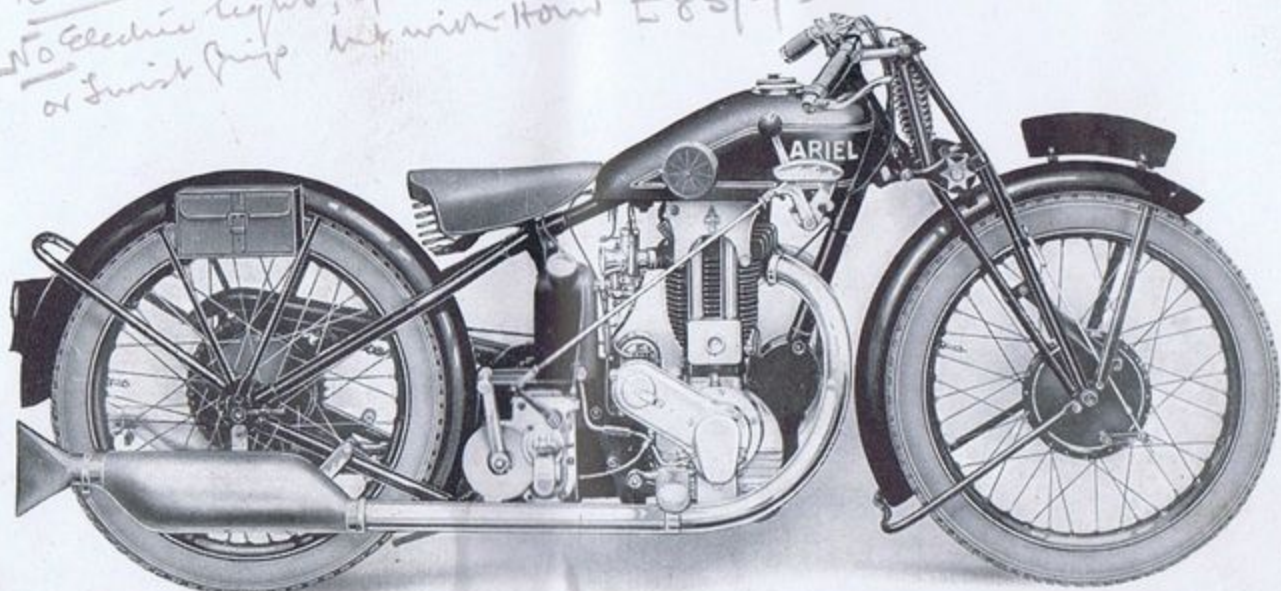


# 500 c.c. O.H.V. Two Port STANDARD MODEL E

To order  
No Electric lights, Speedometer  
or Turnst Pipe but with Horn £85/-



With Electric lights, Turnst Pipe Control Speedometer, Horn on Air  
Seat, (No Horn) £93/0/-  
with Horn on Air Cushion Seat £92

Stock

## SPECIFICATION

**Engine.** For further information see separate illustration and notes.

**Lubrication.** For further information see separate illustration and notes.

**Carburettor.** AMAL two lever control. Flange fixing.

**Magneto.** Lucas.

**Silencers.** Two large efficient silencers mounted one each side of rear wheel. Each silencer is fitted with a large fish tail and baffles, thus giving a quiet and pleasing note. Silencing efficiency certified by the Automobile Association.

**Gearbox.** Special Burman with bottom fixing and top anchorage; three speeds, with internal locking device for correct gear position. Tank tube control; hand operated, 3 plate cork clutch with shock absorber. Oil retaining device on kickstarter. Provision is made for speedometer drive.

*Specially manufactured by Messrs. Burman's, of robust construction and silent in operation.*

		1st	2nd	3rd
<b>Gear</b>	Solo (Normal)	13.0	7.6	4.75
<b>Ratios</b>	Hilly country	14.2	8.3	5.2

<b>Gear</b>	Sidecar	∴			
<b>Ratios.</b>	Standard	∴	15.7	9.2	5.75

A high ratio gearbox can be supplied to special order, without extra charge.

