



POWERBIKE MODIFIED

Improved suspension on Francis-Barnett model

FRANCIS & BARNETT LTD., Coventry, are producing a modified version of their 98-c.c. Powerbike, the O.56, main interest of which is the adoption of the new Villiers Mark 2F 98-c.c. two-stroke engine and its housing in a sturdy loop frame of welded construction.

The engine has a 47-mm bore and a 57-mm stroke, a detachable cylinder head and deflectorless piston. A large silencer is fitted and an integral clutch running in oil.

A Villiers automatic carburettor is fitted with a strangler for cold starting.

Stability and comfort are increased by the provision of 2.25in by 21in Dunlop tyres, a large Lycett spring-top saddle and tubular link-action forks fitted with rubber suspension.

Four-inch internal expanding brakes are fitted front and rear, the rear brake being pedal-operated with an improved mechanism. The front is hand operated.

Three-point engine mounting is used, and the new unit provides increased power at low revolutions, a feature which is claimed to give excellent flexibility. The crankshaft layout is designed to give long life to the big-end and main bearings.

Lubrication is by the petroil system, and the specification also includes fly-wheel dynamo ignition and lighting and a rear clip-up stand.

Holding 1½ gal., the welded steel petrol tank is fitted with a two-level tap to provide a reserve supply.

Finish is in black enamel with the tank and engine shields gold lined, with bright parts chromium-plated.

Dunlop Appointment

HAROLD V. COOPER, manager of the legal section at Fort Dunlop for the past ten years, has been appointed Dunlop assistant secretary in London in succession to A. T. Fidler.