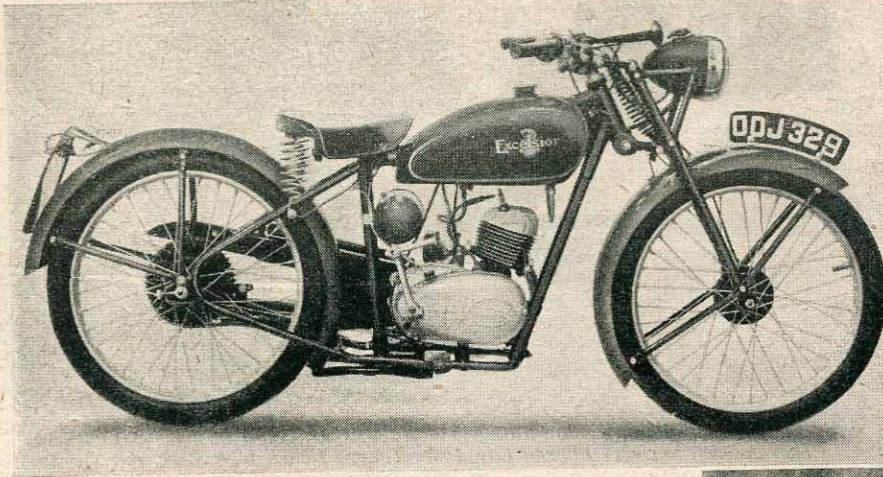


ROAD TESTS OF CURRENT MODELS



The model F4 is the smallest of the Excelsior range of light-weight motorcycles and is listed at £66 including purchase tax. (Right) It provides economical transport combining hardiness with a high degree of reliability.

The 98 c.c.
Two-stroke
Model F4
EXCELSIOR
"CONSORT"



TESTER'S ROAD REPORT

Maximum Speeds in:—		Time from Standing Start
Top Gear (Ratio 1.48 to 1)	37 m.p.h. — 3955 r.p.m.	37 secs.
First Gear (Ratio 3.05 to 1)	26 m.p.h. — 4620 r.p.m.	18 secs.
Speeds over measured Quarter Mile:—		
Flying Start	36.1 m.p.h.	Standing Start 23.7 m.p.h.
Braking Figures On DRY TARMACADAM Surface, from 30 m.p.h.:—		
Both Brakes	31'-6"	Front Brake 50 ft. Rear Brake 56 ft.
Fuel Consumption:—		
20 m.p.h.	181 m.p.g.	30 m.p.h. 149 m.p.g.

BRIEF SPECIFICATION

Engine: Villiers Mark 4F single-port two-stroke; 47 mm. bore by 57 mm. stroke = 98 c.c.; petroil lubrication; light-alloy detachable head; Villiers carburetter fitted with combined air filter and strangler; operated by handlebar twist-grip control; ignition by Villiers flywheel magneto-generator.

Transmission: Two-speed gearbox built in unit with engine; handlebar lever control; ratios 7.48 and 13.05 to 1; two-plate clutch with cork inserts; $\frac{3}{8}$ -in. pre-stretched primary chain running in cast-alloy oilbath; $\frac{1}{2}$ -in. rear chain provided with guard to top run.

Frame: Semi-cradle type having three-point suspension; central spring-up stand.

Front forks: Central barrel-type spring taper tube front forks; handlebars adjustable for height.

Lighting: Villiers direct with 5-in. headlamp; dry parking-light battery in headlamp.

Wheels: Shod with Dunlop "Universal" 19-in. by 2.25-in. tyres fitted to heavy gauge, wide-section, aluminized-finished rims; 4-in. front brake; 4 $\frac{1}{2}$ -in. rear; brake lining area 24 sq. in.

Tank: Pressed-steel welded petroil tank;

capacity 1 $\frac{3}{4}$ gallons; filler-cap fitted with oil measure.

Dimensions: Overall length, 72 in.; width, 25 in.; wheelbase, 47 in.; saddle height, 26 in.; ground clearance, 6 $\frac{1}{2}$ in.; dry weight, 125 lb.

Finish: Black stove enamel with gold lining to tank; handlebars, exhaust pipe and other bright parts chromium-plated.

Price: £55 0s. 0d. plus £11 0s. 0d. P.T. Total price, £66 0s. 0d.