		1st	2nd	3rd
<b>Ratios.</b>	Solo (Normal)	9.4	6.9	4.75
	Sidecar Standard	11.4	8.4	5.75

**Transmission.** Front and rear chains running over large sprockets and protected by efficient chain covers. Front chain half inch pitch.

**Frame.** For further information see separate illustration and notes.

**Front Forks.** For further information see separate illustration and notes.

**Brakes.** For further information see separate illustration and notes.

**Wheels.** Well base Dunlop rims and heavy gauge spokes giving exceptional strength. Taper roller bearings.

**Tyres.** Dunlop 26in. x 3in. wired on.

**Mudguards.** Wide and large section, giving ample protection with special fixings and supporting stays preventing mudguard vibration.

**Stands.** Strong tubular front. Rear spring up type behind gearbox.

**Saddle Tank.** All steel, heavily stove enamelled and unaffected by petrol. Capacity 2 gallons. Separate oil tank. Submerged strainers for petrol and oil. Large petrol filler cap, absolutely leak proof. Cork seated petrol tap.

**Knee Grips.** Special large soft type.

**Footrests.** Solid steel forgings fitted with rubber pads; adjustable.

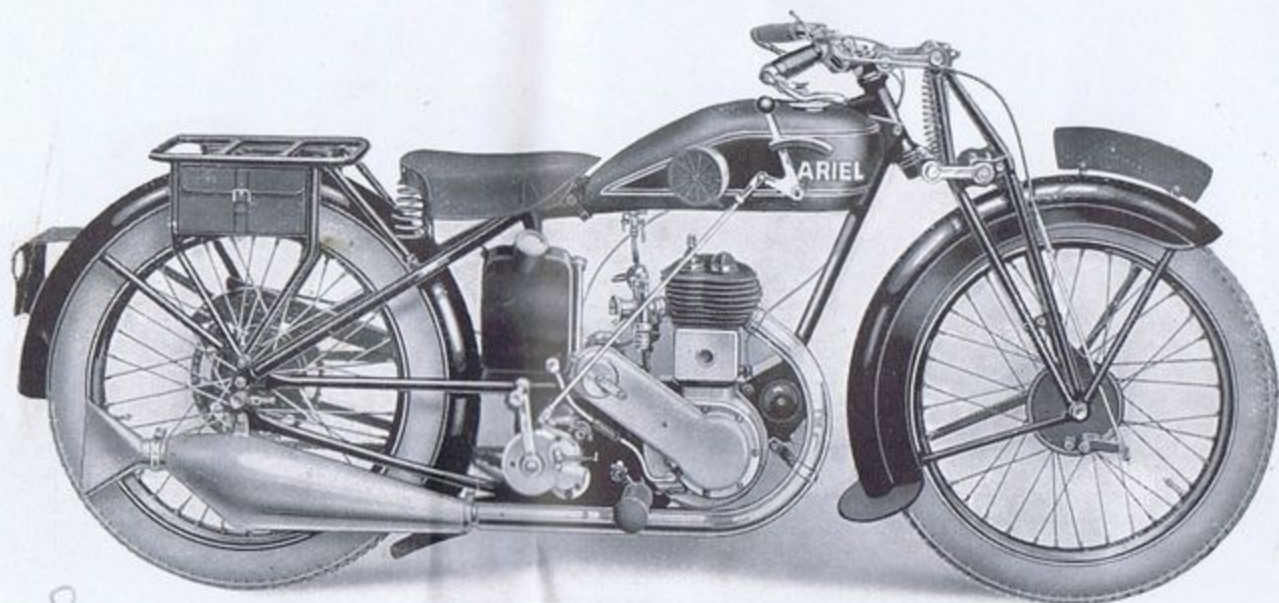
**Saddle.** Spring seat.

