Chromium plated rims with black centres.

GENERAL. All materials are the finest quality, and every part of the machine is jigged and machined to the closest limits of accuracy. In the design special attention has been paid to the accessibility of every part requiring adjustment or attention.

" 250 "

Model DS1. (downswept exhaust
pipe) £51 : 0 : 0

Model US2. (upswept exhaust
pipe) £51 : 0 : 0

" 350 "

Model HL3. (upswept exhaust
pipe) £53 : 10 : 0

Model LL4. (downswept exhaust
pipe) £53 : 10 : 0

" 500 "

Model LP5. (downswept exhaust
pipe) £63 : 0 : 0

Model HP6. (upswept exhaust
pipe) £63 : 0 : 0

The price of all models includes complete de-luxe Lucas Magdyno Lighting Equipment, "Stop" Light and Altette Horn.

Hire-purchase terms can be arranged.

All prices and specifications are subject to alteration without notice.

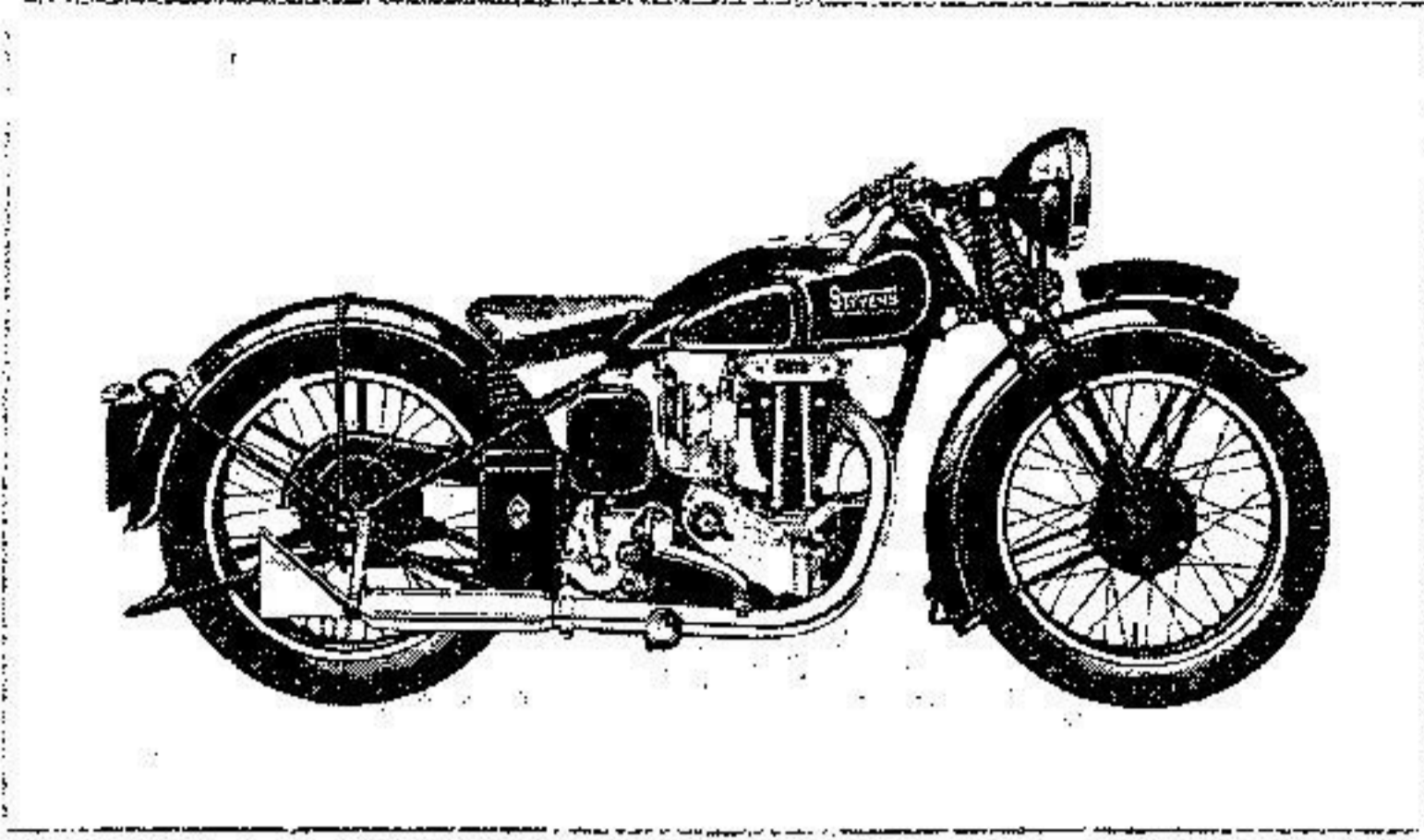
Models US2, HL3 and HP6 can be prepared in full trials trim with specially tuned engine for an extra cost of £6.

