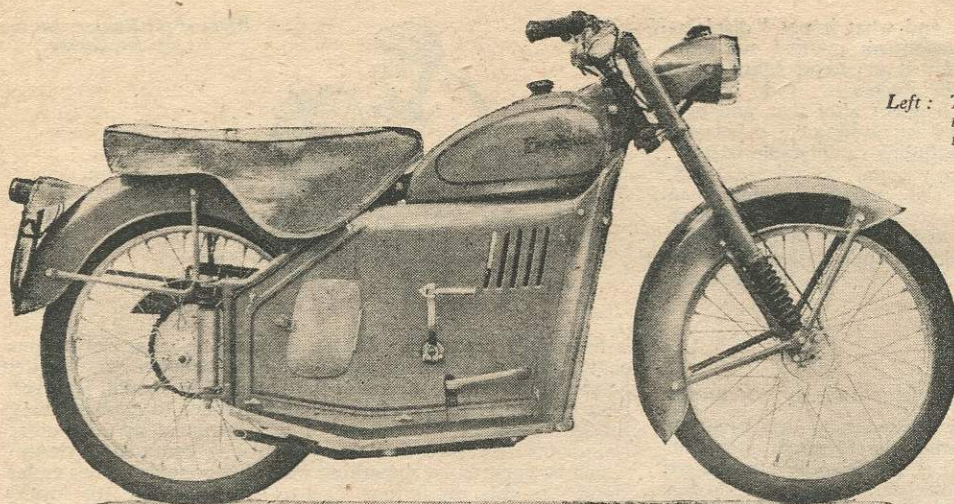


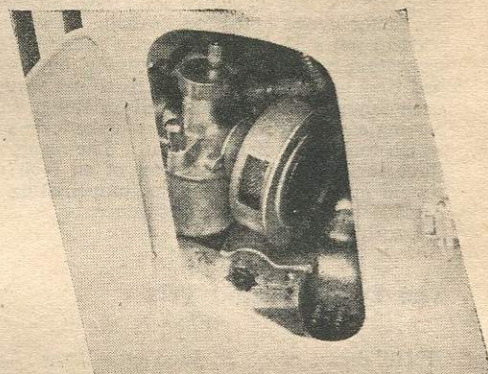


*Left: The 98 c.c. Skutabik provides good protection from rain, mud and oil for both the rider and the pillion passenger*

*Below: A door in the Skutabik detachable side panelling gives access to the carburettor*

## AN ENCLOSED EXCELSIOR

**WELL-SHIELDED 98 c.c. SKUTABIK HEADS THE 1957 INNOVATIONS: SPORTS TWIN ENGINE CONSIDERABLY MODIFIED: MINOR CHANGES TO OTHER MODELS**



**R**EACTING to the strengthening scooter challenge, Excelsiors are introducing for 1957 a new model in which the advantages of both the scooter and the lightweight motor cycle are combined. Named the Skutabik, the new model is powered by the 98 c.c. two-speed Villiers Mark 6F engine-gear unit with foot gear control.

Other highlights of an all-two-stroke programme are extensive redesigning of the engine of the Talisman Sports Twin, improved mudguarding and general use of the pleasant pastel shade, known as cactus green, seen on this year's Talisman Sports.

Basis of the Skutabik is the plunger-sprung Consort cradle frame, but the newcomer is not merely an enclosed Consort—it differs from that model in many respects. Sheet-steel legshields and side panels, though separate components, are attached to each other and to the frame in such a way as to provide protection of a high order and very neat appearance.

Each side panel is secured by six wing nuts to the legshields and to lugs welded to the frame, and so is readily detachable. Both panels are louvred to assist engine cooling and in the left-hand panel is a hinged door providing access to the carburettor. A similar door on the right covers the integral tool box. Toggle fasteners, employed successfully for several years by Excelsiors, secure the doors.

The legshields are separately detach-

able if required and are bolted at their lower ends to rubber-covered footboards which terminate at the rear of the frame. In conjunction with a twin-seat of ample length, the footboards enable two to be carried in comfort.

