

Mr Robert Lindel

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Excelsior

NINETEEN THIRTY SEVEN

A few Season 1936 EXCELSIOR SUCCESSES

Feb. 1st, COLMORE CUP TRIAL

H. S. KERSHAW, 148 c.c. GOLD MEDAL and "J. W. MOXON" CUP (for best 150 c.c. performance).

Feb. 29th, VICTORY TRIAL

H. S. KERSHAW, 148 c.c. "F.B." CUP (for best 150 c.c.).

June 27th, AUSTRALIAN GRAND PRIX

All Powers Sidecar Grand Prix. FIRST W. LONGLEY (490 c.c. EXCELSIOR).

Jan. 5th, VICTORIAN (Australia) Grass Track CHAMPIONSHIPS

All Powers Sidecar Handicap. FIRST W. LONGLEY (490 c.c. EXCELSIOR).

May 9th, NORTH WEST "200" ROAD RACE

C. H. MANDERS, FIRST 250 c.c. Class at speed of 67.52 m.p.h. RECORD LAP (70.31 m.p.h.).

H. PINNINGTON, SECOND, 250 c.c. Class (speed 66.78 m.p.h.).

H. G. TYRELL-SMITH, THIRD 350 c.c. Class (Speed 72.11 m.p.h.).

April 13th, DONINGTON PARK RACES

H. G. TYRELL-SMITH, FIRST 250 c.c. Class.

April 25th, BROOKLANDS "CLUBMAN'S DAY"

R. S. SIMPSON, 250 c.c. "Manxman," FIRST 250 c.c. Class at speed of 72.63 m.p.h.

R. R. BOARD, 250 c.c. "Manxman," SECOND 250 c.c. Class (Speed 70.79 m.p.h.).

"A MACINTOSH" 497 c.c. EXCELSIOR, Best performance of the Day, winning the "MOTOR CYCLE" TROPHY.

June 1st, DONINGTON PARK RACES

H. S. TYRELL-SMITH, 250 c.c. "Manxman" FIRST 250 c.c. Class at RECORD SPEED of 60.72 m.p.h.

July 5th, EUROPEAN GRAND PRIX

H. G. TYRELL-SMITH, 250 c.c. "Manxman" FIRST 250 c.c. Class at average speed of 111.9 k.p.h., and EUROPEAN 250 c.c. CHAMPIONSHIP.

June 15/18th, I.O.M. T.T. RACES

Junior Race: N. CROFT, 350 c.c. FIRST CLASS REPLICA (Speed 72.78 m.p.h.); H. C. LAMACRAFT, (250 c.c.) Second Class Replica (Speed 67.79 m.p.h.). The only 250 c.c. Machine entered in this 350 c.c. Race.

Lightweight Race: H. G. TYRELL-SMITH, SECOND, average speed 72.51 m.p.h.; C. H. MANDERS, FIFTH, average speed 69.57 m.p.h.; W. CORFIELD, SIXTH, average speed 68.97 m.p.h.; S. A. SORENSEN, EIGHTH, average speed 67.13 m.p.h.; H. C. LAMACRAFT NINTH, average speed 66.77 m.p.h.; J. C. GALWAY TENTH, average speed 66.57 m.p.h. All riding "EXCELSIOR-MANXMAN" and gaining SIX FIRST CLASS REPLICAS—The first time in the history of the Lightweight race six machines of one make have finished.

July 11th, DUTCH T.T.

H. G. TYRELL-SMITH, 250 c.c. "Manxman" THIRD 250 c.c. Class at speed of 74.2 m.p.h. W. PETERS, 350 c.c. "Manxman" DUTCH National CHAMPIONSHIP—350 c.c. Class.

