



Autobyk de luxe, single speed

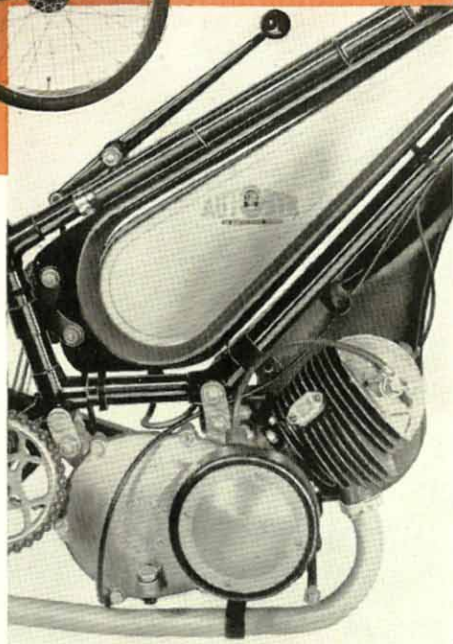
Excelsior continue
to concentrate on
small utility
two-strokes

Autobyks and a Lightweight

CONTINUATION of the entire programme for 1948 is announced by the Excelsior Motor Co., Ltd., Tyseley, Birmingham, 11. Consisting of three Autobyks and a lightweight motor cycle, the range offers a wide choice to the buyer requiring an economical and reliable machine for business or pleasure.

All three autocycles are powered with 98 c.c. two-stroke engines, the Autobyk model 48/VI having a Villiers Junior de Luxe unit, the Autobyk de Luxe Model 48/S1 a Spryt single speed engine and the Super Autobyk, Model 48/G2 being fitted with the Goblin two-speed engine-gear unit. Both the Spryt and Goblin engines are Excelsior products. For the Universal Model 48/LO motor cycle a 125 c.c. Villiers two-stroke unit is fitted.

Throughout the range lugless frames are used. Three tubes are used in the manufacture of the motor cycle frame, the seat and chain stays being formed of one tube, the top and saddle tubes from



Goblin engine and two-speed unit

another, and the front down tube and bottom tube from the third. This construction results in a frame of considerable rigidity.

Power is supplied by a 125 c.c. Villiers two-stroke, two-port engine with the three-speed gearbox integral and chain driven. In order to avoid the difficulty sometimes experienced on a small mount when changing gear while wearing protective clothing, the gear lever has been brought through the tank and operates in a large gate mounted therein.

Magneto ignition is used and the specification includes 19 x 2.75 Dunlop tyres, 4-in. internal expanding brakes front and rear, a large saddle, and handlebars adjustable for angle and reach and having

welded-on levers. The welded steel tank has a capacity of 2½ gallons.

Both the Autobyk and Super Autobyk use the same frame, which is generous in dimension and brazed up. A similar frame is used on the Autobyk de Luxe but this is not interchangeable due to certain modifications to take the Spryt engine.

Efficient weather protection is a feature of these three machines and the easily removable engine shields are particularly effective. Handlebars are clean, with all lugs brazed on. An extra large saddle and better lighting set are additional features of the Super model.

On all three Autobyk models the rear wheel hub embodies a fabric-lined back pedalling brake and an interesting free wheeling device in which wear to the freewheel has been eliminated by allowing

this to run freely on ball bearings when not in actual use. Pedal chain adjustment is effected by the swinging bottom bracket.

Both the Spryt and Goblin engines are similar in the top half of the unit, the arrangement of the ports and the use of a deflector plug at the top of each of the two transfer ports giving maximum turbulence to the incoming gasses. This arrangement, it is claimed, ensures all fuel being consumed and the elimination of four stroking and misfiring throughout the throttle range. These engines are extremely lively and responsible.

Finish of all machines is good, a generous use being made of chromium plating. Home prices of the range are: Autobyk 48/V1, £45; Autobyk de Luxe, 48/S1, £47 10s.; Super Autobyk, £55; 48/L0 motor cycle, £67 10s.

Motor Cycling Ambassador

M. D. WHITWORTH, of Ickenham, near Uxbridge, a lone ambassador for British motor cycling, has returned to England after a three-months' tour of Continental road race circuits. During this time he has ridden in eleven important events.

In some of them Whitworth was the only British competitor. He had no mechanic with him, being accompanied solely by his wife, who acted as interpreter and pit attendant. He carried his Grand Prix model Triumph Tiger 100 on a trailer attached to an ancient 9 h.p. car, and motored from one event to the next. To save trouble, and expense, he took full camping equipment with him and often camped out near the site of a race.

Out of the eleven events, Whitworth won five, retired in two only, and never finished lower than fourth in the others. He estimates that in the races and practising he has covered 3,000 miles at an average speed of over 75 m.p.h., and for short stretches has often exceeded 120 m.p.h.

A shipment of 28 Francis-Barnett 125 c.c. Merlin motor cycles which left the works in a recent week for Motorfirman Holger Duell A/B, Gothenburg, Sweden

Hoffman Jubilee

ON January 11, 1948, The Hoffmann Manufacturing Co. Ltd., Chelmsford, Essex, celebrates the 50th anniversary of its founding. When it commenced the manufacture of ball and roller bearings 50 years ago the demand was very restricted and naturally the employment was small. To-day the company employs 300 times as many people as in 1898.

The one small factory at Chelmsford has been expanded many times and it has been necessary to manufacture outside Chelmsford, a factory in Ireland being built and operated during the war.

During the fifty years of the company's growth many of the employees have attained records of long service and in 1947 sixty-four men with forty years' and seven women with thirty-five years' service were the recipients of long-service awards.



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