As already mentioned, the rear suspension is of plunger type. Front suspension is by a telescopic fork fitted with multi-rate springs and plastic sealing gaiters. Both mudguards are of very deep section and the registration number is painted on the valances of the front guard. The 19in wheels are equipped with 4½in-diameter brakes and 2.25in Dunlop Lightweight tyres. Petrol capacity is 1½ gallons. The silencing system comprises a circular expansion box, located within the engine cradle, and a tail pipe extending to the rear of the enclosure. Dry weight is 165 lb.

Price of the Skutabik is well under £100. In its cactus-green finish, enlivened by red and black lining on tank, side panels and legshields, it should appeal to the ride-to-work owner seeking an economical machine offering scooter protection and motor-cycle handling characteristics.

When the Talisman Sports model was originally introduced for 1952, it differed from the standard version mainly in having a tuned engine. For 1957, however, the difference between the standard Talisman (TT3) and the Talisman Sports (now designated STT5) is considerable. The reason is the introduction of a new

engine known as the Mark 5 and fitted to the STT5.

Like its predecessors, the engine is a vertical-twin two-stroke unit measuring 50 × 62mm (244 c.c.) and having cranks at 180 degrees. A feature of all the Talismans has been the use of no fewer than five main bearings for the crankshaft, of ball or roller pattern. The practice is continued in the latest engine, the bottom half of which is, in fact, the same as hitherto.

Another Talisman characteristic has been the separate, cast-iron cylinder barrels and light-alloy heads. On the Mark 5 engine there is similarity with a difference: although the heads and barrels are separate, their appearance is so much altered as to bear not even a family resemblance to those of the Mark 4 and earlier units. Finning is much deeper and of thicker section, and that on the heads has a much more angular profile. To improve cooling, the exhaust ports are splayed and emerge from the barrel castings some 3in farther apart than before. The whole effect is impressive and the makers claim an appreciable increase in power output as a result of internal modifications. The b.h.p. is said to be 12 at 5,000 r.p.m. on a compression ratio of 7.8 to 1.

Hitherto, all Talisman Sports engines have had twin carburettors, but experiments are being carried out on the Mark 5 unit with a single Monobloc instrument, as fitted to the standard power

unit. Because of the difficulty of tuning and synchronizing two carburettors—and their greater thirst—it is hoped that, with the single-carburettor layout and manifold improvements, it will be possible to equal the performance of the two instruments with reduced fuel consumption.

Primary chaincase of the Sports unit has been considerably altered to give a more modern appearance. The new case is deeper and thicker at the front, giving it a more symmetrical, elliptical form. An elongated-wing motif decorates the outer cover of the case.

As for 1956, the standard Talisman (the engine of which is unchanged) has a single-loop frame with cantilever, tubular extensions to support twin-seat, mudguard and upper ends of the Girling three-position shock absorbers of the pivoted-fork suspension. The Talisman Sports, similarly, retains a cradle frame with triangulated rear sub-frame.

Mudguards on both models are of new, deeply valanced pattern and full-width hubs with 5in brakes have been adopted on the TT3 to bring it in line with the sports version on which they first appeared for 1956. On both models the twin-seat has a horizontal lower edge instead of the dipped line.

The Talismans' telescopic front fork, with multi-rate springs, has undergone modification by the elimination of the corrugated gaiters. On the sliders are steel-tube dust covers which project into the upper covers round the stanchions. Both models have matching tool and battery boxes; an innovation on the STT5 for 1957 is the fairing-in of the gap between the two boxes, and between each box and the sub-frame tubes.