June 1st, SOUTH AFRICAN DURBAN-JOHANNESBURG ROAD RACE

ROY HESKETH, 350 c.c. "Manxman" FASTEST time ever recorded for Race (419 m.) RECORD for the Course beating the existing record (held by a 500 c.c. machine) by over 26 minutes. Riding time 6hr. 5mins. 2 secs. RECORD Average Speed of 66.25 m.p.h. RECORD Speed for 350 c.c., 500 c.c. and Unlimited Classes. WAKEFIELD CUP for fastest Time.

Aug. 3rd, BLOEMFONTEIN "100" ROAD RACE

C. GARCIA, FIRST.

July 25th, DUBLIN "100"

H. G. TYRELL-SMITH, 350 c.c. "Manxman" CHAMPIONSHIP 350 c.c. Class, at average speed of 71.36 m.p.h. FASTEST LAP, 350 c.c. Class at 73.86 m.p.h. and SILVER CUP.

C. H. MANDERS, 250 c.c. "Manxman" FASTEST LAP, 250 c.c. Class at 66.64 m.p.h.

Aug. 22nd, ULSTER GRAND PRIX

C. H. MANDERS, 250 c.c. "Manxman" THIRD 250 c.c. Class, average speed 77.39 m.p.h.

W. CORFIELD, 250 c.c. "Manxman" FOURTH 250 c.c. Class, average speed 74.92 m.p.h.

S. V. SMITH, 250 c.c. "Manxman" SIXTH 250 c.c. Class, average speed 72.67 m.p.h.

W. CORFIELD, 250 c.c. "Manxman" FIRST 250 c.c. Class Handicap.

Sept. 6th, AUSTRALIAN CHAMPIONSHIP RACES

L. STEWART, 500 c.c. "Manxman" FIRST 10 Mile Australasian Championship. FIRST 4 Mile State Championship.

W. JONES, 500 c.c. "Manxman" FIRST, 6 Mile Goldfields Championship. FIRST 6 Mile Handicap. FIRST 10 Mile Handicap.

Sept. 13th, ESTHONIAN T.T.

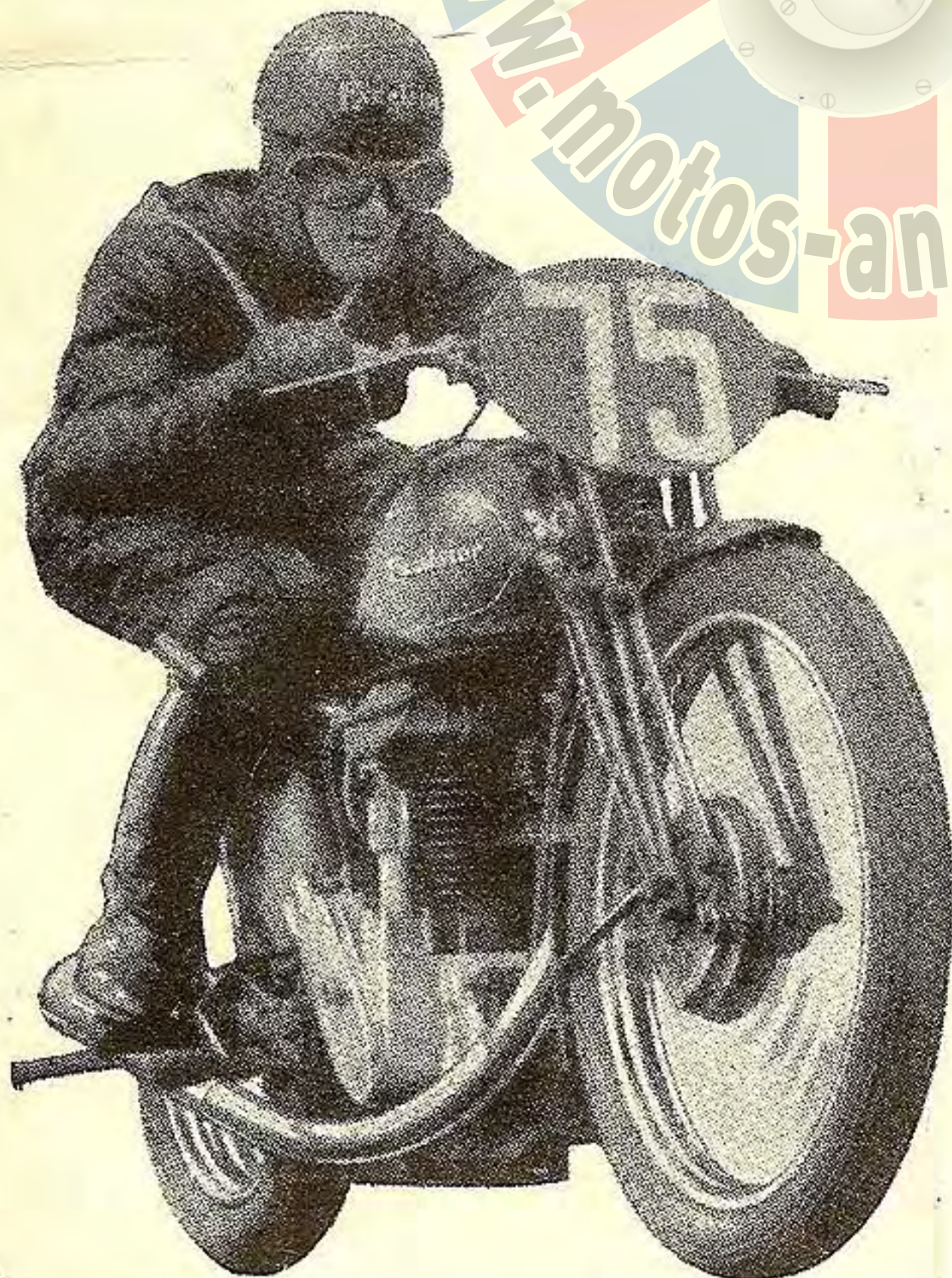
BARON H. O. FERSEN 350 c.c. "Manxman" FIRST 350 c.c. Class.

