

PAGE ONE
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You

Looking

Round the Stands at the Fireside Show

For many years the most famous motorcycle show in the world has been held at Earl's Court in London. These shows are now held every other year — 1961 happened to be the "no-show" year. We are, however, including in this issue a very fine description, both in text and illustrations, covering motorcycles that would ordinarily have been shown at Earl's Court. The British buyer undoubtedly has the largest choice of motorcycles in the world. Naturally, there are some motorcycles not sold in England that are not included in this display of 1962 models. Therefore, they could not have been included. We are including extra photos of Harley-Davidson models, which are of course a very important part of the motorcycle industry in the United States. We hope CYCLE readers will find the illustrations and comments about the large number of motorcycles mentioned of interest. This series was reproduced from two issues of MOTOR CYCLING by special arrangements with the publishers, Temple Press Limited, London.—Clymer

AER MACCHI

Italian Importers, Ltd., Snow Hill, Nantwich, Ches.

FROM the Italian Aer Macchi factory come a sporting "250," the "Ala Verde Silverstone Sports," and its racing counterpart, the "Ala d'Oro Racer." Both feature the characteristic horizontally mounted cylinder and unit gearbox. The roadster has a claimed top speed of 87 m.p.h., while the racer, with a 10.5:1 compression ratio, is said to exceed 115 m.p.h.

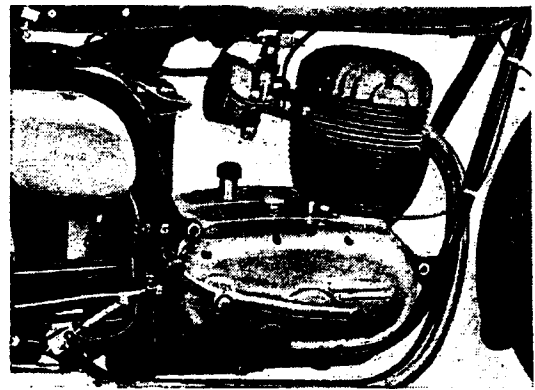
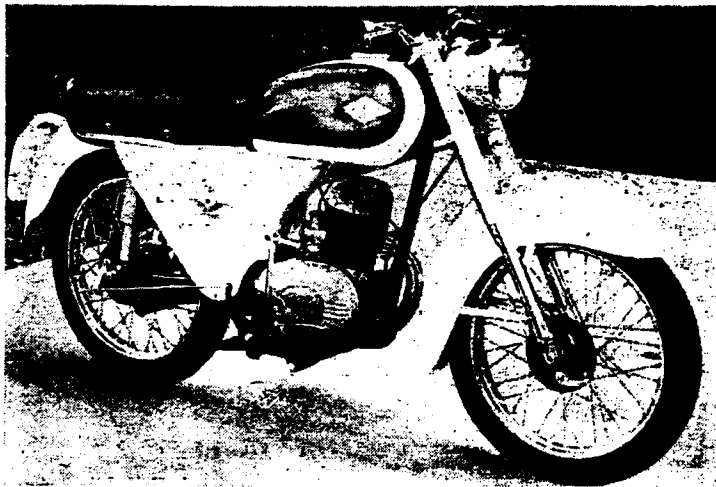
A.J.S.

Associated Motor Cycles, Ltd., Plumstead Road, London. S.E.18.

IN a 12-model range, the A.J.S. concern offer a machine for virtually every purpose—including every form of sport.

Smallest of the roadsters are the 250 c.c. "Sapphire" and its sports version: they have push-rod engines in which the cylinder is désaxé, the o.h. valve gear skewed 20° to one side and lubricant carried in a crankcase reservoir below the dry sump. The 350 c.c. "Senator" is generally similar.

The "Sceptre" is also a single-cylinder "350," but its engine, redesigned for 1962, is of conventional design and housed in a duplex-front-down-tube frame of heavier



Neat engine-gearbox unit of the 175 c.c. Bianchi "Tonale."

(Above) Ambassadors' "Show surprise," the stylish 197 c.c. "Popular" priced at just under £133. (Right) The tough 500 c.c. A.J.S. "Southerner" scrambler.

