

## EXCELSIOR

Stand 63: Talisman Two-stroke Twin Causes Great Interest: Well-proved Lightweights

AS anticipated the new 244 c.c. Excelsior Talisman two-stroke twin is drawing crowds in their thousands. Last Saturday, especially, it was at times almost impossible to get near the stand.

Each cylinder is a separate casting with the fins cut off along their opposing edges. The finning is most generous and gives the engine the appearance of being larger than 250 c.c.

As will be seen from the big sectioned drawing on page 366, the combustion chambers are roughly of half pear shape, tapering to the rear, where the sparking plugs are arranged, well protected, at an angle. Flat-top pistons are employed.

The Talisman frame is similar to that used on the 197 c.c. Roadmaster. It has neat plunger-type rear-suspension, which gives a total movement of 1½ in. Front suspension is by means of the Excelsior telescopic fork.

However, the Talisman is only one of the motor cycles on the Excelsior stand to stimulate enthusiasm. There are also the 197 c.c. Roadmaster models and the 122 c.c. Universals, each available with direct lighting or with battery and rectifier lighting. Except for increased leverage on the rear brake pedals these models are exactly as they appeared last year.

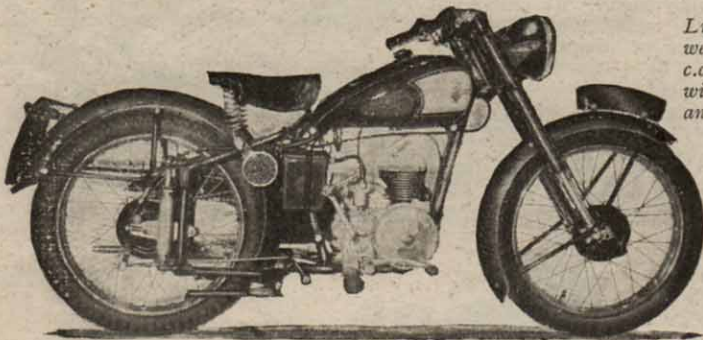
For the autocycle enthusiast, Excelsiors

are displaying two models: the de luxe single-speed Autobyk powered by the 98 c.c. Spryt engine and the two-speed model, which has the 98 c.c. sloping-cylinder Goblin unit. For 1950 both autocycles employ Wico-Pacy 21-watt lighting sets. A chromium-plated silencer is now fitted to the two-speed model, and both machines have plated handlebars.

Not the least avidly inspected are the gleaming Speedway machine and the sectioned J.A.P. and Villiers engines.

**General Specifications.**—Villiers and Wico-Pacy flywheel ignition and lighting (battery/rectifier lighting on 122 c.c. 50/U2, 197 c.c. 50/R2 and 244 c.c. 50/T1); Villiers and Amal carburetors; Villiers and Excelsior gear boxes; Dunlop tyres, 50/S1 de luxe Autobyk, 2.00×26in front and rear; 50/G2 Super Autobyk, 2.25×21in front and rear; 50/U1 Universal and 50/U2 Universal, 2.75×19in front and rear; 50/R1 Roadmaster, 50/R2 Roadmaster and 50/T1 Talisman Twin, 3.00×19in front and rear; capacities (petrol): 50/S1, 50/G2, 1½ gal; 50/U1, 50/U2, 50/R1, 50/R2, 50/T1, 2¼ gal.

**Prices.**—50/S1, £45 (in G. Britain, with P.T. £57 3s); 50/G2, £55 (£69 17s.); 50/U1, £72 13s 6d (£92 6s); 50/U2, £77 13s 6d (£98 13s); 50/R1, £81 3s 6d (£103 1s 10d); 50/R2, £86 3s 6d (£109 8s 10d); 50/T1, £113 3s 6d (£143 14s 6d). The Excelsior Motor Co., Ltd., King's Road, Tyseley, Birmingham, 11.