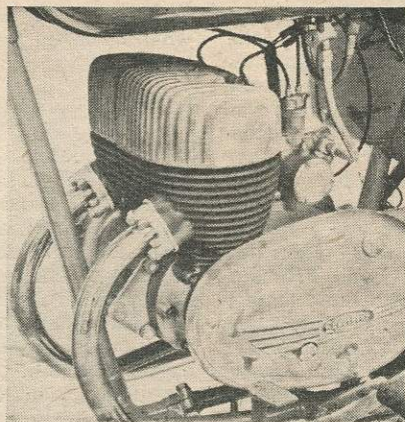
Chainguards on both twins have been improved. That of the STT3 has been deepened whereas that of the Talisman Sports now affords very good protection by virtue of an additional lower half. The two halves are bolted to the fork arm and, although the depth of channel on each is such as to shield effectively, it does not make tension checking difficult.

Dunlop 3.00×19in tyres are specified on the Talismans: the standard model has Universals front and rear but the sports variant is equipped with a Universal at the rear and a ribbed front tyre.

Both twins are finished in cactus green, with dark green panels on the 3-gallon petrol tank which has larger knee-grips of stuck-on type. Silencers of greater capacity, and with conical instead of cup-shape ends, are the last of the 1957 modifications. They incorporate the Excelsior readily detachable, baffled tail pipe.

The low-priced 98 c.c. Consort F4, with the unsprung rear wheel and handle-bar gear control, and the plunger-sprung version (to be known in future as the F6S because it features the foot-change Villiers 6F unit) are little altered from 1956 guise. They are straightforward lightweights having a link-action front fork with taper-tube blades and a barrel-wound coil spring.

Tyres, wheels and brakes are as already detailed for the Skutabyk, and an improvement over the 1956 model lies in the adoption of deeply valanced mudguards on the F6S. Finish is cactus green instead of black; as hitherto, the



More extensive finning and a restyled primary chaincase on the latest Talisman Sports

silencer is painted to match the general colour scheme. Price of the F4 has been reduced slightly.

The 147 c.c. Excelsior-powered Convoy C4 was introduced part-way through the year (it was described briefly in *The Motor Cycle* for April 19) and replaces the Courier C3 from which it differs only in minor respects. Bore and stroke of the C4 engine are respectively 55 mm and 62 mm, and the three-speed gear box is bolted to the crankcase. Ignition is by Wico-Pacy flywheel magneto equipped with lighting coils, the current from

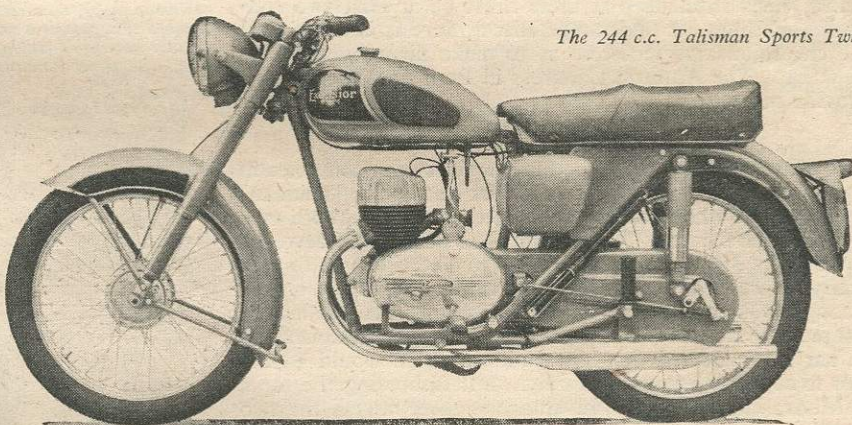
which is rectified to charge the battery. Carburation is by Amal Monobloc instrument.

The single-loop frame is similar to that of the TT3 Talisman, though it is of lighter construction, and the telescopic front fork closely resembles that fitted to the Skutabyk. Specification includes 5in-diameter brakes and 2.75×19in tyres; changes from the 1956 specification are the cactus-green paintwork (with dark green tank panels) in place of pearl grey, and the deep-section front mudguard with painted-on numbers. Fuel-tank capacity is 2½ gallons. Under the twin-seat are matching boxes for battery and tools.

