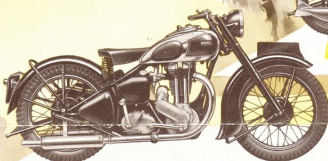


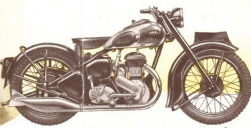
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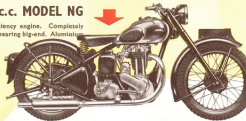


S.V. DE LUXE 600 c.c.



THE O.H.V. DE LUXE 350 c.c. MODEL NG

ENGINE—72x85 mm. (347 c.c.). High efficiency engine. Completely enclosed valve and rocker gear. Double roller bearing big-end. Aluminium alloy piston. **LUBRICATION**—Dry sump system. 1-gallon capacity separate oil tank. **GEARBOX**—Four-speed. Foot control. **SPEEDOMETER**—Smith 80 m.p.h. trip speedometer. **TRANSMISSION**—Engine shaft shock absorber. Polished aluminium oil bath chain case. Rear chain fully protected. **WHEELS**—Dunlop tyres 3.25x19. **TANK**—2½-gallon capacity. Superbly finished Chromium and Black, lined Gold.



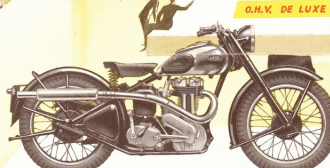
O.H.V. DE LUXE 350 c.c.



O.H.V. DE LUXE 500 c.c.

THE S.V. DE LUXE 600 c.c. MODEL VB

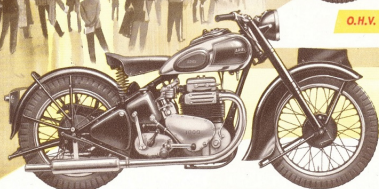
ENGINE—84x102 mm. (538 c.c.). Totally enclosed valve springs. Double roller bearing big-end. Aluminium alloy piston, 5 to 1 compression. **LUBRICATION**—Dry sump system. 1-gallon capacity separate oil tank. **GEARBOX**—Four-speed. Foot control. **SPEEDOMETER**—Smith 80 m.p.h. trip speedometer. **TRANSMISSION**—Engine shaft shock absorber. Polished aluminium oil bath chain case. Rear chain fully protected. **WHEELS**—Dunlop tyres 3.25x19. **TANK**—2½-gallon capacity. Superbly finished Chromium and Black, lined Gold.



'RED HUNTER' 350 c.c.

THE RED HUNTER 350 c.c. MODEL NH

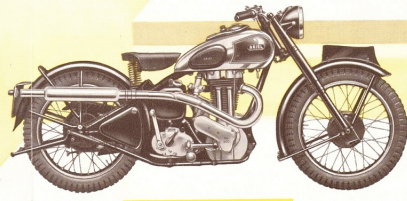
ENGINE—72x85 mm. (347 c.c.) O.H.V. Specially bench-tested and capable of being used to speeds exceeding 80 m.p.h. Ground and highly polished ports. Polished forged steel flywheels. Ball bearings on both sides of mainshaft. Double roller bearing big-end. Medium compression piston. **LUBRICATION**—Dry sump system, employing dual plunger pumps and 1-gallon capacity separate oil tank. **GEARBOX**—Four speed. Foot control. **SPEEDOMETER**—Smith 80 m.p.h. trip speedometer. **TRANSMISSION**—Engine shaft shock absorber. Polished aluminium oil bath chain case. Rear chain fully protected. **WHEELS**—Dunlop tyres 3.25x19 rear; 3.00x20 ribbed front. Chromium brake plates. Chromium rims. Red centres. **TANK**—2½-gallon capacity. Superbly finished Chromium and Red, lined Gold.



