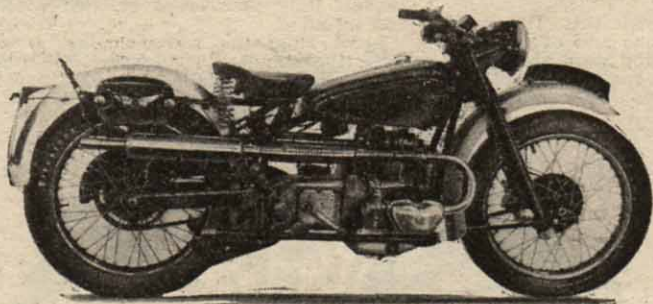


WHAT caused the greatest stir among the crowds round the Douglas stand was the working, sectioned model of a complete Mark III machine. The wheels were driven by giant cams giving



Claimed as the fastest standard three-fifty — the latest sports Douglas

DOUGLAS
Stand 55 : Working, Sectioned Model :
Competition Machine

The Douglas engine is, of course, a 348 c.c. o.h.v. horizontally opposed transverse flat-twin. Each cylinder has its own Amal carburettor and, in the case of the new Competition model, an air-cleaner is fitted on top of the gear box. The engine-gear unit is extremely clean externally; there are no visible oil pipes. Lubrication is on the wet-sump principle, with the oil sump cast integrally with the crankcase. A vane-type oil pump is used, which supplies oil directly to the crankshaft. As the crankshaft and gear box shafts are in line with the frame, a bevel gear is employed for the drive to the gear box sprocket. A large coterie of trials enthusiasts could generally be found inspecting the new Competition model, which has no lighting set and which is intended purely for trials and scrambles.

a lift of some 3in yet, so good is the fore and aft suspension, the machine remained perfectly steady. The lower frame tubes were cut away to expose the torsion bars for the rear-springing, and by watching a red line

painted on the torsion bars one could see the bars twisting. The fork legs were also sectioned to show the working of the now famous Radidraulic fork, which has long, enclosed, variable-rate springs and a bottom-link action.

General Specifications.—Lucas ignition; Amal carburettors; Douglas gear box with positive-stop foot change; Firestone tyres, 3.25x19in front and rear on Mark 3 and Sports; Dunlop, 2.75x21in front and 4.00x19in rear on Comp. Fuel capacity, 3½g; oil sump, 4pt. Wet sump lubrication. **Prices.**—Mark III de luxe, £135 (plus, in Britain, £35 9s tax), Sports, £145 (£39 8s); Competition, £155 (£41 17s). Prices include speedometers. Douglas (Kingswood), Ltd., Kingswood, Bristol.

MAIN news at the Excelsior stand was the telescopic front fork fitted to the Universal and Roadmaster models. Springing is effected by a dual spring in each leg, and the movement is 5in. Adjustment is provided by a control rod which is accessible when the caps are removed from the tops of the fork members. Phosphor-bronze bearings are used, and each leg is injected with a small quantity of oil. Primarily for lubrication, the oil allows the bearing at the top of each sliding member to act as a piston, and slight air compression occurs in the static tube; thus a small damping effect is produced.

Other exhibits especially to intrigue the crowds were chromium-plated Excelsior Speedway machines with J.A.P. engines, a sectional Villiers 122 c.c. engine and a sectioned Excelsior 98 c.c. Goblin 2-speed engine.

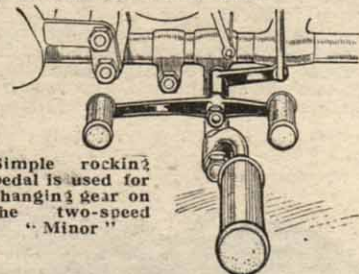
EXCELSIOR

Stand 53 : New Telescopic Fork :
Motor Cycles and Autocycles

Latest model in the Excelsior range of two-strokes is the Roadmaster, fitted with the new 197 c.c. Villiers engine-gear unit. Its smaller brother is the 122 c.c. Villiers-powered Universal. Two Minors are listed, one of 98 c.c. and the other of 125 c.c. Both are fitted with the Mark II Goblin engine-gear unit. Three 98 c.c. Autocycles complete the range. These have respectively Villiers, Spryt and Goblin power-units.