ROUND THE STANDS

construction, similar to those used for all the larger roadsters, which is why this model is dubbed the "heavy 350." A "Sceptre Sports" variant is available. Biggest of the singles, the 498 c.c. "Statesman" is a machine very popular with sidecar drivers.

Two parallel-twins are offered, both of 646 c.c. The "Swift" is a high-performance mount to touring specification and there is a sports model—originally known as the CSR and now named the "Hurricane"—with a high-compression engine and siamesed pipes.

For the "rough stuff" there are 250 and 500 c.c. scramblers, the "Scorpion" and "Southerner" respectively, and the highly developed 350 c.c. "Experts" trials mount. Finally, the famous 349 c.c. 7R road-racer is still in limited production.

A.J.W.

J. O. Ball, Pilford Heath, Dorset.

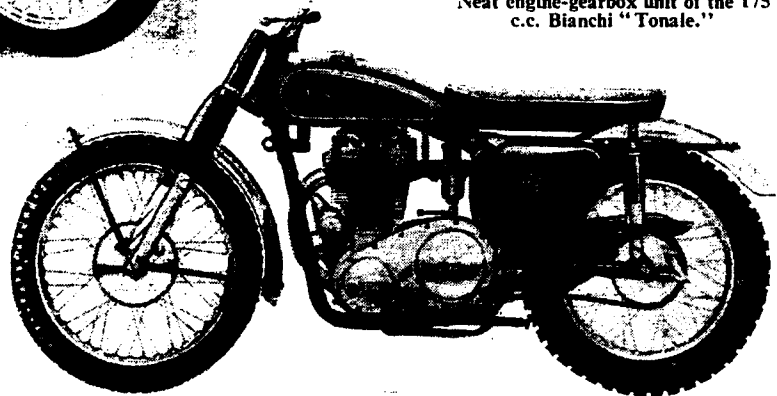
THE A.J.W. range continues to feature the 48 c.c. two-stroke "Fox Cub" and "Vixen," modified in detail. Specifications for both these ultra-lightweights are similar except that the engine of the "Vixen" is rated at 3.5 b.h.p. at 5,800 r.p.m. as compared with the "Fox Cub's" 2.3 b.h.p. at 5,100 r.p.m.

AMBASSADOR

Ambassador Motor Cycles, Ltd., Pontiac Works, Ferbank Road, Ascot, Berks.

FULLY equipped 197 c.c. roadster for the sensationally low price of £132 19s. 7d. inclusive is the "eve-of-Show" surprise from Ambassadors. Named the "Popular," it has all the appearance of a workmanlike utility model; a frill-free specification includes direct lighting. Like every other model in this range, it has a Villiers two-stroke engine.

Pride of the range is the "Electra 75," the only production British motorcycle equipped with electric starting. A tuned twin-cylinder



engine with a 10:1 compression ratio gives it a 75 m.p.h. potential. The Siba 90-w. d.c. generator has a 12-volt output. The rear of the machine is enclosed by smoothly styled pressings.

The "Super S." from which the "Electra 75" was developed, is basically similar except that a kickstarter and Villiers generator are fitted. The "Sports Super S" has a "hotter" engine, an abbreviated rear-end enclosure, dropped bars and a flyscreen. Unlike most of the other models, which have deep-section front mudguards, this sportster has a shallow guard in polished light alloy.

The 197 c.c. "Three Star Special" is a ride-to-work mount with a generous specification. The two-stroke motor is a "single" and the unit gearbox is available with either three or four speeds, the former costing some £5 less.

ARIEL

Ariel Motors, Ltd., Selly Oak, Birmingham, 29.

NEW colours, electrical improvements and better braking are the chief modifications to the two-stroke Ariel trio—the "Leader," "Arrow" and "Arrow Super Sports." Common to all models are the 247 c.c. twin-cylinder engine, with one-piece diecast crankcase and gearbox housing, and the use of pressed-steel members both for the beam-type frame and for the leading-link front forks. Also shared are modified anti-squeal brakes, a Lucas RM18 alternator giving improved output at town speeds and a new key-type ignition switch.

