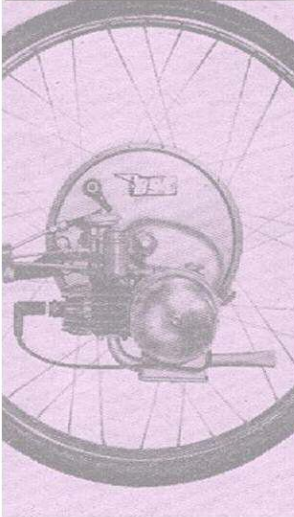
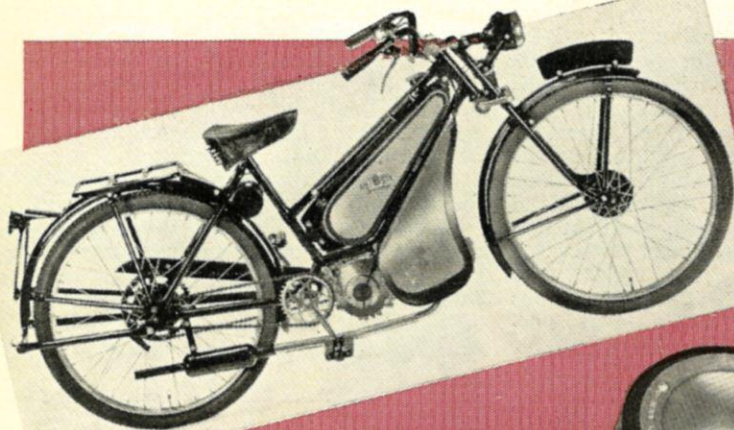


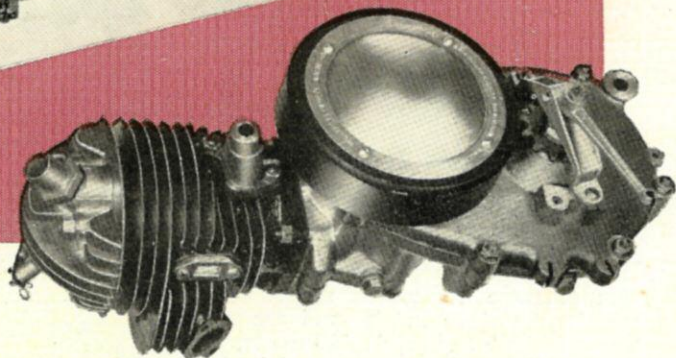
# IceniCAM Information Service



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Excelsior Autobyk de Luxe and (below) its Spryt power unit



## NEW Excelsior Two Stroke

*Autobyk de Luxe with 98 c.c. power unit*

**O**F similar appearance to the Autobyk, which was described in the December, 1946, issue of the *Export Trader*, a new model, the Autobyk de Luxe, has been marketed by Excelsior Motor Co. Ltd., Kings Road, Tyseley, Birmingham. This also has a 98 c.c. two-stroke single-speed Spryt engine of Excelsior manufacture.

Bore and stroke are both 50 mm and the cylinder barrel piston and crankshaft assembly are similar to those used in the Goblin power unit that was incorporated in the recent Super Autobyk. All these parts are interchangeable.

The engine layout incorporates an eight-port arrangement with detachable

light alloy deflector plugs fitted to the top transfer ports. The overhung crankshaft, of 60-ton tensile steel, is carried in two ball races with the engine sprocket located between. Alternate steel and bronze rollers run on the crank pin which is pressed into the crank web. Sixteen of these rollers, which are  $0.1859 \times 0.36$  in, make up the big-end bearing, on the inside of which is a hardened thrust washer with a star washer retained by the rivet in the crank pin.

Operating direct on the big-end rollers, the connecting rod is of nickel chrome case-hardened steel, and has a fully floating phosphor-bronze bush with three oil ways in the small end. Gudgeon pin



bosses on the piston are bushed and the pin is retained by circlips. An aluminium alloy die-cast cylinder head is machined to give direct metal to metal contact with the cylinder barrel and is held down by four studs. The clutch is carried on the plain counter shaft running in large bearings and is of ample size to withstand any wear due to slipping it when starting or in traffic. The clutch runs in oil.

Petrol is supplied by Amal 295/001 type carburettor, and the flywheel incorporates the Miller magdyno which supplies current for ignition and for the large head

and tail lamps. Cycle parts of the machine, which is known as the model 47/S.1, are largely similar to the existing Autobyk and the engine is mounted horizontally. Forks with rubber suspension are fitted.

Our representative took the opportunity for a brief run on this machine, and reports that it handled well. Although the machine was brand new it had plenty of power to give a lively performance, indicating that when run in it would be capable of standing up to real hard work. The basic home price is £47 10s.

## Eight New Models

### Chase Cycles Increase Range

**E**IGHT new models have been added to the 1947 range of machines built by Chase Cycles (1945) Ltd., Larches Passage, Larches Street, Birmingham. Six of these are tourist models—three gent's and three lady's—and the other two are gent's and lady's club sports.

Three frame sizes are provided for both lady's and gent's tourist cycles, 19, 21 and 23in, while both club sports models have alternative 19 or 21in frames. Fully brazed up frames made from Reynolds 531 tubing are used throughout, having drop-out fork ends and tapered seat and chain stays. Mudguard stay lugs are brazed on and, with the exception of the gent's light tourist machine, spring-top saddles are fitted. All tourist models have North Road raised handlebars as standard.

Roller lever brakes and narrow section Westward rims are fitted to the single-speed light tourist model, the lady's version of which has a chain guard over the top rim.

County and sports tourist models have three-speed gears and oil bath gear case. The county models have roller lever brakes, while the sports tourist are fitted with caliper brakes and Endrick rims.

Available in black or blue, the two club sports cycles are equipped with caliper brakes, rat trap pedals and a fixed cog as well as a free wheel. Finish for the rest of the range is black with green lining, and all bright parts are chromium plated.

## “PRESTA” VALVES

### *Dunlop revive pre-war speciality*

**P**OPULAR before the war, “Presta” valves are again being fitted to high-pressure road racing cycle tubes by the Dunlop Rubber Co. Ltd. Valve holes on new rim production are being reduced to suit this type of valve.

As a number of rims already in use are drilled for Woods valves, inner tubes fitted with “Presta” valves are being supplied with a leather washer under the rim nut to ensure a good fit. Conversely, a Woods valve tube can be fitted to a rim drilled for the “Presta” valve by widening the hole to  $\frac{11}{16}$  in dia and cleaning up the rough edges with emery paper.

### Sunbeam Folder

**A** GOOD reproduction of the 500 cc. A.o.h.c. vertical twin, model S.7, appears in a new folder issued by Sunbeam Cycles Ltd., Small Heath, Birmingham. A brief outline of the specification and special features of the model are included, and much of the detail can be seen readily from the picture. The folder is printed in colour.

### Cycle Makers' List

**A** WELL-PRODUCED list illustrating 14 models from their range has been issued by B.S.A. Cycles, Ltd., Birmingham. This list covers their current programme and includes sports roadsters, roadsters, juvenile and the special paratroop model 904 A.C.P. Each illustration is accompanied by a brief specification.