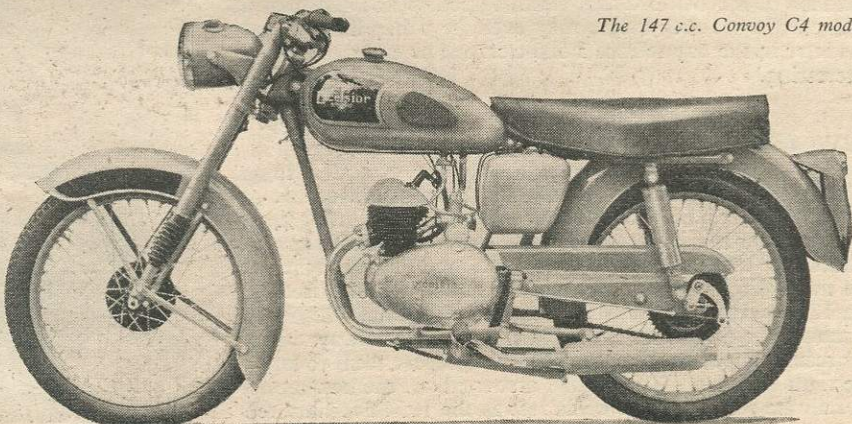
It has been decided to discontinue production of the 98 c.c. Autobyk. Although no longer listed, the Villiers-powered Condex (147 c.c.) and Roadmaster and Autocrat (197 c.c.) models will be manufactured for export. They will be available to home-market purchasers if required.

Manufacturers are The Excelsior Motor Co., Ltd., Kings Road, Tyseley, Birmingham, 11. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

| Model                                   | Basic Price<br>£ s d | Total Price<br>£ s d |
|-----------------------------------------|----------------------|----------------------|
| Consort F4 98 c.c. ....                 | 58 15                | 72 17 0              |
| Consort F6S 98 c.c. ....                | 64 5                 | 79 13 5              |
| Skutabyk SBI 98 c.c. ....               | 76 10                | 94 17 3              |
| Convoy C4 147 c.c. ....                 | 92 10                | 114 14 0             |
| Talisman Twin TT3 244 c.c. ....         | 133 0                | 164 18 5             |
| Talisman Sports Twin STT5 244 c.c. .... | 151 0                | 187 4 10             |

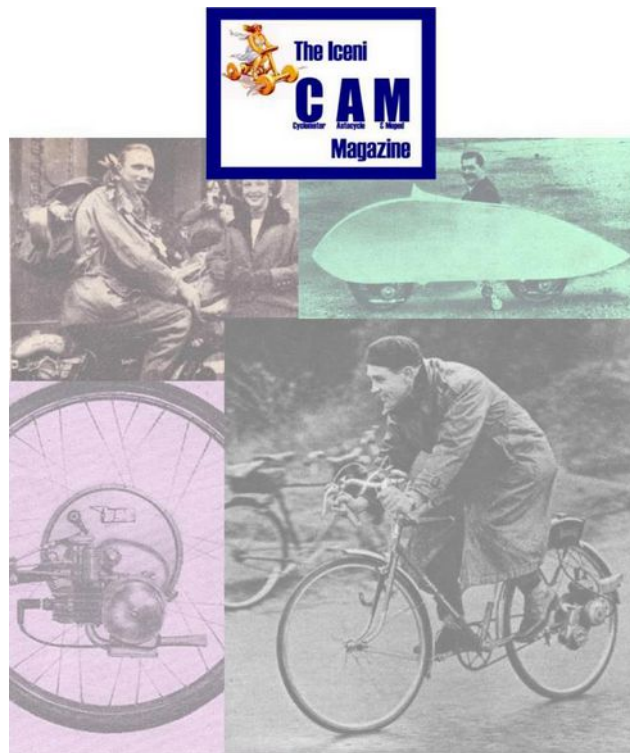


The 244 c.c. Talisman Sports Twin



The 147 c.c. Convoy C4 model

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