Extensive enclosure by quick-release panels is a feature of the "Leader," the

lavishly equipped founder of this individualistic range. New "Leader" décor consists of ivory for the forks and side and frontal fairings, the upperworks being in the original Cherokee red, with oriental blue, seal grey and black as alternatives.

With a similar basic structure but no overall enclosure, the "Arrow" is a lively roadster naturally developed from the "Leader." Its new colours are ivory and black. Ivory, with polychromatic gold, distinguishes the "Arrow Super Sports"; it also has red twist-grips and gold tail-lamp surround. Tuned engine, a shallow screen, down-turned bars and ball-ended levers are specified for this 75-m.p.h. sports lightweight.

BIANCHI

Layford (Automotive), Ltd., 136 King Street, London, W.6.

LARGEST of the three models from the Italian Bianchi factory is a fast 175 c.c. o.h.c. sports roadster, the "Tonale," for which 8.5 b.h.p. at 6,000 r.p.m. is claimed. It has typically Latin lines; light-alloy rims are standard.

The "Bernina" is a high-performance "125" of similar appearance, but with push-rod valve gear. The 75 c.c. "Gardena" is a two-stroke with an over-square engine producing 3.5 b.h.p. at 7,000 r.p.m.; it weighs no more than 122 lb.

B.M.W.

A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middx.

TRANSVERSE flat-twin engines and shaft drive are the hallmarks of the big German B.M.W.s, headed by the potent 595 c.c. R69S with a claimed top speed well

Continued page 6

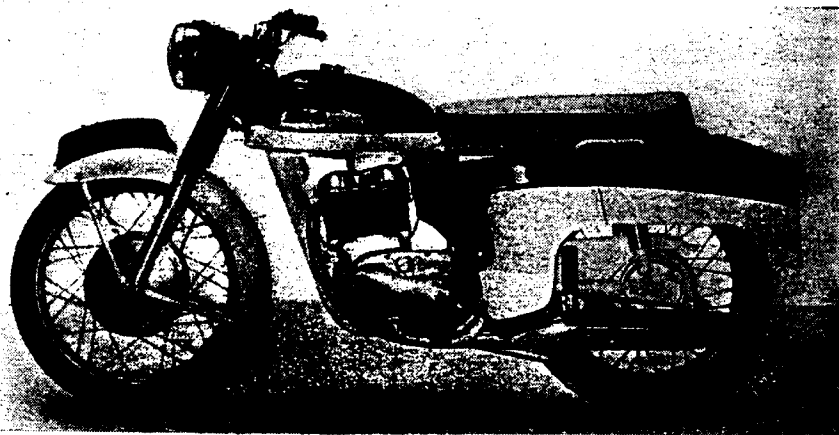
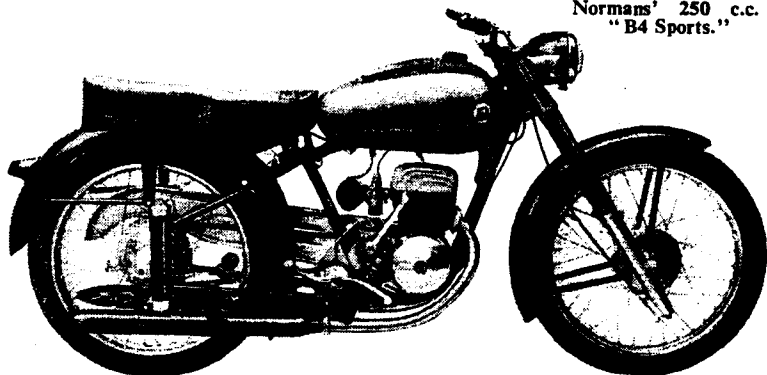
developed models designed to withstand a considerable amount of hard work with the minimum of attention. Both are two-strokes, having nicely rounded "power-egg" engine/gearbox units. The larger of the two, the "Senior," is a 350 c.c. twin, noted for its smooth power delivery and rapid acceleration. The "Favorit" has a single-cylinder 250 c.c. motor of sturdy proportions. Both have a clutch operated automatically by movement of the gear-change lever—a system pioneered by this Czechoslovak concern.