General Specifications.—Villiers and Miller fly-wheel-magneto and lighting; Villiers and Amal carburettors; Villiers and Excelsior gear boxes; Dunlop tyres (Roadmaster 3.00x19in, Universal 2.75x19in, Minors 2.50x19in, Super Autobyk 25in x 2.25in, Autobyk and Autobyk de Luxe 26in x 2in x 1¼in); fuel capacity, Roadmaster 2½g, Uni-

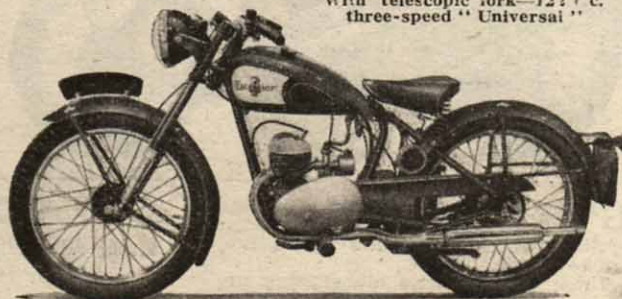
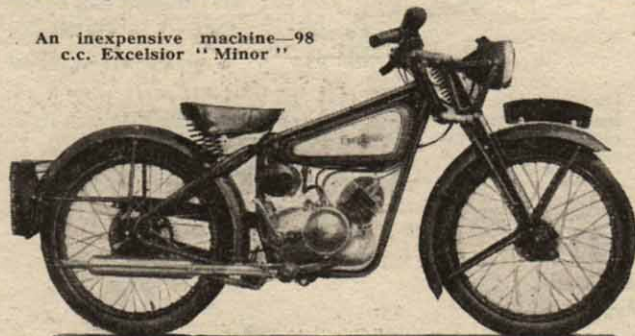
versal 2½g, Minors 2g, all Autocycles 1½g. Petrol lubrication. **Prices:** Roadmaster R1, £75 (plus, in Britain, £20 5s tax); Universal U1, £67 10s (£18 4s 6d); Minor M1 98 c.c., £57 (£15 7s 9d); Minor M2 125 c.c., £59 10s (£16 1s 3d); Super Autobyk G2, £55 (£14 17s); Autobyk V1 and Autobyk de Luxe S1, £45 (£12 3s). Speedometer £3 3s 2d (17s 6d). Excelsior Motor Co., Ltd., King's Road, Tyseley, Birmingham, 11, England.



Simple rockin' pedal is used for changin' gear on the two-speed "Minor"

With telescopic fork—122 c.c. three-speed "Universal"

An inexpensive machine—98 c.c. Excelsior "Minor"



ONLY 125 c.c. Czechoslovak machine in production, the CZ has the neat lines that characterize all the Czech machines (all Czech makes were on the same stand, incidentally). The tubular loop-type frame is welded at the joints and the front fork is of simple telescopic pattern with coil springs. Full unit construction is employed, with the three-speed gear box mechanism housed in a rear extension formed by the crankcase halves.

General Specification: CZ coil ignition and lighting; Jikov carburettor; CZ gear box with positive-stop foot change (7.73, 10.49, 20.31 to 1); Bata tyres (2.50x19in); fuel capacity, 2½g; petrol lubrication. No prices—machine not avail-

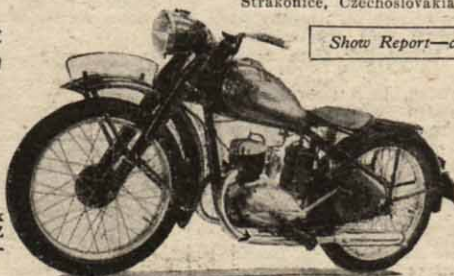
CZ

Stand 73 : Neat Two-stroke with Telescopic Fork

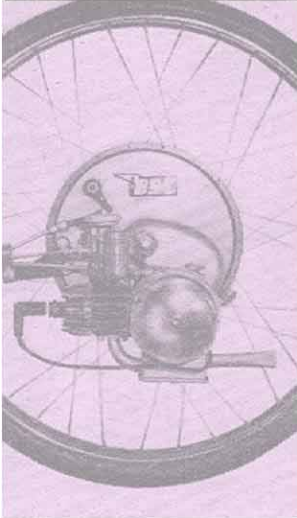
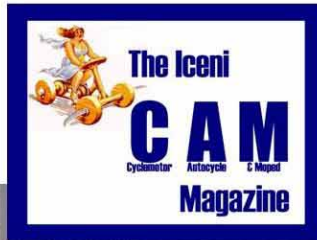
Of Czechoslovak manufacture, the CZ is a 125 c.c. two-stroke

able on British market. Czech Arms Factory, Strakonice, Czechoslovakia.

Show Report—continued on page 431



IceniCAM Information Service



www.icenicam.org.uk