1000 c.c. SQUARE FOUR

THE O.H.V. DE LUXE 500 c.c. MODEL VG

ENGINE—81x95 mm. (497 c.c.). High efficiency engine. Completely enclosed valve and rocker gear automatically lubricated under pressure. High tensile steel connecting rod. Aluminium alloy piston, 6 to 1 compression. **LUBRICATION**—Dry sump system. 1-gallon capacity separate oil tank. **GEARBOX**—Four-speed. Foot control. **SPEEDOMETER**—Smith 80 m.p.h. trip speedometer. **TRANSMISSION**—Engine shaft shock absorber. Polished aluminium oil bath chain case. Rear chain fully protected. **WHEELS**—Dunlop tyres, 3.25x19. **TANK**—2½-gallon capacity. Superbly finished Chromium and Black, lined Gold.



'RED HUNTER' 500 c.c.

THE RED HUNTER 500 c.c. MODEL VH

ENGINE—81x95 mm. (497 c.c.) O.H.V. Specially bench tested and capable of being used to speeds exceeding 100 m.p.h. Polished high tensile steel flywheels. Large diameter mainshaft mounted on two heavy duty roller bearings and one ball bearing. Extra large double roller bearing big-end with durable cage. Medium compression piston. **LUBRICATION**—Dry sump system employing dual plunger pumps and 1-gallon capacity separate oil tank. **GEARBOX**—Four-speed. Foot control. **SPEEDOMETER**—Smith 100 m.p.h. trip speedometer. **TRANSMISSION**—Engine shaft shock absorber. Rear chain fully protected. **WHEELS**—Dunlop tyres, 3.25x19 brake plates. Chromium rims. Red centres. **TANK**—3½-gallon capacity. Superbly finished Chromium and Red, lined Gold.

rear: 3.00x20 front. Chromium rims. Red centres. Superbly finished Chromium and Red, lined Gold.

THE SQUARE FOUR DE LUXE 1000 c.c. MODEL 4G

ENGINE—65x75 mm. (1997 c.c.). Four cylinders cast as three in square formation. Detachable cylinder head with integral radial induction manifold. Totally enclosed overhead valves operated by short push rods. The valve cranks/shafts are mounted on substantial bearings and coupled by hardened and ground gears. Both crankshafts are substantial high tensile alloy-steel drop forgings. Light rigid con-rods with split lined big-ends. **LUBRICATION**—Dry sump system in conjunction with a separate oil tank holding 1-gallon. Double plunger pump, one of which forces lubrication through all engine bearings at a nominal pressure of 40 lbs. per square inch. **IGNITION**—Magneto with self-contained gear-driven distributor. 14 mm. sparking plug. **SPEEDOMETER**—Smith 100 m.p.h. trip speedometer. **TRANSMISSION**—Engine shaft 3-can shock absorber. Rear chain fully protected. **WHEELS**—Dunlop tyres 4.00x19 rear; 3.25x19 front. Chromium rims. Red centres (Black centres optional). Chromium brake plates. **PROP STAND**—Fixed to side of machine in addition to two normal stands. **TANK**—3½-gallon capacity. Superbly finished in Chromium and Red, lined Gold (Chromium and Black optional).

with integral radial induction manifold. Totally enclosed overhead valves operated by short push rods. The valve cranks/shafts are mounted on substantial bearings and coupled by hardened and ground gears. Both crankshafts are substantial high tensile alloy-steel drop forgings. Light rigid con-rods with split lined big-ends. **LUBRICATION**—Dry sump system in conjunction with a separate oil tank holding 1-gallon. Double plunger pump, one of which forces lubrication through all engine bearings at a nominal pressure of 40 lbs. per square inch. **IGNITION**—Magneto with self-contained gear-driven distributor. 14 mm. sparking plug. **SPEEDOMETER**—Smith 100 m.p.h. trip speedometer. **TRANSMISSION**—Engine shaft 3-can shock absorber. Rear chain fully protected. **WHEELS**—Dunlop tyres 4.00x19 rear; 3.25x19 front. Chromium rims. Red centres (Black centres optional). Chromium brake plates. **PROP STAND**—Fixed to side of machine in addition to two normal stands. **TANK**—3½-gallon capacity. Superbly finished in Chromium and Red, lined Gold (Chromium and Black optional).