Annual tax: 17s. 6d. or 4s. 10d. per quarter.

Makers: The Excelsior Motor Co., Ltd., Kings Road, Tyseley, Birmingham, 11.

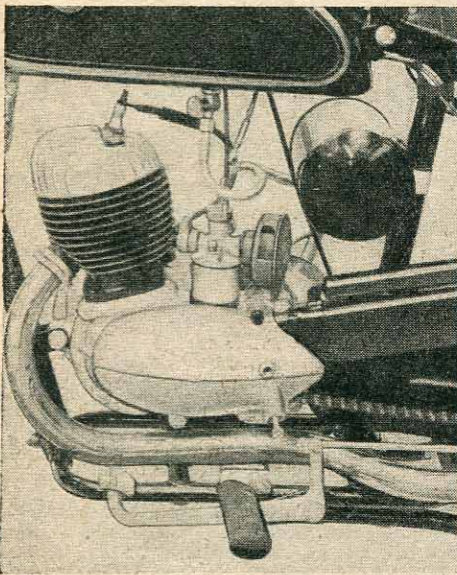
THE name of Excelsior has long been established in the motorcycle industry and the company has built up a world-wide reputation for providing sound machines at competitive prices. It is not surprising, therefore, that the distinction of producing the cheapest motorcycle at present on the market should go to this Birmingham concern, particularly since lightweight machines, to the

exclusion of all others, have occupied their attention during the post-war period. For the sum of £66—and £11 of this amount goes in purchase tax—the motorcyclist office worker, artisan or "everyman" rider, may obtain a practical machine capable of offering many miles of enjoyable motorcycling economically and with a minimum of attention or maintenance. This mount, which

made its first appearance last November at Earls Court, is the "Consort" model.

Lest it be thought that the low purchase price has been obtained at the expense of some other normally desirable attribute, it should be emphasized that it was reached by careful economies during production and that the "Consort" does not lack the quality of finish nor the robustness of its companion

The 98 c.c. F4 "Consort" Excelsior, Britain's Lowest-priced Motorcycle



The engine which powers the machine is the 98 c.c. Villiers Mark 4F two-stroke into which is built a handlebar operated two-speed gear.

models in the extensive Excelsior range.

The motive power is provided by a Mk. 4F Villiers two-stroke engine of 98 c.c. capacity and having a bore and stroke of 47 mm. by 57 mm. A two-speed gearbox is included in unit. A three-piece aluminium casting forms the crankcase of the engine, enclosing the gearbox and the flywheel magneto. The crankshaft is a steel forging in two parts, rigidly joined by the crankpin, and the two-row roller big-end supports the forged connecting rod. A flat-topped aluminium piston is used in a cast-iron cylinder barrel with a detachable light-alloy head. Carburation is by a Villiers "Junior" instrument and the engine breathes through a single inlet port, two transfer ports and a single exhaust outlet. At 4,000 r.p.m. the motor produces 2.8 b.h.p.

Semi-Cradle Frame

Three points locate the engine-gear-unit in the frame which is of the semi-cradle type. Each side of the rear seat and chain stays is formed from a single piece of tubing extending from the lug at the bottom of the front down tube to the saddle nose. Centre spring, link action, front forks fabricated from taper tubing are fitted, the links being adjustable to compensate for wear.

The riding position afforded by this frame is excellent for about-town riding; the handlebars and saddle are a little close together for a six-foot-plus rider, but a person of normal stature would be able to undertake long journeys in complete comfort. The handlebars are adjustable for rake and the footrests can be fitted in either of

two positions offering a 2-in. variation forwards or backwards. Operation of the rear brake pedal is not affected by this adjustment.

The test was conducted in its entirety during the recent cold spell although, fortunately, before the snowfall dislocated traffic. Despite the low temperature no difficulty was experienced in starting the engine. Providing the carburetter was generously flooded and the strangler control closed, a ready response was assured at the second or third prod on the kickstarter. When it was warm, the engine fired first time without exception. After covering less than a mile the air control could be fully opened and throughout the speed range the carburation remained clean and even. Indeed, when the engine was new and naturally tight, it would two-stroke evenly at little more than tick-over speed even when running free.

