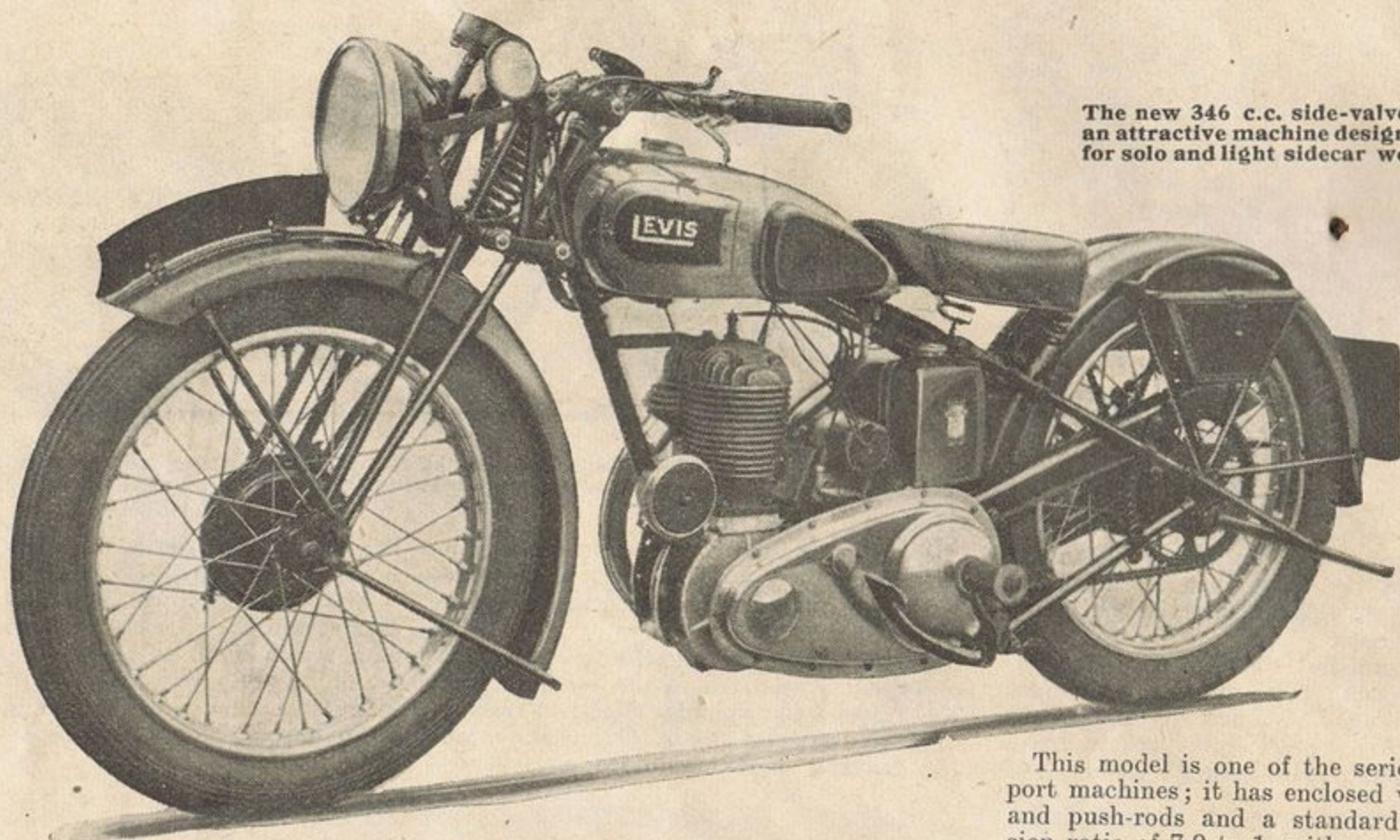


New Side-valve Levis



The new 346 c.c. side-valve is an attractive machine designed for solo and light sidecar work

AN entirely new 346 c.c. side-valve, four improved two-port overhead-valve models, a modified two-stroke and two special competition machines constitute the Levis programme for 1939.

