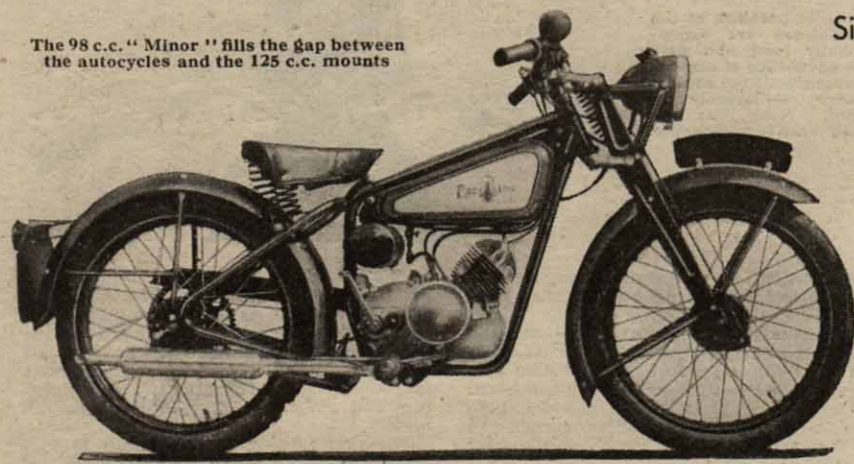


Next Year's Excelsior Two-strokes

The 98 c.c. "Minor" fills the gap between the autocycles and the 125 c.c. mounts



Six Models Listed: Three Autocycles, Two "Minors" and a "Universal" Lightweight

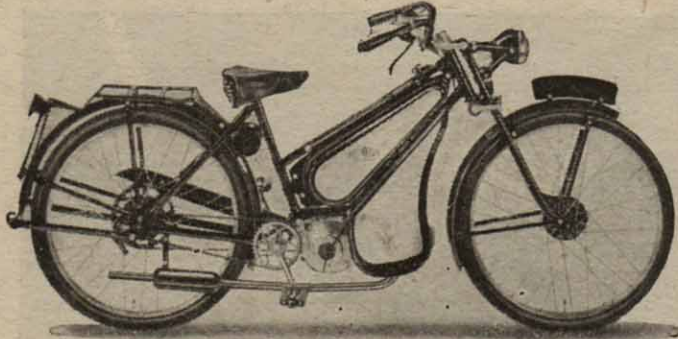
Pivoted on the lower run of the frame and operated on the nearside of the machine is a simple rocking pedal, which changes the gears in the two-speed box. A central neutral position is obtainable; otherwise toe pressure engages low gear and heel pressure high. Footrests are adjustable, and the rear brake pedal is on the offside of the machine. A spring up stand is fitted.

Good silencing arrangements have been made for the "Minor." An expansion chamber just in front of the engine leads into a single exhaust pipe fitted with a normal silencer. The same machine is equipped with a Miller flywheel-mag-

FOR 1949 there is to be a 125 c.c. version of the Excelsior "Minor." First announced in 98 c.c. form at the Brussels Show in February of this year, the "Minor" is a machine designed to bridge the gap between an autocycle and a lightweight motor cycle. Owing to export commitments, the larger "Minor" will not immediately be available in this country, but the model is included in the 1949 programme.

Foot-change "Universal"

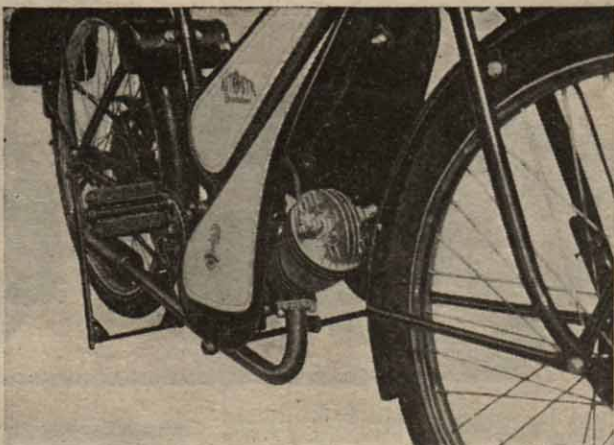
Other models in the range are the three 98 c.c. autocycles, and the 125 c.c. "Universal" lightweight motor cycle. The "Universal" will soon be fitted with the new single-port Villiers engine-gear unit, which has a foot gear-change mechanism; this engine has already been described in our issue of September 30th. Whether



of 98 c.c. or of 125 c.c., the "Minor" is fitted with a Mark II "Goblin" engine-gear unit.