Smith Trip Speedometer	
80m.p.h.	£2 : 10 : 0
Carrier	10 : 0
"Stevens" Pillion Footrest,	
per pair	6 : 0
Pillion Seat, Mudguard fitting	12 : 6
Attractively panelled	
Chromium Plated Tank	£1 : 10 : 0
Extractor tool for hairpin	
valve springs on 4.95. h.p	
models	4 : 6

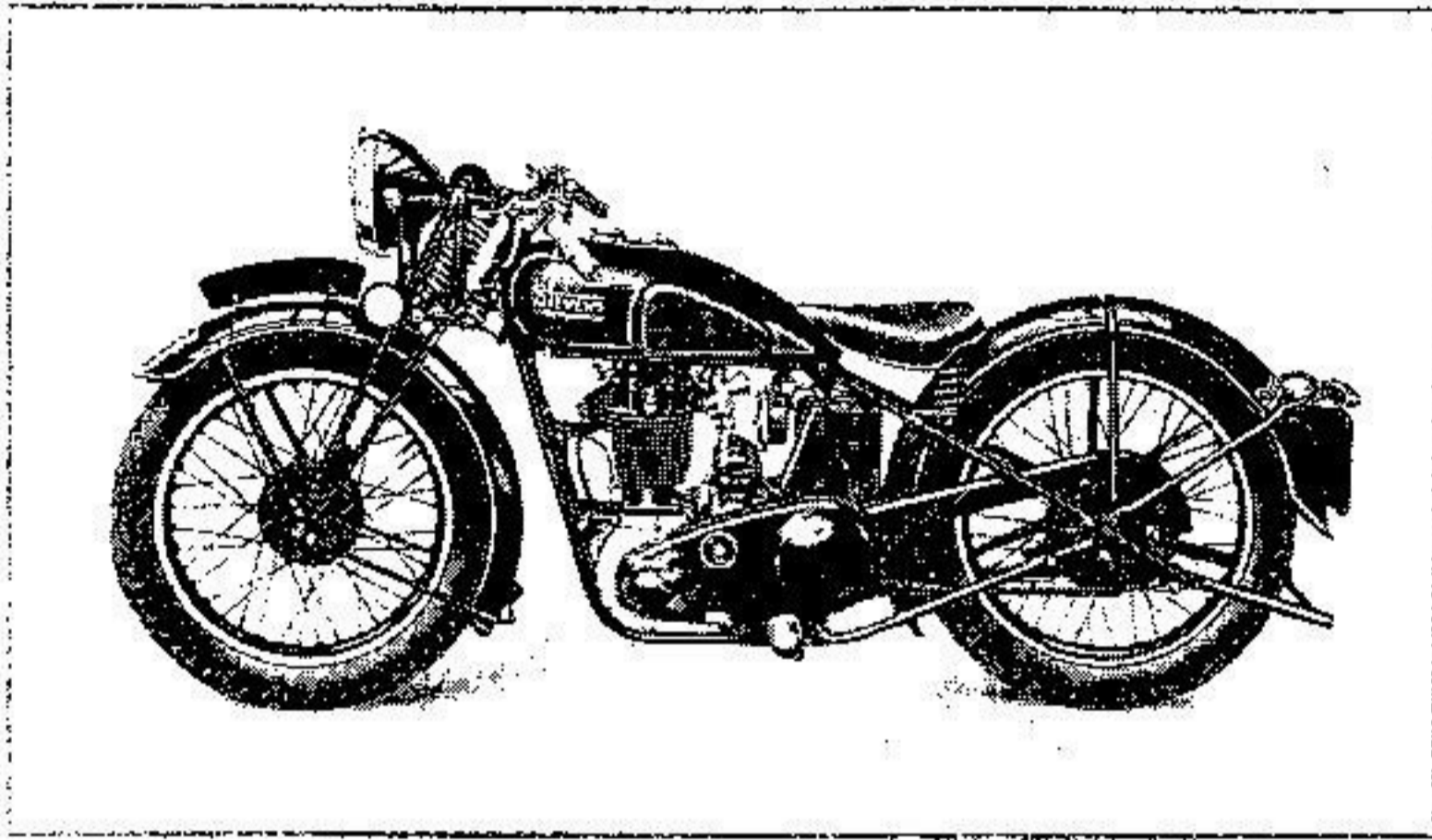
EQUIPMENT INCLUDES :-

- Lucas 6 volt Electric Lighting set with large Head Lamp.
- Tank Instrument Panel.
- High Frequency Horn.
- "Stop" Light
- Foot operated gear change, hand control optional.
- License Holder.
- Complete Kit of Tools and Tyre inflator.
- Pillion Footrest Lugs for the attachment of "Stevens" Pillion Footrests.
- Registration Number Plates.