Following what appears to be a general trend for next year, Levis machines will appear at the Show in new colours. Tanks will be chromium plated and will have black panels edged with white lines, and the familiar Levis name transfer will give place to a simpler design in bold block

Three=fifty Dual=purpose Model with Aluminium Cylinder Head : Improved Overhead= valve Machines and a Modified Two=stroke

lettering. However, the old colour finishes are available if specially ordered.

The appearance of the machines has been further improved by the fitting of neater number plates, and in some cases the tool box and lifting handle position has been altered. A new rear stand has a webbed cross-piece and feet formed on the ends of the legs to give greater stability.

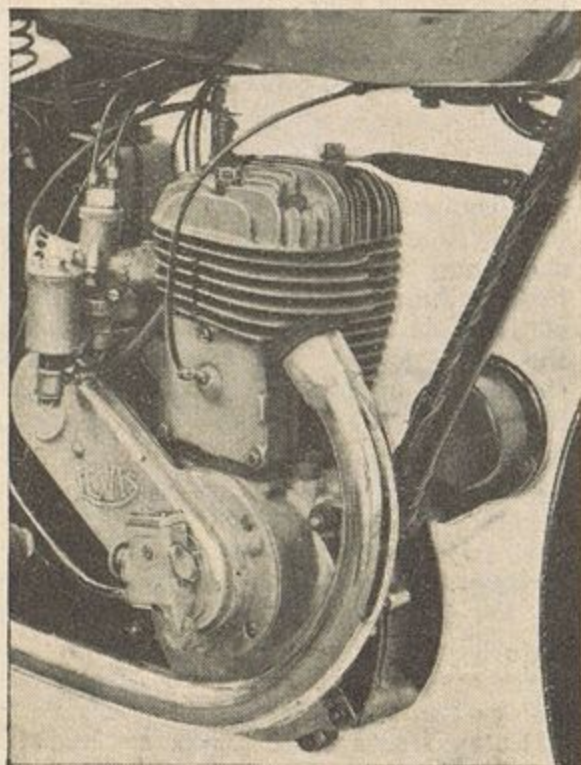
At the lower end of the scale is the 247 c.c. two-stroke, which in future will be known as the "Master." The layout of the machine is substantially the same as before, but important engine modifications include a double-row roller bearing for the big-end of the connecting rod, petroil lubrication, and Miller coil ignition and lighting with a 36-watt generator. Pressed-steel Webb forks, a foot-controlled three-speed gear box, 3.00-19 tyres and 5in. brakes are other items in the specification of this machine. The price is £33 10s.

Next on the list is the 247 c.c. overhead-valve Model "B Special." In addition to general improvements, this machine has a cush drive in the rear hub, and instead of flexible petrol and oil pipes, the piping will be chromium-plated copper with rubber connecting pieces.

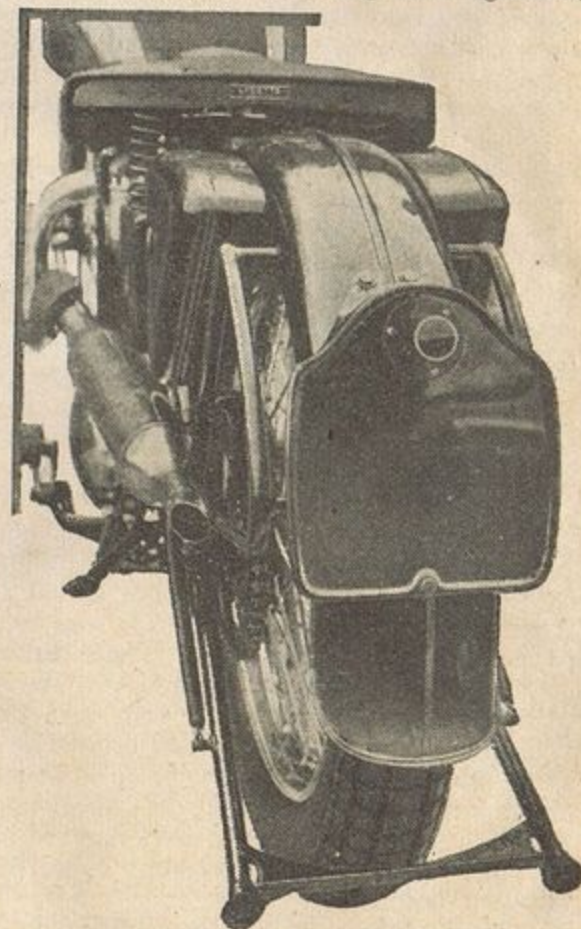
This model is one of the series of two-port machines; it has enclosed valve gear and push-rods and a standard compression ratio of 7.2 to 1, with an alternative ratio of 8.3 to 1 for use with a 50-50 petrol-benzole mixture.