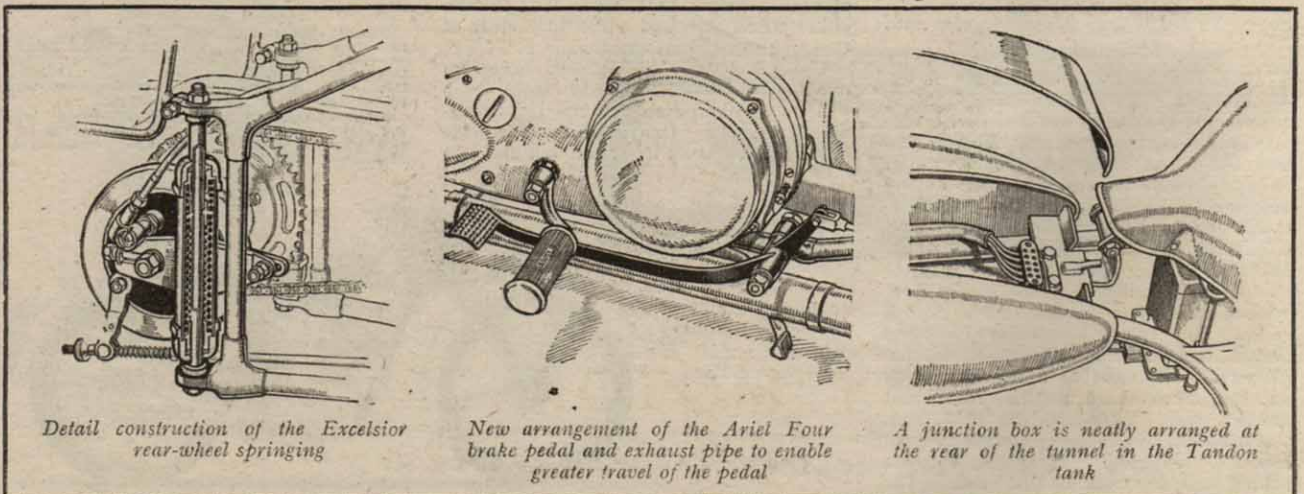
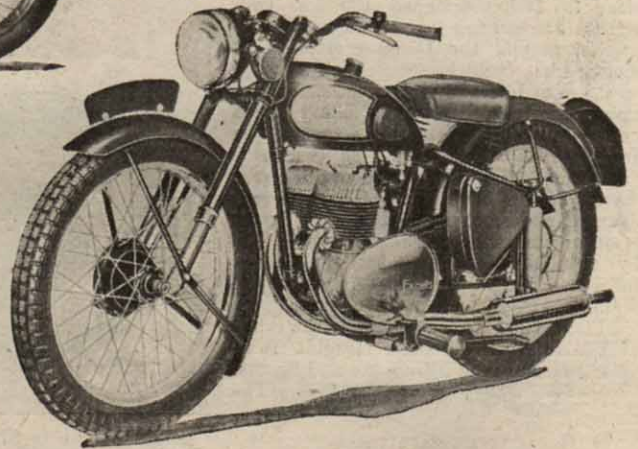
Luxury light weight—the 122 c.c. Excelsior, with plunger fork and rear springing

Transfer ports are on both left and right of each cylinder. The separate heads are light-alloy castings. The exhaust pipes lead into a single large silencer, mounted alongside the left-hand chainstay.

The crankshaft is carried in no fewer than five main bearings. Two of these are located in the middle of the crankcase, which consists of three main castings. There are two outer main bearings on the drive side and a single one on the mag-generator side.

Neatly bolted to the flanges cast integral with the middle section of the crankcases, the gear box is a self-contained unit. The gear ratios are 5.5, 7.9, 9.9 and 16 to 1.

A 250 c.c. twin-cylinder two-stroke! The new Excelsior is a parallel twin with a most appealing specification



Detail construction of the Excelsior rear-wheel springing

New arrangement of the Avriel Four brake pedal and exhaust pipe to enable greater travel of the pedal

A junction box is neatly arranged at the rear of the tunnel in the Tandon tank

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