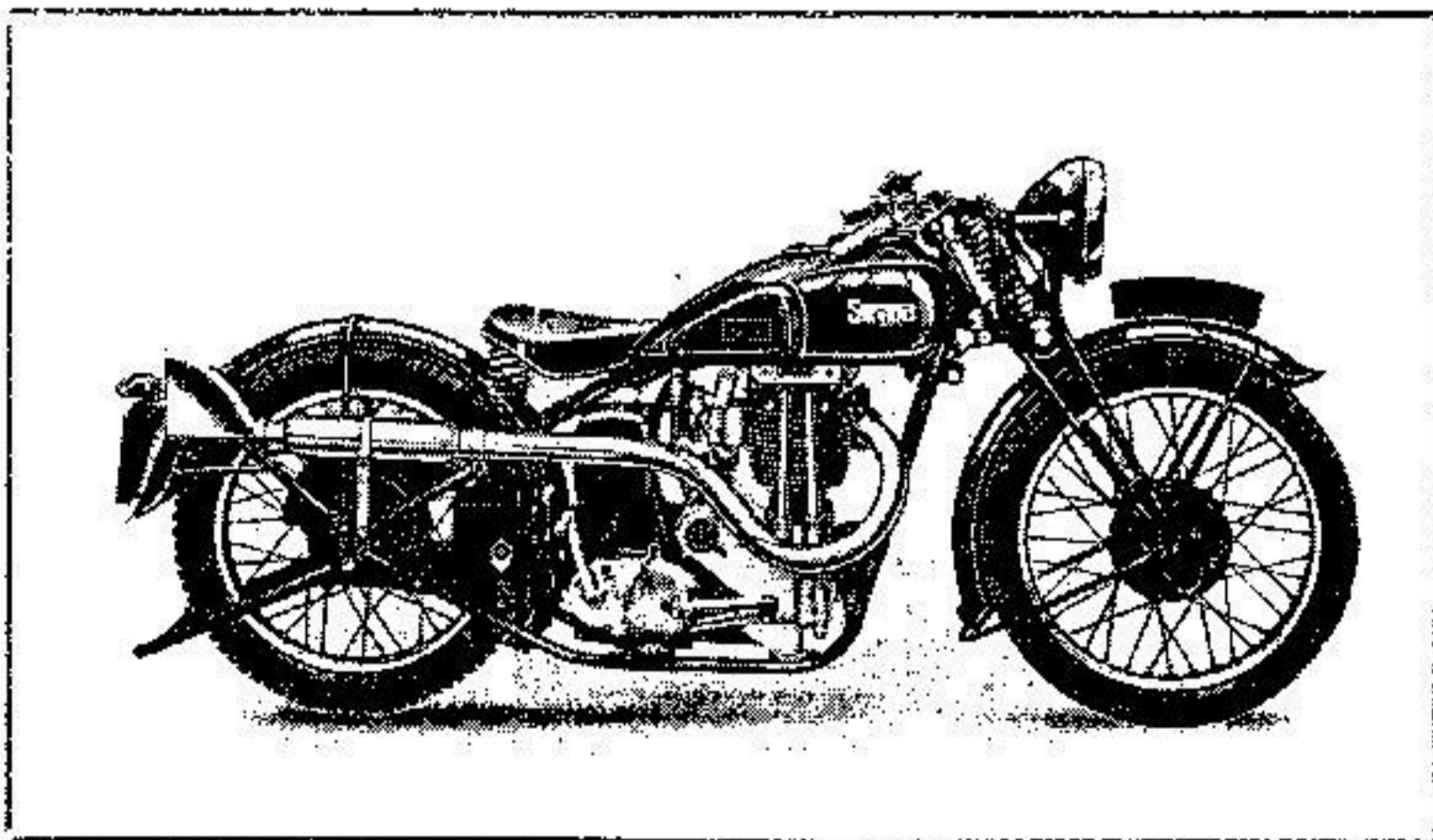
A trio



of the most



refined sports Motor Cycles



in the World!