

NEXT YEAR'S EXCELSIOR MODELS

WITH only small modifications, the present Excelsior range of machines is being continued for 1948. There are three autocycles of 98 c.c. One of these is the Autobyk, a single-speed model with a Villiers engine; the second is the Autobyk de Luxe, with the single-speed Excelsior "Spryt" engine introduced last May; and the third is the Super Autobyk, a machine that uses the two-speed Excelsior "Goblin" engine-gear unit. Fourth model in the range is the

A 125 c.c. Lightweight Motor Cycle and Three 98 c.c. Autocycles Comprise the Programme

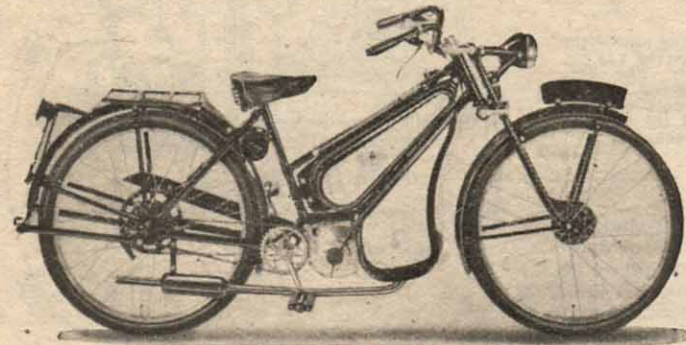
tool-box lid. The box, as will be remembered, is in canister form underneath the saddle.

Both the Autobyk de Luxe and the Super Autobyk have an improved type of air shutter control on the carburettor.

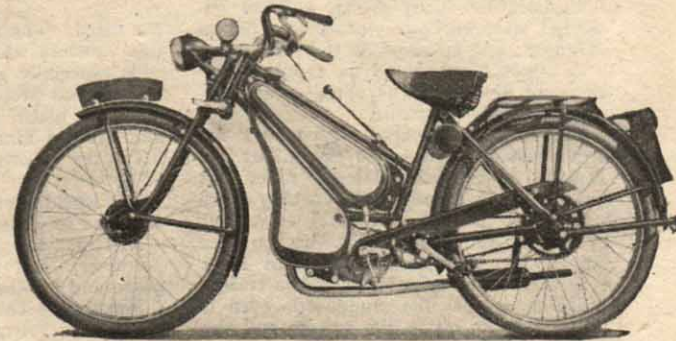
shaped. The Villiers-engined Autobyk, however, has a flat glass.

Except for their engines, the three autocycles are largely similar. The frame is of brazed-up steel tubing. Link-action front forks are used, with each leg a single taper tube. The suspension is rubber controlled.

As the front fork blades move upwards, a pair of side-by-side rubber bands situated between the fork tubes are stretched. Further upward movement stretches a second pair of rubber bands inside the first pair, thus allowing progressive control. The bands themselves run on rubber



(Left) The 98 c.c. "Spryt" engine is fitted horizontally in the frame of the Autobyk de Luxe



(Right) This Super Autobyk model has the Excelsior 98 c.c. Goblin two-speed engine-gear unit

125 c.c. "Universal," a three-speed light-weight motor cycle with a Villiers 125 c.c. engine. All models are, of course, two-strokes.

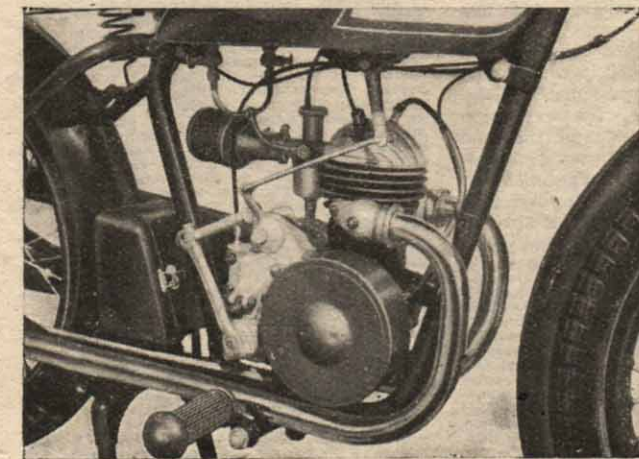
There are only two alterations to the "Universal." A twist-grip for throttle control is being standardized in place of the lever hitherto used, and the head-lamp glass is to be domed—thus improving the looks and fanning out the beam.