The four-speed gear box has enclosed, positive-stop foot control, 6in. diameter brakes are fitted, and the tyres measure 3.25-19. Incidentally, all the four-strokes have ribbed front tyres and "Speed Universals" at the rear.

A Miller Dynomag with voltage regulator attends to lighting and ignition,



A detachable aluminium cylinder head is a feature of the new 350 c.c. side-valve engine. The exhaust-lifter cable is led through the valve cover-plate



A rear view that reveals several new features, such as the number plate, long lifting handles and rear stand

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watertight tool boxes are fitted within the stays of the lifting handles, and the equipment also includes an electric horn. The price of the "B Special" is £53 10s.

It was with the forerunner of the "A Special" that Levis entered the four-stroke field, and the 1939 edition is a thoroughly up-to-date machine, with many features that appeal to the keen rider. The engine is of 346 c.c. capacity, and incorporates a modified cylinder head, which was described in *The Motor Cycle* earlier this year. This head has been arranged to enclose the valve springs in a neater manner than before; the casting is extended, and an aluminium cover over each valve is retained by means of a spring clip—a system which provides instant accessibility to the tappet adjustment.

Crankcase Shield

Points of note are a crankcase shield and new lifting handles. The latter are placed well to the rear and greatly facilitate lifting the machine on to the stand. The triangular tool-boxes are mounted higher than before; their top edges are above the rims of the mudguard, so that water and dirt from the guard cannot drip on to the tops of the boxes. On this model the brake sizes are increased to 7in., and the standard tyres are 3.00-20 ribbed front and 3.25-19 "Speed Universal" rear.

The transmission system incorporates a four-speed gear box and a totally enclosed and lubricated primary chain. The equipment includes electric lighting and horn, heavy-duty front forks, and high-level exhaust pipes. The price is £62 10s.

Based on similar lines is the "D Special," a machine of 498 c.c. capacity. Again, the valve gear is enclosed, but in this case each valve spring is encased in a separate detachable cover. With this exception all the new improvements are included, and other features of the machine are a guard over the bottom run of the rear chain, and independent adjustment for the brake pedal and footrests. There is a cush drive in the rear hub, the rear brake is 8in. in diameter, tyre sizes are 3.00-20 front and 4.00-19 rear, and high-level exhaust pipes are fitted. With complete electrical equipment, the machine costs £69 15s.

