



nce Every Thursday

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# MOTOR CYCLING

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## NEWS

### PRICES

THIS issue of Motor Cycling went to press before the Chancellor of the Exchequer announced his Autumn Budget. All prices quoted this week are therefore subject to any alterations which may result from Purchase Tax revisions.

*Latest additions to the range of machines marketed by the Excelsior Motor Co., Ltd., include this Excelsior-Heinkel mo-ped. Full details appear on page 856.*



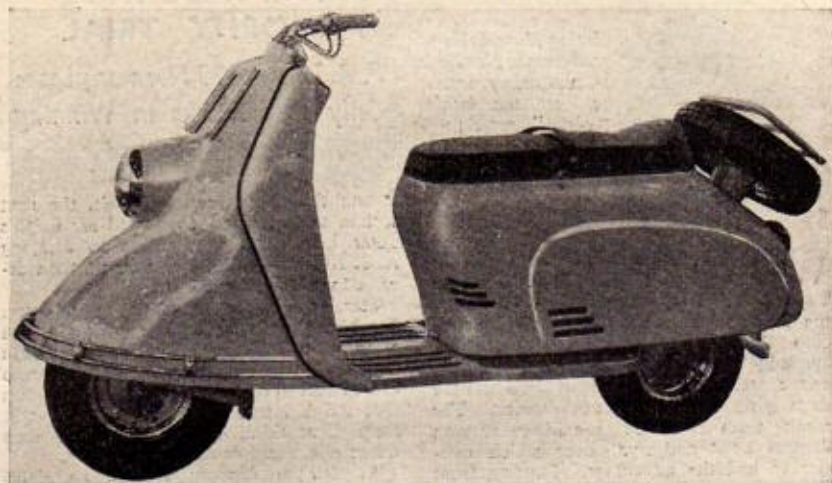
837



# EXCELSIOR ANNOUNCE A SCOOTER

Tyseley Concern to Import a German-manufactured 174 c.c. Four-stroke Heinkel "Tourist" and a 50 c.c. Mo-ped

*Sponsored in Britain by the famous Excelsior concern, this German Heinkel scooter includes in its luxury specification a 174 c.c. o.h.v. engine.*



HEINKEL is a name most people associate with aircraft manufacture, but, as with several other German aircraft factories, Ernst Heinkel Works, of Stuttgart, have for some time produced a scooter which is now being marketed by the Excelsior Motor Co., Ltd., Kings Road, Tyseley, Birmingham, under the name Excelsior-Heinkel "Tourist."

The new scooter is elegantly styled and boasts all latest refinements, including a 12-v. 90-w. Siba D.C. dynamotor electrical unit incorporating a starter, totally enclosed final chain drive, a single-cylinder o.h.v. engine, quickly detachable and interchangeable wheels and springing at the front and rear. The "Tourist" must approach the ultimate in scooter luxury, offering accommodation for two adults, a high degree of weather protection and car-type amenities while, at 40 m.p.h., petrol consumption, it is claimed, works out at 120 m.p.g. and top speed, two-up, is said to be 58 m.p.h.

A single 2½-in. diameter steel tube forms the main frame structure. Suspension at the front is by double telescopic forks, while a single hydraulically damped unit controls the movement of the pivoting arm—an aluminium casting which also acts as an oil-bath for the rear chain. Both wheels are of the split-rim pattern and carry 4.00 by 10-in. Dunlop tyres. Four dome nuts retain the wheel to studs on the hub assembly and car-type wheel removal is thereby achieved. Available as optional extras by Excelsiors, the spare wheel and rear luggage carrier are

mounted on a boss on the rear body panel.

The 174 c.c. single-cylinder four-stroke engine is in unit construction with the gearbox and is fan-cooled. Coil ignition, automatically controlled, is a feature of the "Tourist" and the entire "works" are concealed beneath the main rear body compartment. Hinged on a locking platform, the dual seat is raised for access to the 2½-gallon petrol tank and a small side panel on the offside reveals the petrol tap and carburetter. A small luggage compartment also is situated beneath the dual seat forward of the engine.

External appearance is "clean" and free from controls. A rubber-covered brake pedal protrudes through the cast duralumin floorboard and all handlebar control cables and wires pass very neatly through grommeted holes in an aluminium steering head collar. On the left of the handlebar is a combined clutch-cum-gear selector unit operating the four-speed gearbox. Both brake and clutch levers are made of solid duralumin.

On the compact fascia panel are situated speedometer, ignition warning light, a clock and a key-operated ignition, lighting and self-starting switch. Directly beneath the

panel there is a handbag hook and a steering head lock. The Bosch head lamp emits a 5-in. wide beam and is integral with the "dustbin" type front wheel guard and there is an additional orthodox mudguard inside.

At the moment, body finishes are light beige but green will be available shortly for this most attractive scooter.

Additionally, the well-known Heinkel mo-ped is being likewise marketed in Britain under the Excelsior banner; of 50 c.c., it has a "flat-top" two-stroke engine, in-built with a two-speed gearbox, final drive being by a chain enclosed in an oil-bath. Gear operation is by twist-grip. Frame construction is of cast light alloy with telescopic front forks and swinging fork rear suspension. The interchangeable wheels have K.O. spindles and 23 in. x 2.00 tyres. Rear brake operation is on coaster principle. Fuel consumption is stated to be 150 m.p.g.

Details on the Excelsior-Heinkel mo-ped are very complete. The provision of an oil-bath and full enclosure for the rear chain is a luxury not usually found on such machinery. Another pleasing item of equipment is a covering of foam rubber for the saddle. Picture on page 837.

### SPECIFICATIONS AND PRICES

Model and type	Engine capacity	C.R.	Approx. b.h.p.	Suspension		Gear ratios	Weight	Tank capacity	Wheel-base	Ground clearance	Saddle height	Basic price	Total inc. P.T.	
				Front	Rear									
								lb.	gal.	in.	in.	in.	£ s. d.	£ s. d.
Standard Scooter .. ..	174	7.4	9.5/5.500	T	SF	—	298	2½	52½	5	28½	199 10 0	239 8 0	
Standard Mo-ped .. ..	50	6.5	—	T	SF	15.1, 23.1 .. ..	72½	½	45	—	31½	66 10 0	79 16 0	

Extras on scooter (prices include P.T.).—Clock, £2 8s.; spare wheel complete with spare wheel carrier and chrome-plated luggage carrier, £13 4s.