**Handlebar.** Sporting pattern, attractive in appearance and comfortable in use. Adjustable through a wide range.

**Steering Damper.** Neat and efficient, controlled from handlebar.

**Equipment.** Tool box with complete set of tools, grease gun and tyre inflator.

# 250 c.c. SIDE VALVE DE LUXE MODEL LB



*Same equipment as L.F. Model*

*£ 657/10/-*

*SLICK*

## SPECIFICATION

**Side Valve Engine.** Bore 65 mm., stroke 75 mm., cubic capacity 248 c.c.s. Double roller bearing big end, ball bearing on driving side mainshaft, plain bearing on the timing side. The valve springs and tappets are enclosed in an oil tight dust proof box, cast integral with the cylinder. Valve stems and tappets automatically lubricated.

**Piston.** Special aluminium alloy die casting with two rings, one forming an oil scraper.

**Engine Lubrication.** Engine lubrication is by "Dry sump method." There is a continuous mechanical oil circulation operated by a double plunger supply and scavenging pump. The control is entirely automatic and the return of lubricant gives extremely low oil consumption and eliminates the possibility of oiling up the sparking plug or over-oiling.

**Carburettor.** Standard AMAL two lever, automatic.

**Magneto.** Lucas, situated behind engine.

**Silencer.** Large expansion chamber with baffle plates giving an exceptionally quiet exhaust note. A.A. Efficiency Certificate supplied with every machine.

**Gearbox.** Specially manufactured by Messrs. Burman, mounted by top swivel and bottom clamp with screw adjustment. Grease can be added to the gearbox by means of the standard grease gun. Provision is made for driving a Smith speedometer from the gearbox.

Gear Ratio.	1st	2nd	3rd
	17-1	10.4-1	6.4-1

**Front and Rear Chains.**  $\frac{1}{2}$  in. Pitch  $\times$  .205 wide automatically lubricated and protected by efficient chain covers.

**Frame.** For further information see separate illustrations and notes.

**Front Forks.** Tubular girder pattern with central tension spring. The fork links do not make metallic contact with the forks, but are separated by friction discs at each of the eight points.

**Brakes.** 5 $\frac{1}{2}$  in. diameter, lined with die pressed fabric; Internal expanding type, very powerful in action. Backing plate arranged to overlap brake drum, thus effectually excluding water and mud from the brake shoes.

**Wheels.** Well base Dunlop rims, heavy gauge spokes giving exceptional strength, run on taper roller bearings. Dunlop Balloon Tyres 25  $\times$  3 in. W.O.

**Mudguards.** 5 in. "D" section front and rear with large valance to front.

**Front and Rear Stand.** Rear, spring-up type beneath gearbox, making it easy to remove the rear wheel. Front stand secured to front of crankcase and hinged back neatly under engine.

**Rear Carrier.** One piece steel pressing, carrying two pannier tool bags. Quite suitable for Pillion Riding.

**Saddle Petrol Tank.** Provision is made for a Smith's Speedometer to be fitted flush into the petrol tank so that the cable, which is driven from the gearbox is concealed. When no speedometer is fitted a neat plated cover is used to cover the aperture. Large petrol filler cap is absolutely leak-proof. All-steel construction, heavily stove enamelled and unaffected by petrol or benzole. Capacity 2 gallons.