A feature claimed of this engine is its ability to two-stroke at low revs even when running fairly light. The cylinder has eight ports—two inlet, two exhaust, two lower transfer and two upper transfer. In addition, the piston has two transfer ports which mate with the lower cylinder ports. Machined and polished light-alloy deflector plugs are fitted in the upper transfer ports in order to provide the best possible gas flow into the combustion chamber. The cylinder head is of aluminium-alloy.

Neat shielding, which also ducts air to the engine, on the autocycles. This model is the Autobyk de Luxe

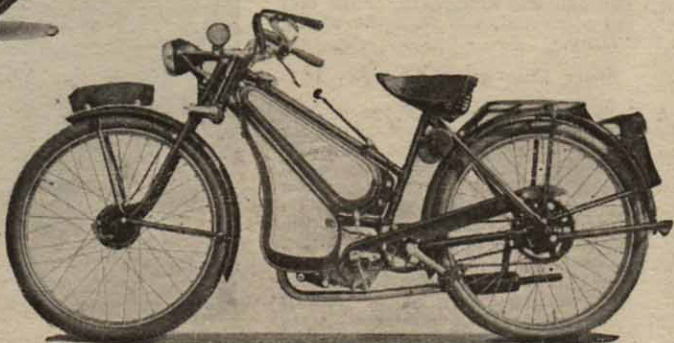


(Left) The Autobyk de Luxe has the 98 c.c. Excelsior "Spryt" engine

neto; and exceptional efficiency should be obtained from the Miller 27-watt direct lighting set.

Even the 98 c.c. version of the "Minor" has a kickstarter. When the lever is depressed, a quadrant on the kickstarter shaft engages a ratchet on the clutch shaft. The lever is, of course, fitted with a return spring. A frame of weldless steel tubing is used; and the pressed-steel, link action front fork has a cen-

(Right) A 98 c.c. Goblin two-speed engine-gear unit is fitted to the Super Autobyk

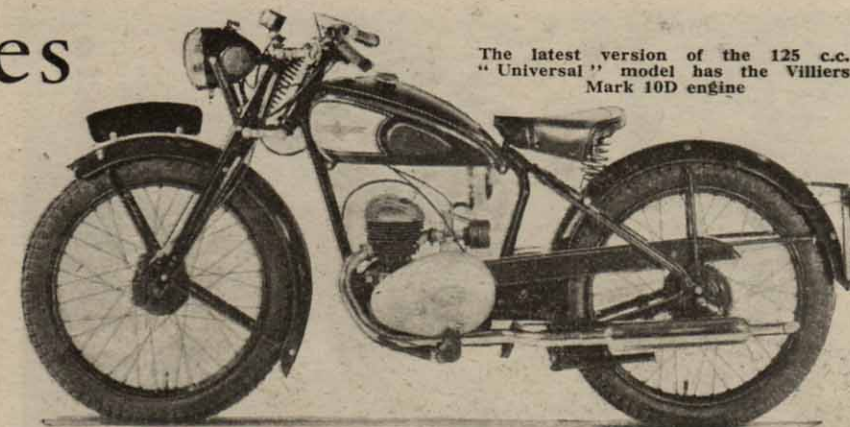


tral compression spring. Brakes are internal expanding, and tyres are Dunlops, size 19-2.50. The machine has an Amal carburettor.

Wheel rims on the "Universal" are chromium plated. Otherwise, apart from being about to have the new Villiers engine-gear unit, this 125 c.c. lightweight motor cycle is as in 1948. The frame incorporates three weldless steel tubes; front suspension is by a pressed steel fork with link action and a central compression spring; brakes are 4 in.; Dunlop tyres are fitted, size 19-2.75; and there is a large capacity tool-box.