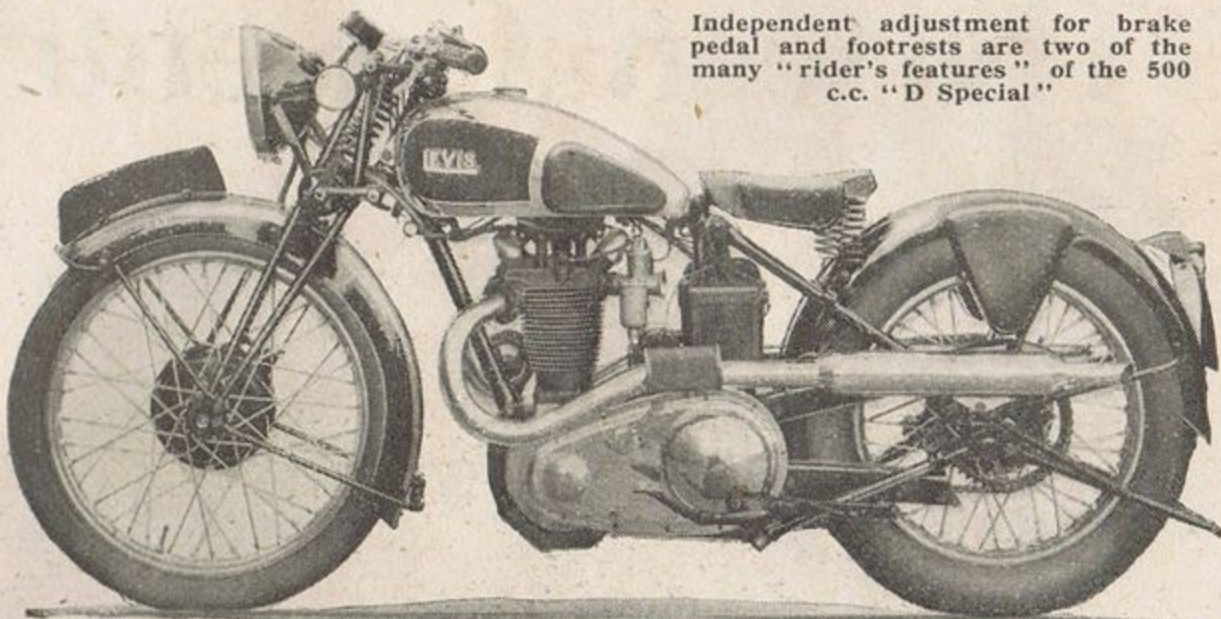
Competition Models

The "600," a model with a 592 c.c. engine, is on somewhat similar lines to the "D Special." It has extra heavy front forks and a five-plate clutch. The specification includes the new tool-boxes, lifting handles, number plates and rear stand, and all the general modifications. The price is £74 15s.

Competition versions of the "A" and "D Specials" are available with single-port engines. These machines can be supplied with full electrical equipment, or with a B.T.H. square-type T.T. replica racing magneto, battery lighting and bulb horn in place of dynamo lighting.

Other items are small petrol tanks, separate oil tanks, Dunlop saddles with springs 1in. longer than standard, a front fork spring also 1in. longer, and special top links. A front chain guard is fitted, and there is a guard to the bottom run of

Independent adjustment for brake pedal and footrests are two of the many "rider's features" of the 500 c.c. "D Special"



the rear chain. The circular footrests have no rubbers; light, short competition-type mudguards are fitted; the handlebars are 7/8in. in diameter and 2in. higher than standard; the rear stand may be raised to a horizontal position; 3.00-19 front and 3.50-19 rear tyres are fitted with security bolts; heavier primary and driving chains are employed; there is a special oil-pump shield and an 8 1/2in. front brake lever. The engines are tuned and specially low gear ratios are obtainable. Prices are: "Competition A Special," £62 10s.; "Competition D Special," £69 15s.