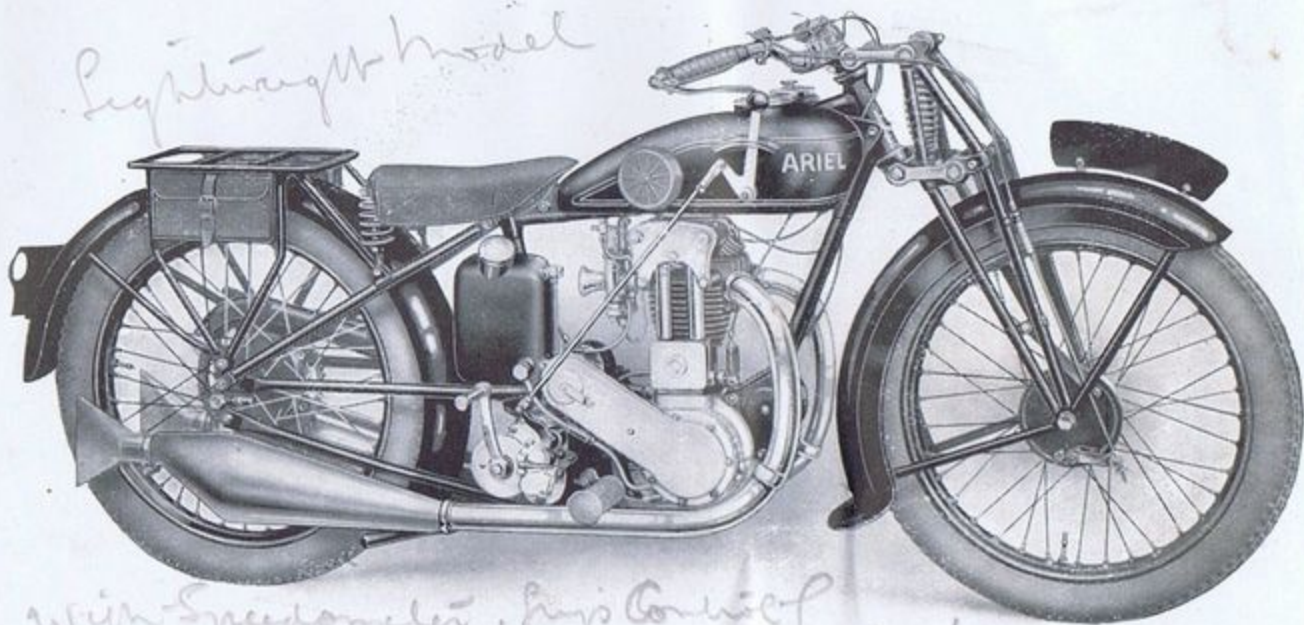
**Knee Grips.** Pneumatic type fitted on tank.

**Footrests.** Adjustable, solid steel forging.

**Oil Tank.** Capacity 3 pints.

**Saddle.** Three point suspension Lycett Flexible.

# 250 c.c. O.H.V. Two Port DE LUXE MODEL LF



Lightweight model

with Speedometer, Lucas Electric Light Set

67/107-

Stoek

## SPECIFICATION

The general construction of the engine follows the lines of the side valve model, the main difference being the overhead gear and piston. The overhead rockers are carried by two steel plates bolted to the side of the cylinder head and are enclosed in an aluminium box. The rockers operating upon hardened steel spindles, are lubricated by means of a grease gun which also forces grease into the top ball cup of the push rod. The return springs, tappets and adjusters are enclosed in an oil tight box integral with the barrel similar to the Side Valve Model. The Combustion chamber is truly spherical. The construction is such that the Cylinder head can be removed for decarbonising while the engine is in the frame without disturbing any of the rocker gear. This engine develops 10 b.h.p. minimum and has approximately the same petrol and oil consumption as the Side Valve Model. Specification details similar to those of Model L.B.

**Gear Ratios.** 1st, 16.0—1; 2nd, 10.0—1; 3rd, 6.0—1.

Dear Sir,

I must congratulate you on the running and wear of my machine. It has been running practically for three years in all weathers besides standing outside for hours in the rain, it has never loosed me down, and in all it has cost me a new plug and back tyre.

I am recommending your machines to my friends everywhere I go as one of the finest machines on the road for all class of work.

Well, in fact I can prove where three gentlemen out of Crewe bought one of your machines apiece and two in Sandbach on my recommendation when they had made up their minds to buy —.

If I can be of assistance to you in regards to advertising your machines I should be very pleased.

I remain,

Yours faithfully,  
F. J.

### BEN NEVIS CLIMBED IN RECORD TIME.

Mr. James Taylor riding a standard Ariel motor-cycle with sidecar climbed to the summit of Ben Nevis in record time. Only one attempt had to be made. The machine, although it had been through two Scottish Six Days Trials and climbed Ben Lomond in record time, ran perfectly throughout. The engine, brakes, clutch and gearbox were in perfect condition after this very strenuous test.