Light Clutch

Operation of the two-plate cork clutch was commendably light and engagement is spread over almost the entire movement of the lever. The sliding dogs of the constant-mesh two-speed gearbox are engaged by a lever on the right handlebar and, whilst this control was found to be somewhat difficult to operate at first, particularly if the rider was wearing heavy riding mitts, familiarity brought about a great improvement. Changes could be made easily and noiselessly if care was exercised.

The road holding of the "Consort" is first class. Naturally, when a machine weighs considerably less than its rider—125 lb. as against 165 lb.—it takes a little time to get accustomed to the feel, but the high riding position affords excellent control enabling dense traffic to be negotiated safely with complete confidence. A generous steering lock is provided and rubber stops limit the travel. On the open road the performance of the machine is naturally limited by the power output of the engine, but 35 m.p.h. could be maintained virtually indefinitely. It was rarely necessary to slow down for any but the sharpest bends and the machine could be heeled over until the footrests scraped the ground. Scuffed rubbers remain in evidence of this. The front forks adequately coped with any irregularities in the road surface and, despite tyre sizes of 2.25 in. by 19 in., the rigid rear frame did not adversely "disturb" a rider who habitually uses a spring-frame machine. The mudguarding is good, closely following the contours of the tyres; the blades effectively prevented all but slight traces of road dirt from reaching the machine even when the roads were awash after heavy rain.

During the course of the test a run of almost 100 miles was undertaken, when the machine was driven hard and a blustery wind was very much in evidence. Nevertheless, an overall average of 27 m.p.h. was attained and the petrol consumption in this particular instance worked out at 138 m.p.g. The overall consumption throughout the temporary ownership of the machine was approximately 148 m.p.g. Thus, the tank capacity of 1½ gal. is quite adequate for normal use.

The brakes, an important feature of a machine whatever its capacity, were quite

adequate. The front brake, however, whilst being reasonably powerful in operation, emitted a low-pitched squeal as it was applied, annoying the rider somewhat and attracting the attention of passers-by. Hurried application of the rear brake could result in a locked wheel, but deliberately provoked skids remained straight, a tribute to the inherent stability of the machine. Combined together, the stopping power of the brakes was adequate for any contingency.

A direct lighting set is fitted to the "Consort," providing a fair standard of illumination under all conditions. The main beam of the five-inch Villiers headlamp is diffused to a great extent and, as a result, lacks penetration, whereas the light from the dipped filament is more concentrated, hence the bulk of the night riding was undertaken with the switch in that position. The neat chromium-plated rear light earns praise since it provides above average warning for faster road users approaching from behind. Provision is made in the headlamp shell for the inclusion of a cycle-type dry battery for parking purposes.

In keeping with the purpose of the machine—that of a general utility vehicle—the exhaust note is commendably unobtrusive. The chromium-plated exhaust pipe is neatly tucked away under the crankcase and the silencer closely follows the line of the machine. It is painted black with a heat-resisting stove enamel and the gases escape from a slit in the tail pipe.

Maintenance

Maintenance tasks are easy. Normally, beyond the regular cleaning of the sparking plug, they should be negligible but the contact breaker is easily accessible under a detachable cover on the left-hand side of the engine unit—the opposite side to the flywheel magneto—and the carburetter presents no difficulties should it be necessary to dismantle it for cleaning. Adjustment of the rear driving chain is simple, but was not required during the test. In fact, apart from pumping up the tyres, the only routine task was the obvious one of filling the fuel tank with the correct proportions of oil and petrol—½ pint to 1 gallon.

Despite its low price the machine is sold complete with a comprehensive selection of tools, a bulb horn, tyre inflator and a licence holder, but a speedometer is not fitted. The law does not require one on a machine of less than 100 c.c. An easily operated centre stand provides a firm support for the machine.

In conclusion it should be stated that the standard of finish on the test machine was very good, the black stove enamel, with gold relief on the fuel tank, being practical and attractive. There was no discoloration on the exhaust pipe and only the slightest trace of oil seepage at the joint of the silencer and pipe. The "Consort" provides excellent utility transport, doubling up as a touring machine if its limitations are fully realised. It will do nearly all a larger machine will do—high speeds excepted—and the model on test was returned with genuine regret, for its ever-willing docility had earned it a warm regard in the estimation of the tester.

The name and address of the manufacturers is The Excelsior Motor Co., Ltd., Kings Road, Tyseley, Birmingham, 11.

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