Autobyk Range

Each of 98 c.c., the three autocycles have different engines. First, there is the "Autobyk," which has a Villiers Junior de Luxe single-speed power-unit. Next, there is the "Autobyk de Luxe," fitted with a single-speed Excelsior "Spryt" engine. Thirdly, the 2-speed "Super Autobyk" has an Excelsior "Goblin" engine-gear unit. Except for having a single-speed, the "Spryt" en-



The latest version of the 125 c.c. "Universal" model has the Villiers Mark 10D engine

gine is the same internally as the "Goblin."

Specification for the autocycles includes: frame of weldless steel tubing; rubber-sprung tubular front fork with link action; internal expanding brakes; Dunlop 2in tyres; flywheel-magneto with direct lighting.

Makers of these attractive lightweights are The Excelsior Motor Co., Ltd., King's Road, Tyseley, Birmingham, 11.

Prices are as follows:—

Model	Basic Price		Total Price
	£	s d	
49/V1, Autobyk 98 c.c.	45	0 0	57 3 0
49/S1, Autobyk de Luxe 98 c.c.	45	0 0	57 3 0
49/G2, Super Autobyk 98 c.c.	55	0 0	69 17 0
49/M1, Minor 98 c.c.	57	0 0	72 7 9
49/M2, Minor 125 c.c.	59	10 0	75 11 3
49/L0, Universal 125 c.c.	67	10 0	85 14 6
Speedometer for "Universal" extra	3	3 6	4 0 8

Wylve Valley Racing

New Course Record by T. L. Wood (348 Velocette): Huge Crowds Watch Exciting Events

ORGANIZED by the Wylve Valley M.C., the second road race meeting to be held at the Army Camp, Warminster, last week-end, was as successful as its predecessor of twelve weeks ago. Though the sky was dull and overcast by menacing clouds when racing started, there was no rain until the last event was being run. There were thousands of spectators who enjoyed the four hours of almost continuous racing to the full.

On the programme were four events to be run in heats and finals over six laps of the sinuous 1/2-mile circuit. Promptly at the scheduled time, 12.30 p.m., racing began. First event on the programme was the 350 c.c. Junior race. Heat 1 was an easy victory for W. Sleightholme (350 Rudge). Second to him was L. R. Archer (E.M.C.) and third was J. Difazio (348 B.S.A.).

Foster and Fry

Two figures well known in international races appeared in Heat 2. They were Bob Foster (348 B.S.A.) and F. W. Fry (349 Triumph). The former, incidentally, had also a 500 c.c. B.S.A.: both are the scrambles machines normally ridden by Bill Nicholson. By the fourth lap of the heat Foster was doing all that was expected of him and lapping the slower men. E. M. Kempson (350 O.K. Supreme) and Frank Fry fought for second place. On the next lap, the fifth, Bob Foster retired with engine trouble; Kempson went on to win with Fry close on his heels.

The third heat was won by T. L. Wood on his ancient-looking Mark IV Velocette. He built up a tremendous lead after two laps and from then on had a quiet canter. Or so it seemed; but his time—5m 51.6s—was the fastest for six laps ever achieved on this course. Then the competitors for the Junior final came to the line.

T. L. Wood is famous for his quick get-aways; he was first away at the start and after one lap he had a 200-yards lead over G. Oliver, also on a Velocette. W. Sleightholme (350 Rudge) was third, and behind the leading trio was the redoubtable L. R. Archer. On Lap 3 the order was the same. Wood, glancing to his rear as he passed the timekeepers' table, was having no trouble in maintaining his lead. Archer, however, could gain nothing on the leaders. On the last circuit, George Oliver, employing his Cadwell training to the full, moved into second place in front of Sleightholme. Winning once again, Wood created a new record time for the track; 5m 49.6s.

It was L. R. Archer on the E.M.C. who led the 250 c.c. race into the first bend, and at the end of the first lap he had a substantial lead. W. S. Austin (Velocette) and J. R. Lewis (Triumph) came between Archer and Wood. Then came Gray (Matchless) and Parry (Velocette). Keys (Norton) had retired and stood disconsolately at the S-bend over the railway track. At the finish Archer was a long way ahead of the field; W. S. Austin was second and J. R. Lewis third. Tommy Wood, on the Guzzi, could get no better than fourth place.

