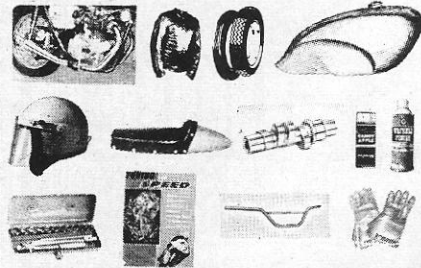
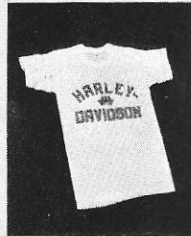


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BENELLI 650 *Continued*

motorcycling goes, but if you buy a big bike you want to know that it will measure up to long-distance work at high cruising speeds. The new Benelli 650 presents no problems in this department.

The new Benelli is a late comer to the big-bike scene and it will face some very stiff competition. Not only are there several well-established 650s around, but a whole new generation of 750s is on its way. Riders who don't want the weight, complication or cost of the multis will still probably buy vertical twins. The Benelli features many design advances over most of its competitors and at \$1400 it is less expensive. It will have to establish its own service reputation but it seems well prepared to do so. Here is an all-new, moderately priced and well-styled motorcycle. For openers, a new owner could always challenge his rivals to ten miles flat out. Though neither legal nor sensible, it's nice to know you've got a machine strong enough to take that kind of abuse.

—John P. Covington

SACHS 100 & 125 *Continued from 55*

through and are welded to both sides of the swingarm tube.

Rearward support for seat, shock absorbers, exhaust system, and fender is formed by a pair of A-shaped tubing assemblies welded to the downward bend in the frame backbone. A chrome-plated high-tensile rear fender is fastened to the tubular frame substructure with U-shaped steel straps. Everywhere a bit of hardware is hung on the Sachs, it is asked to stay put with a high-tensile bolt and aircraft-type lock nuts. Removing an 8mm bolt from under the front of the seat allows the seat to swing back on the hinge that holds it to the fender. A carburetor silencer cum air-cleaner assembly lies under the seat between the two A-shaped sub-frame extensions. Simply removing a wing nut from the top of the black, pyramid-shaped box reveals the Fram paper-element air filter. Several features of the silencer-cleaner show it to be the result of much experimentation to obtain maximum possible air filtration with minimum flow restriction. Air entrance to the filter box is limited to a narrow slot by the close fit of the removable top. The slit, which leaves equal space around the 16-in. perimeter of the box, is effective against splashes of muddy water and bigger pieces of debris. Since the treated paper-type filters are about 65% impaired when they get wet, possibly one of the foam-type filters would work better in some of the wetter parts of the country. Once past the filter, air goes into the large hollow box, which means that the air doesn't have to change directions abruptly as soon as it enters. A small plenum chamber! The air outlet to the carburetor is nicely belled to avoid turbulence and eddies as the air picks up speed. The connector tube between the cleaner and carb passes right through the frame backbone tube. The filter tube which passes through the backbone is welded at the tube joints to prevent weakening of the frame.

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