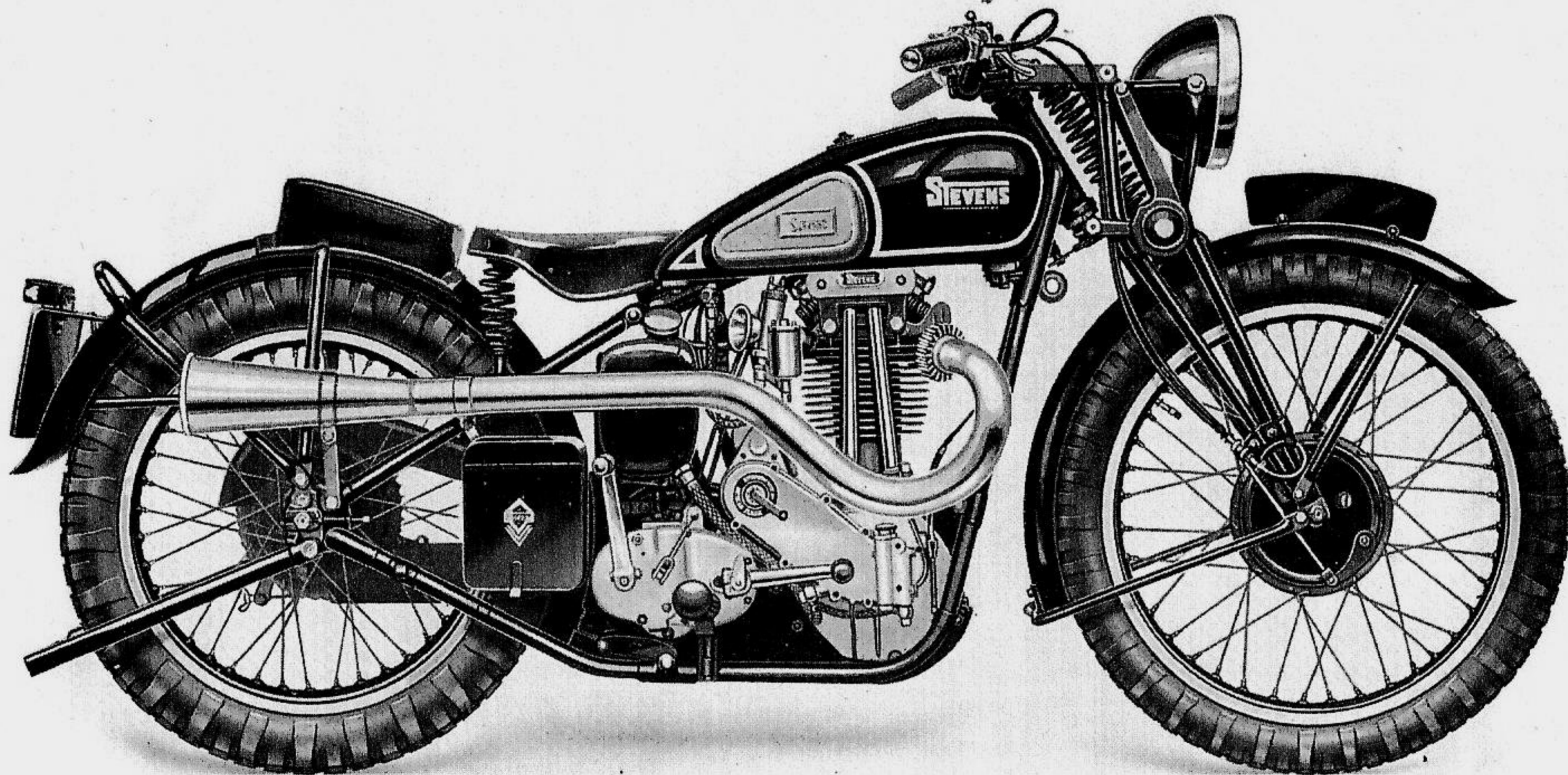


“The Clubman’s Winning Mount.”



THE “500” STEVENS IN COMPETITION TRIM.

“250” and “350” Models can be obtained to the same Specification.

Manufactured by : **STEVENS BROTHERS (WOLVERHAMPTON) LTD.,**

RETREAT STREET, WOLVERHAMPTON, ENGLAND.

EXPORT.

SPECIFICATION.

'250'

'350'

'500'

ENGINE. Specially tuned, with polished Ports and stronger Valve Springs. Compression Ratios — '250' 7.25 to 1, '350' 7 to 1, '500' 6.5 to 1. By fitting the spare high-compression piston, compression ratios can be obtained as follows:- '250' 8.5 to 1, '350' 8.25 to 1, '500' 8.5 to 1.

GEAR RATIOS. '250' 6.06, 6.91, 10.85, 18.00 to one; '350' 5.33, 6.83, 9.38, 14.24 to one; '500' 4.40, 6.47, 8.10, 13.82 to one. By fitting the spare 17 tooth engine sprocket the following gear ratios can be obtained:- '250' 6.77, 7.72, 12.12, 20.10 to one; '350' 6.27, 8.03, 11.03, 16.74 to one; '500' 5.70, 8.38, 10.50, 17.90 to one.

BRAKES. '250' and '350' models, 7" rear, 6" front. '500' model, 7" front and rear.

TYRES. Rear 27" × 4.00" Dunlop competition, Front 27" × 3.00" Dunlop competition.

CONTROLS. All Bowden wires are duplicated to facilitate repair in case of breakage. The handlebars can be inverted to give "racing" position.

EXTRA EQUIPMENT. Plain front mudguard, undershield, and rear mudguard pad fitted to all models.

SPARES INCLUDED WITH ALL COMPETITION MODELS. High-compression Piston, Lodge H14 Sparking Plug for use with high-compression piston, 17 tooth Engine Sprocket.

WHEEL BASE. '250' and '350' models 54", '500' model 55".

GROUND CLEARANCE. 5½" all models.

WEIGHT. '250' 290 lbs., '350' 295 lbs., '500' 320 lbs.

PRICES. '250' model, complete with spares as above, with Lucas Magdyno lighting, "Stop" light and Altette horn - -
'350' model, complete with spares as above, with Lucas Magdyno lighting, "Stop" light and Altette horn - -
'500' model, complete with spares as above, with Lucas Magdyno lighting, "Stop" light and Altette horn - -

EXTRAS. Smith's Trip Speedometer, 80 m.p.h. - -
"Stevens" Pillion Footrests - - per pair
Attractively panelled Chromium Plated Tank -
Extractor tool for Hairpin Valve Springs on '500' model

DELIVERY. Please note that as these models are specially prepared, despatch cannot be effected in less than 14 days from receipt of order.

A word to Competition Riders.

For negotiating a rough and difficult course, successful competition riders know how important it is to have a flexible engine that does not too easily stall, and to get this result they use a medium compression ratio and not too high a gear. The high compression piston should therefore be used when high engine revolutions can be sustained such as in speed events, and the standard piston for trials, scrambles and the like.