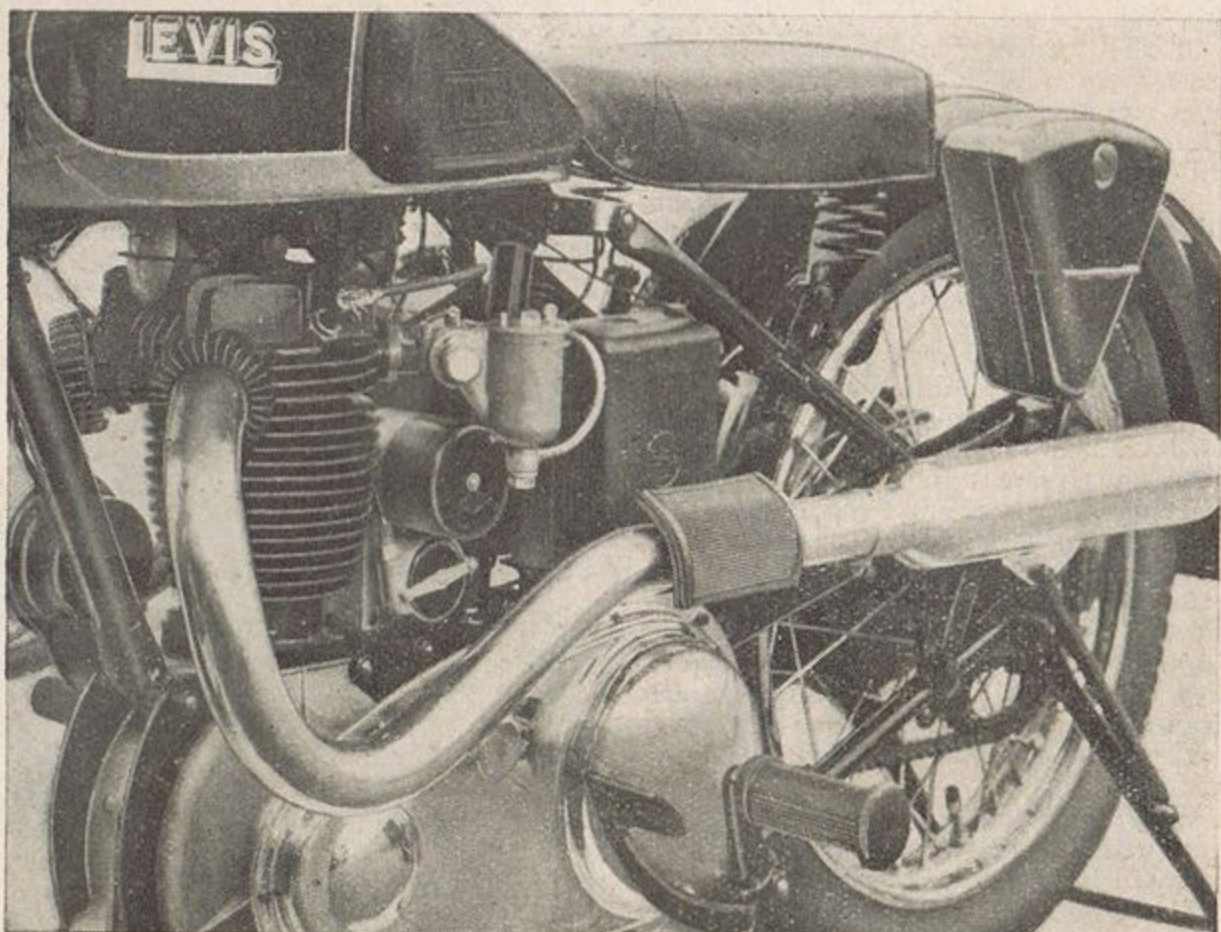
There remains the new 346 c.c. side-valve model. This has an engine with a bore and stroke of 70x90 mm., a detachable aluminium head and enclosed valves. The valves and tappet adjustments are accessible by removing an aluminium cover-plate, which is held in position by three nuts. A double-row roller bearing

is employed in the big-end, and lubrication is by a Pilgrim pump, which draws oil from a separate tank.

Ignition and lighting are by a 36-watt Miller Dynomag, the primary chain runs in an oil bath, and a four-speed, foot-controlled Burman gear box is standardised.

A new frame has been designed for this machine. It is of the orthodox diamond pattern, with double top tubes and front and rear engine plates. From the front down tube a stay is carried to the cylinder head. The battery and oil tank are carried side by side on the seat tube, and tool boxes are secured to the lifting handle stays. There is a spring-up rear stand, a tubular front stand and 3.25-19 tyres.

This is a workmanlike machine, completely equipped, and has been designed to take a light sidecar or tradesman's box carrier. The price is £49 10s.



A modified cylinder head is fitted to the 346 c.c. overhead-valve "A Special" model