All the autocycles have an improved chain guard fixing. A short extension tube from the frame is welded to the guard in place of the metal strip attachment. This ensures more clearance for the chain and greater rigidity. Another improvement common to each autocycle is a more positive securing device for the

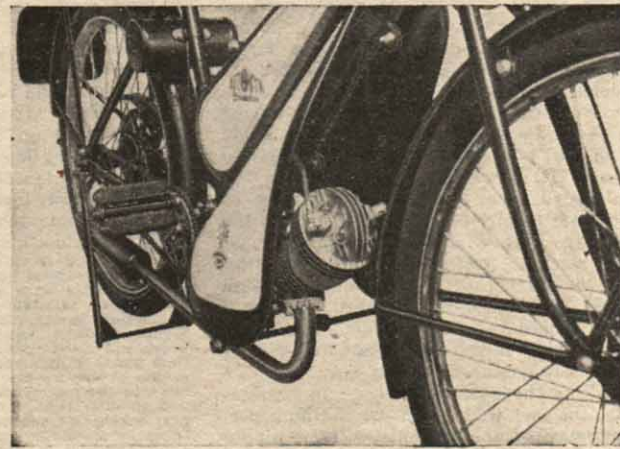
The control is now spring loaded, providing a positive up or down position. It is impossible for the lever to vibrate into a middle position. On the Super Autobyk, the lever itself is shortened—a modification that should in itself assist in preventing vibration.

Head-lamp glasses on the Autobyk de Luxe and Super Autobyk are dome-

rollers encircling steel rollers—and this rubber-to-rubber contact damps the natural elasticity of the bands. The roller sets are mounted on spindles. One spindle is carried by two arms projecting forward from the steering column lug, and the other is carried higher up by two arms brazed to the fork legs. Round the steering-column lug, one at each end, are



A close-up of the sturdy 125 c.c. "Universal" model, which has a Villiers engine with integral three-speed gear box



Air-flow to the engine is not interfered with, but assisted by the shielding on the autocycles. This is the Autobyk de Luxe

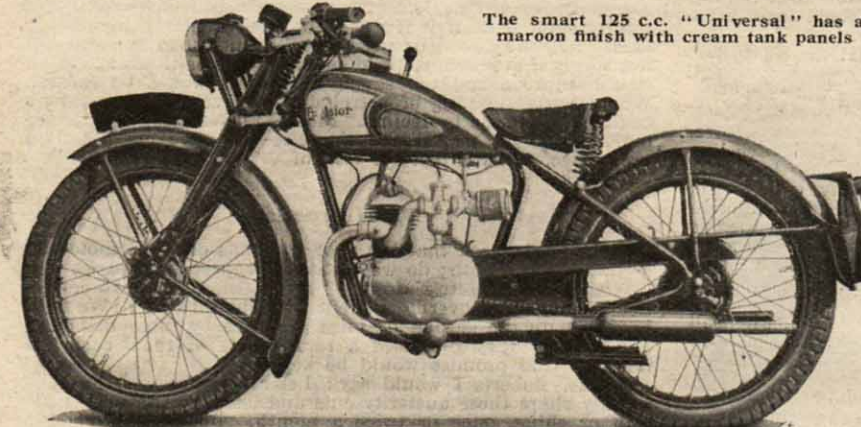
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two fat rubber rings, whose function is to act as buffers against the fork tubes either on their depression or rebound.

A normal handlebar lever operates a 4in front brake; and the rear brake is applied by back-pedalling. The hub comprising the rear brake and free-wheeling device is the Harwil design.

It is not necessary to remove the back wheel when mending punctures, for the rear half of the back mudguard, complete with carrier, is detachable.

Three types of engine differentiate between the three autocycle models. All are of 98 c.c., with bore and stroke 50 mm x 50 mm. But the unit for the Autobyk is a Villiers "Junior de Luxe" engine; and that for the Super Autobyk is the Excelsior "Goblin" two-speed engine-gear unit fully described in our issue of December 12th, 1946. This year another engine—the Excelsior "Spryt"—was introduced and was briefly described in



The smart 125 c.c. "Universal" has a maroon finish with cream tank panels

our issue of May 29th, 1947. The "Spryt" engine is fitted to the Autobyk de Luxe, a machine intended to combine the simplicity of the Autobyk with the smooth running and excellent two-strok-

8.5 and 14.8, and the primary drive is by a chain totally enclosed and lubricated. The Super Autobyk has a larger saddle than the other two autocycles. In common with the Autobyk de Luxe it has a head



Detachable light-alloy deflectors are fitted in the transfer ports of the 98 c.c. Goblin engine, which is of flat-topped-piston design. Note the simple crankshaft

ing of the Super Autobyk. The "Spryt" engine is, in fact, the same internally as the "Goblin." But it has a single gear and is set horizontally in the frame—whereas the "Goblin" is set in a sloping position and has a two-speed die-cast gear box integral with the crankcase. Gear ratios on the "Goblin," incidentally, are

lamp (4½in diameter) larger than the Autobyk. Ignition of all autocycle models is by flywheel magneto, with coils for direct lighting. Tyres are size 26 x 2 x 1½in. Tank capacity is 11 pints of petrol. Finish is black, with cream

panels for the engine shields and tank. Remaining model in the range is the 125 c.c. "Universal" lightweight motor cycle. This machine has a Villiers engine with an integral, three-speed gear box. Bore and stroke are 50 x 62 mm. Lubrication is on the petrol system from a tank that holds 2½ gallons of the mixture.