1,000 c.c. Clubman's

The weather was uncertain and a cool breeze was blowing when the riders for the final of the 1,000 c.c. Clubman's race lined up. D. H. R. Gray, who, in winning his heat made second best time for the course, led for the first lap. Then he came off without seriously injuring himself, and J. Difazio (348 B.S.A.) went into the lead. He had no difficulty in maintaining his position and increased the gap between himself and E. Iffland (A.J.S.) lap by lap. Then Sleightholme (350 Rudge) moved into second place and G. W. Cheshire (350 Velocette), follow-

ing close, became third. They finished in that order.

The course was now becoming damp as the result of a slight drizzle and speeds in the 500 c.c. Senior race proved disappointing. Tommy Wood, again on the Velocette, was first away in the final. But his command of the situation was short lived because only 200 yards or so from the start he collided with a bale of straw. Bob Foster (500 B.S.A.) was well ahead at the end of a lap. He was followed by J. Maloney (500 Triumph) and D. Gregory (500 Norton). Foster was miles-per-hour faster than any of his rivals, and won easily after a most spirited ride.

RESULTS

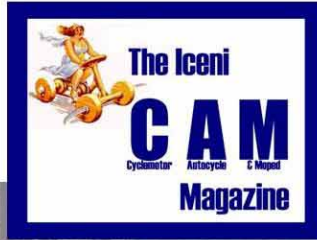
Junior Race (350 c.c., 6 laps).—Heat 1: 1. W. Sleightholme (350 Rudge); 2. L. R. Archer (350 E.M.C.); 3. J. Difazio (348 B.S.A.). Time, 6m. 5.8s. Heat 2: 1. E. M. Kempson (350 O.K. Supreme); 2. F. W. Fry (350 Triumph); 3. E. Iffland (350 A.J.S.). Time, 6m 17s. Heat 3: 1. T. L. Wood (348 Velocette); 2. J. Staveley (348 Velocette); 3. G. Oliver (348 Velocette). Time, 5m 51.6s. Final: T. L. Wood (348 Velocette); 2. W. Sleightholme (350 Rudge); 3. G. Oliver (348 Velocette). Time, 5m 49.6s (course record).

Lightweight Race (250 c.c., 6 laps).—L. R. Archer (E.M.C.); 2. W. S. Austin (Velocette); 3. J. R. Lewis (Triumph). Time, 6m 7.2s.

Clubman's Race (1,000 c.c., 6 laps).—Heat 1: 1. D. H. R. Gray (500 Gray's Special); 2. M. O'Rourke (350 O.M.); 3. F. H. Wood (500 Velocette). Time, 5m 50.6s. Heat 2: 1. W. Sleightholme (350 Rudge); 2. W. F. Beckett (1,000 Vincent-H.R.D.); 3. E. Iffland (350 A.J.S.). Time, 6m 10.5s. Heat 3: 1. G. W. Cheshire (350 Velocette); 2. N. J. Gray (500 Gray's Special); 3. R. Woodham (350 A.J.S.). Time, 6m 8.2s. Final: 1. J. Difazio (348 B.S.A.); 2. G. W. Cheshire (350 Velocette); 3. F. H. Wood (500 Velocette). Time, 6m 2s.

Senior Race (500 c.c., 6 laps).—Heat 1: 1. A. R. Foster (500 B.S.A.); 2. W. H. Myers (500 Special); 3. J. Maloney (500 Triumph). Time, 6m 18.4s. Heat 2: 1. T. L. Wood (348 Velocette); 2. G. Oliver (348 Velocette); 3. E. A. Barrett (500 Norton). Time, 6m 59.2s. Heat 3: 1. D. Gregory (Norton); 2. L. R. Archer (250 E.M.C.); 3. F. H. Wood (500 Velocette). Time, 6m 46.4s. Final: 1. A. R. Foster (500 B.S.A.); 2. J. Maloney (500 Triumph); 3. D. Gregory (500 Norton). Time, 6m 10.2s.

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