MATCHLESS

Associated Motor Cycles, Ltd., Plumstead Road, London, S.E.18.

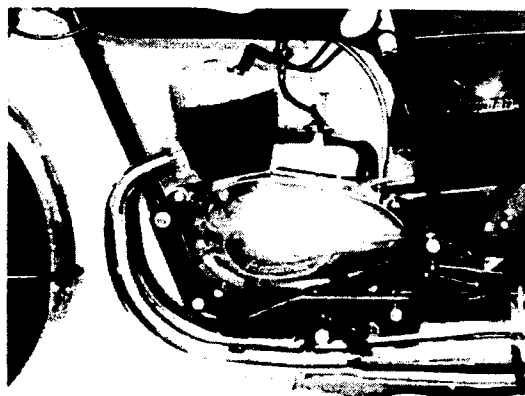
"MODELS for all motorcyclists" might be the Matchless motto. Roadsters, racers, scramblers and trials mounts are listed.

Lowest priced of the Spanish Montesa 125 c.c. two-strokes is the plunger-sprung "Commando."



Fast 350 c.c. o.h.v. twin with rear enclosure: the Norton "Navigator De Luxe."

(Right) Installation of the Villiers twin in Normans' 250 c.c. "B4 Sports."



For competitive riding, four machines are offered. The famous G50 is Plumstead's bigger road-racer, with a single-cylinder o.h.c. engine of 496 c.c. It has a scrambler brother, the 498 c.c. "Marksman," on which the valve-gear is push-rod operated; the quarter-litre "Messenger" is also a scrambler. The "Maestro" is 347 c.c. of controlled power for the trials rider, on which everything has been tailored for the job in hand.

For road work, five basic models are available, each supplemented by a sporting version. The "250" is the "Monitor," and the "500" the "Major." There are two "350" roadsters, the "Matador" and the "Mercury"; the former is colloquially known as the "light 350" as it is virtually an enlarged "Monitor," whereas the "Mercury" uses the duplex frame specified for all the larger-capacity machines.

This frame is featured on the two "650s," the "Majestic" and its sporting equivalent, the G12CSR "Monarch." Both are vertical twins of orthodox design, excepting that the crankshafts are of the three-bearing type.

MESSERSCHMITT

Cabin Scooters (Assemblies), Ltd., 11 South Wharf Road, London, W.2.

MOST compact of three-wheelers, the Messerschmitt seats the passenger behind the driver and thus gains considerably by having the minimum frontal area which will accommodate two people. A 200 c.c. Sachs single-cylinder two-stroke engine is mounted

at the rear, and the wide track of the front wheels gives great stability. Steering is by a form of handlebar. In addition to the standard model, with moulded plastic canopy, there is an open-top sports version.

MONDIAL

Diana Concessionaires, Ltd., 60 Ickenham Close, Ruislip, Middx.

THREE lightweight horses from Italy's famous Mondial stable are available in Great Britain.

Despite its ultra-lightweight status, the 75 c.c. two-stroke "Scugnizzo" has a sporting specification which includes full-width hubs, dual seat and quick-release filler cap. Most mettlesome steed is the racy-looking four-speed 175 c.c. o.h.v. "Sprint," which has dropped bars, racing seat, and large brake-drums. Engine output is quoted as 11 b.h.p. The "Super Turismo," of similar capacity, is suitable for slightly less energetic travel.

MONTESA

Montesa Motorcycles (Great Britain) and Watford Sports Cars, Ltd., Woodmans Yard, High Street, Watford, Herts.

FOUR speedy little Montesas from Spain—all of which have a 124 c.c. single-cylinder two-stroke engine, although the degree of tune varies with the model—remain unchanged for 1962.

The "Brio 110," which has a four-speed gearbox and rear swinging fork, is one of the fastest "125s" in Britain. Its cheaper

companion, the "Commando," has plunger suspension and three speeds. The newest model, the "Sportsman," is a four-speed road-racer, whose front forks and engine are made in Spain, brake hubs in Italy and rear swinging fork in Britain. The "Grand Prix" is a more sophisticated racer with a five-speed gearbox, twin-leading-shoe front brake and "dolphin" streamlining.