Made up of only three weldless steel tubes, the frame holds the engine-gear unit at three points. Link-action forks of pressed steel are fitted, and these have the normal central compression spring.

A Villiers flywheel magneto provides ignition and lighting, and a 24 x 24 watt main head lamp bulb is used. Finger adjustment is provided for the 4in brakes. Tyres are Dunlop, size 19—2.75. Weight of the machine is about 145 lb. Gear changing is effected by a hand lever which protrudes through a gate in the top of the petrol tank. Finish is maroon with cream tank panels.

These four attractive small machines are made by The Excelsior Motor Co., Ltd., King's Road, Tyseley, Birmingham, 11.

Prices are as follows:—

Model	Basic price			Total price		
	£	s	d	£	s	d
48/V1, Autobyk 98 c.c.	45	0	0	57	3	0
48/S1, Autobyk de Luxe 98 c.c.	47	10	0	60	6	6
48/G2, Super Autobyk 98 c.c.	55	0	0	69	17	0
48/L0, Universal 125 c.c.	67	10	0	85	14	6
Speedometer for Universal	3	3	6	4	0	8

NOTE.—A speedometer is not supplied with an Autobyk, nor, of course is it compulsory. Any Excelsior dealer will, however, supply and fit such a speedometer.

Scottish Grand National

W. J. Smith (A.J.S.) the Winner

W. J. SMITH rode his 500 c.c. A.J.S. to win the Scottish Grand National over a wet and gale-swept Roughrigg course on Sunday. Several hundred people endured the biting wind and battering hail and were well rewarded with as spectacular a display of riding as has ever been seen over the circuit. Sheltering behind shale bings, the crowd cheered and laughed as competitors skidded over wet grass, ploughed through a morass of mud, and splashed through 18 inches of water. Easy winner of the first heat was D. Turner (B.S.A.), who was first from the start and gradually increased his lead.

In the second heat W. J. Smith lay second to G. Miller (350 Matchless) for the first lap but, going through the ditch, Smith ran along the bank to take the lead. In the second lap, Smith had increased his lead, but Miller, in second place, was closely followed by D. Robertson (350 B.S.A.) and T. Rankine. When they finished in that order, the riders were well separated. Finishing the first lap of the third heat, four riders entered the narrow gully together, from which scrambled I. McRobbie (500 Matchless) and

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W. N. Watson (350 A.J.S.) emerged side by side leaving R. Forsyth lying on the track and L. H. King going in the wrong direction. Watson came in about 300 yards ahead of McRobbie, while J. Bell (B.S.A.) was a very late third. Clocking 10m 22s, Watson made the best time of the meeting after several interchanges of places in the first lap of the fourth heat. T. McSweeney (500 A.J.S.) gained a slight advantage over S. Houston (500 Matchless) and maintained a short lead to finish in 16m 22s.

G. Miller took the lead at the start of the final with Smith and Watson 50 and 100 yards behind. Miller was still in front at the end of the first lap riding very steadily, and Watson and Smith were together on his heels. Then Watson took the lead with a powerful turn of speed over the rough ground. Well into his stride, and about 200 yards ahead, he ran into a submerged pothole and flooded his motor. Miller came up in front, but he, too, fell off, and Smith walked into the supreme position that he held until the end, finishing nearly a third of a lap ahead of Miller with a time of 10m 2s.

RESULTS

Heat 1.—D. Turner (B.S.A.); 2. J. Paterson (B.S.A.). Heat 2.—W. J. Smith (500 A.J.S.); 2. G. Miller (350 Matchless). Heat 3.—W. N. Watson (A.J.S.); 2. I. McRobbie (Matchless). Heat 4.—T. McSweeney (500 A.J.S.); 2. S. Houston (500 Matchless). Final.—1. W. J. Smith (500 A.J.S.), 10m 2s; 2. G. Miller (350 Matchless); 3. D. Turner (B.S.A.).

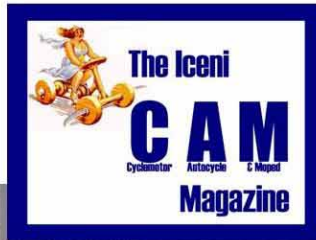
British Wins in France

BRITISH riders gained laurels in France last Sunday. F. K. Anderson (Norton) won the Tarbes (Pyrenees) race, and Ernie Thomas was third. In the French international scramble at Montreuil, near Paris, Ted Frost (Ariel) was the winner, with Blot (France), riding a Triumph, second, Delhaes (Belgium) third on an A.J.S., and Colin Edge (Matchless) fourth.

Final Brough Meeting

OVER 60 entries have been received by the Blackburn Welfare M.C. for the road race meeting at Brough (East Yorks) Airfield on Sunday. Start: 1 p.m.

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