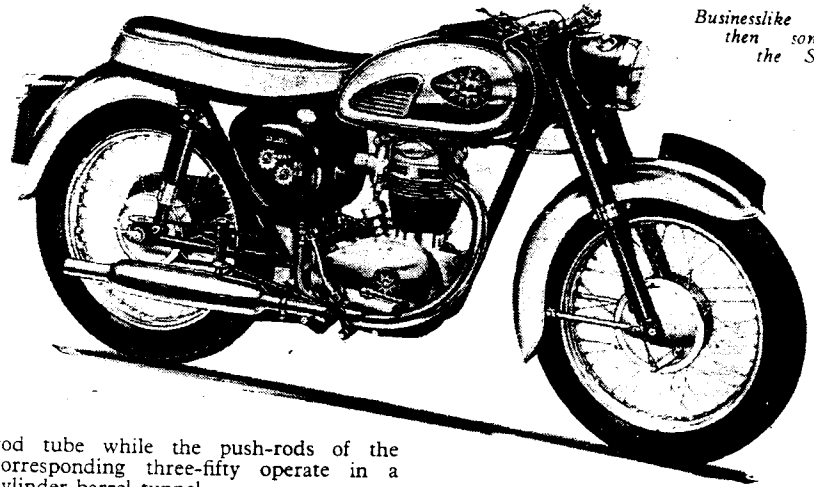


Light, Sporting Three-fifty from B.S.A.



*Businesslike and
then some—
the SS90*

IT does not need a Sherlock Holmes for this one. Already in the B.S.A. line-up are two standard roadsters—the 249 c.c. C15 and 343 c.c. B40—of generally similar design. And there is, too, a sports version of the C15, the SS80. So when the Small Heath folk present a new model, designated SS90, it is a pretty fair guess that the machine is a B40 which has been given the pep-up treatment.

And a really smart-looking mount the new three-fifty turns out to be—yet dignified with it, for this is no “café cowboy” job. In fact, the SS90 closely resembles the existing SS80 two-fifty and, at first glance, the only difference would seem to be that a flamboyant red (instead of blue) finish is employed for the fuel and oil tanks; however, B.S.A. addicts are aware that the two-fifty has an exposed push-

rod tube while the push-rods of the corresponding three-fifty operate in a cylinder-barrel tunnel.

The semi-valanced mudguards at front and rear are fully chromium-plated and the die-castings of the light-alloy cylinder head are polished. A flat-type handlebar assembly is fitted and the elongated B.S.A. Star badge is carried on the chromium-plated tank side panels.

The more glamorous finish is, however, only incidental and the SS90 model's name implies a 90-m.p.h. potential. That is achieved by raising the compression ratio to 8.75 to 1, and by the employment of a large-diameter inlet valve, heavy-duty valve springs and an Amal Monobloc carburettor of 1½in bore. Claimed power output is 24 b.h.p. at 7,000 r.p.m., and the increase in urge means that the model

can pull a higher gear than its standard counterpart. Overall gear ratios, therefore, are 5.78, 6.93, 9.6 and 12.3 to 1.

In other respects the SS90 has the same specification as the B40, on which it is based; thus there are 18in-diameter wheels fitted with 3.25in ribbed and 3.50in studded Dunlop tyres at front and rear respectively. The front brake is of 7in-diameter, floating-shoe pattern, and the rear one is 6in in diameter. Dry weight is 295 lb.

Total price (which includes British purchase tax) is £221 3s 11d. Manufacturers are B.S.A. Motor Cycles, Ltd., Armoury Road, Small Heath, Birmingham 11.

... and A.M.C. Two-fifties

LIGHTWEIGHT enthusiasts are always in the market for higher performance. And A.M.C. are providing it with super-sports variants of the 248 c.c. single-cylinder A.J.S. Sapphire and Matchless Monitor, hitherto available only in standard and sports trim.

Compared with the earlier versions, the

new models have more power, better braking and more robust suspension. Contributing to the power boost are a ¼in increase (to 1½in) in the choke size of the Amal Monobloc carburettor, a step-up in inlet valve diameter from 1½ to 1¾in and a longer induction tract.

A slightly domed piston raises the com-

pression ratio from 7.8 to 1 to 8 to 1. An increase in valve-spring strength permits higher revs in safety. To cope with the extra punch, the connecting rod and crankpin are both stiffened, while steel instead of cast iron is used for the flywheels.

Overall gearing is raised by using a final-drive sprocket with 18 teeth instead of 17. Gear ratios are now 6.04, 8.45, 12.04 and 19 to 1. In common with the latest standard and sports models, the newcomers have a ½in-pitch duplex primary chain.

The 6in-diameter front brake is the latest British Hub pattern with cast-iron drum shrunk in a polished light-alloy hub and air scoops cast in the shoe plate. A heavyweight Teledraulic front fork, as used on the A.J.S. Scorpion and Matchless Messenger scramblers, is standardized.

As on the sports models, a low-level handlebar is fitted, the mudguards and chainguard are chromium-plated and the timing cover and primary chaincase polished. The super-sports models, however, are distinguished by chrome tank sides, silver enamelling of the cylinder barrel and polishing of the cylinder-head fin edges and rocker covers.

Price of the new models is £228 10s, including British purchase tax. Makers are Matchless Motor Cycles, Plumstead Road, London, S.E.18.

Sleek 248 c.c. Matchless Monitor Super Sports