MOTOBI

J. O. Ball, Pilford Heath, Dorset.

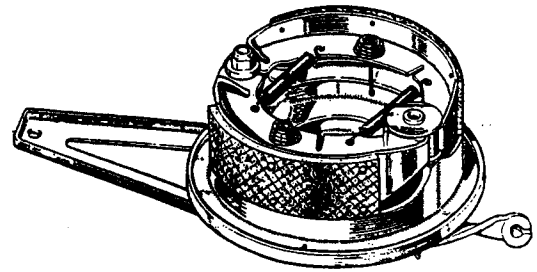
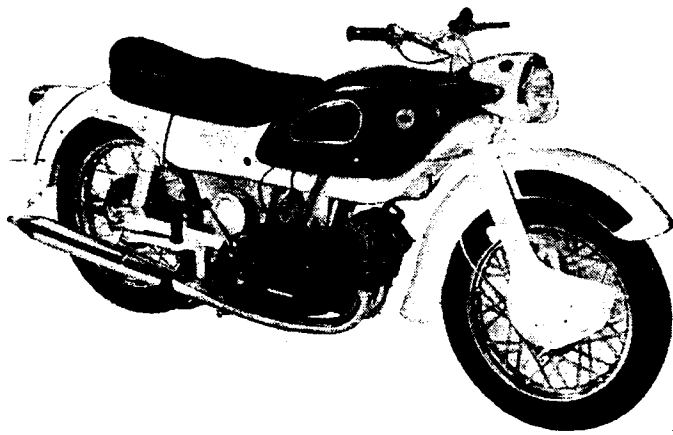
ANOTHER range of Italian lightweights are the Motobis, all of which have 172 c.c. o.h.v. engines with the single cylinder mounted horizontally. Basic model is the "Catria," with a claimed output of 8.5 b.h.p. at 7,000 r.p.m. The "Catria Sport," with a higher c.r., is rated at 12 b.h.p. at 8,000 r.p.m. The "Catria Semi-sport" has the standard engine in a sports frame.

MOTOM

Morray and Co., Ltd., 178 St. Stephens House, Victoria Embankment, London, S.W.1.

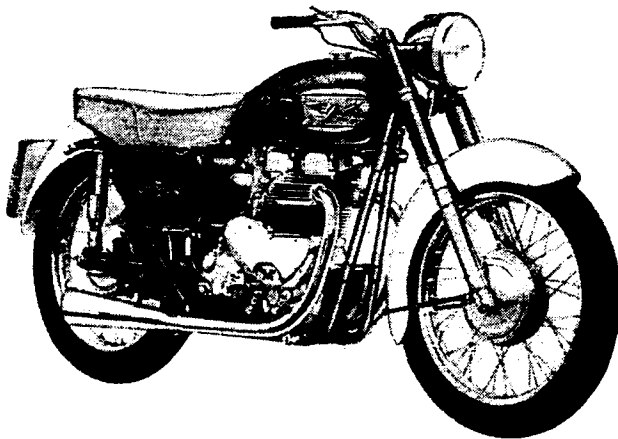
TWO o.h.v. ultra-lightweights of almost identical capacities—48 c.c. and 51 c.c.—come from the Italian Motom factory. Both have near-identical specifications, with plunger rear suspension and spine-type frame. The 51 c.c. model, however, has bigger tyres, bigger headlamp and straight handlebars.

Continued on page 12



The extraordinarily successful "250" from the House of the Horse. The Ariel "Arrow" is the "naked" version of the all-enclosed "Leader." Front brake detail is shown above.

..... SUPERMARKET



The British buyer has the biggest choice of motorcycles in the world Here is a view of his 1962 shop window

Named for the 1962 season "Majestic," the 646 c.c. Matchless o.h.v. twin is indeed a royal personage in the Woolwich range.

Rear enclosure and generous front-end mudguarding as well as a handlebar shroud, are aspects of the "Super S" 250 c.c. twin from the Ambassador stable.