Sept. 20th, DANISH NATIONAL CHAMPIONSHIPS

S. A. SORENSEN, 250 c.c. "Manxman" FIRST, 250 c.c. Championship Class.

Sept. 26th, WEST AUSTRALIAN T.T.

L. STEWART, 250 c.c. "Manxman" FIRST 250 c.c. Class.



Foreword

SEASON 1937 opens with Excelsior still piling up further successes in the fields of Racing and Reliability.

As each Season has come and gone it has been thought that Excelsior machines had reached the peak of perfection, yet constant research and experimental work, backed by successful Racing experience, enable Excelsior to continue producing something still better.

We are justly proud of our 1937 models—they represent the "best" in motor-cycling, High quality machines, each individually built by specialists, sound in design and construction, reliable and efficient in service.

We realise that in using the slogan "THE PACE MAKERS" we are laying ourselves open to the most critical observation of Excelsior performance but we are confident of the justification of this claim and do not fear the verdict.

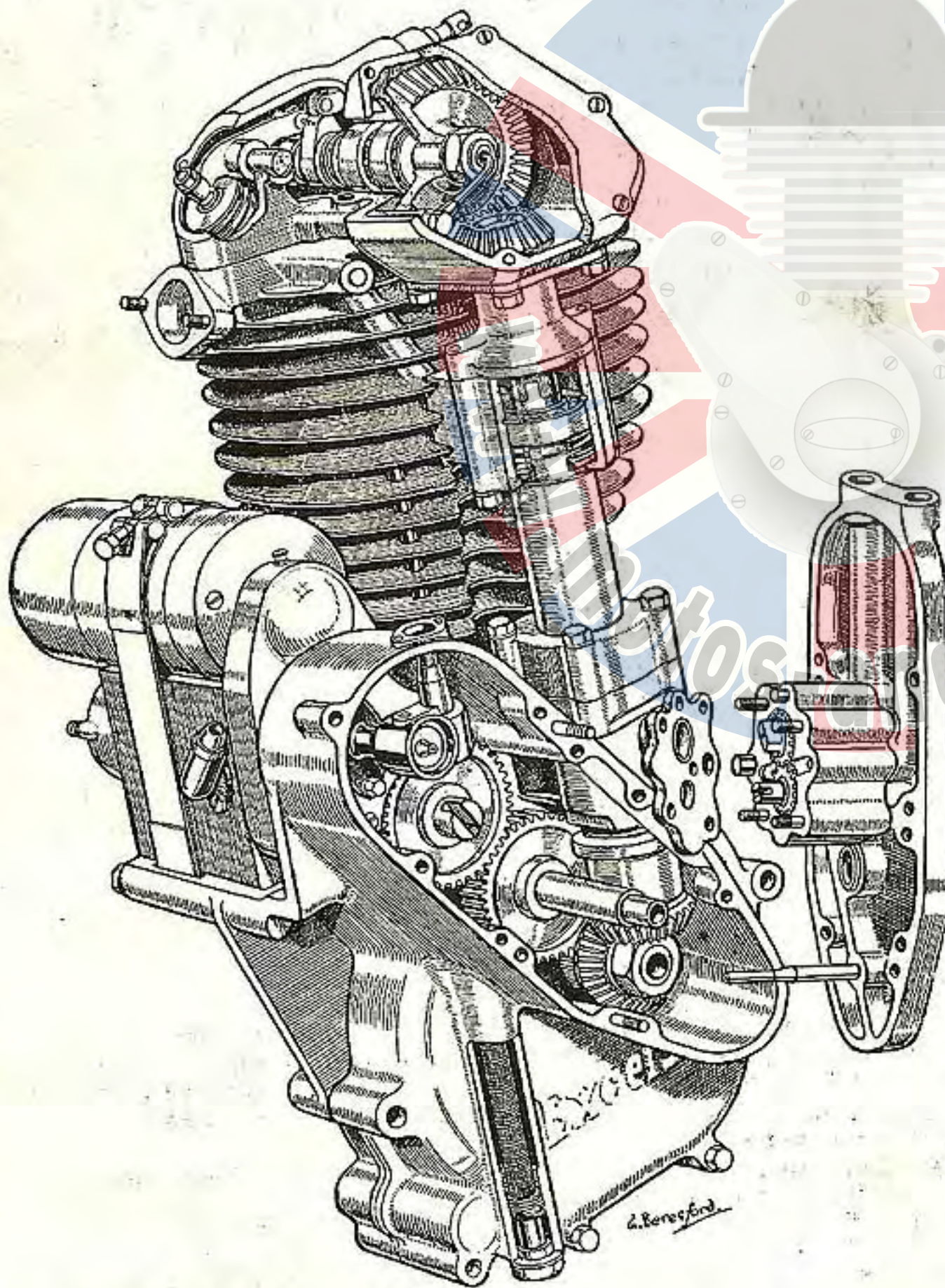
You will remember during the Season the "Manxman" gave very convincing proof of its superiority in the Racing field.

We commenced by winning the NORTH WEST 200 (250 c.c. class) at RECORD SPEED and followed it up by a smashing victory in the EUROPEAN GRAND PRIX gaining the 250 c.c. CHAMPIONSHIP against ALL COMERS including the cream of International machines and riders. Then again the LIGHTWEIGHT T.T., gaining 2nd, 5th, 6th, 8th, 9th and 10th places, ALL with FIRST CLASS REPLICAS. The FIRST and ONLY make ever to finish SIX machines in the LIGHTWEIGHT T.T.

Facts which enable you to purchase your 1937 Excelsior with confidence.

Constructional Features of

THE EXCELSIOR "MANXMAN" ENGINE



Sketch by courtesy of "The Motor Cycle"

CONSTRUCTION. EXCELSIOR "MANXMAN" O.H.C. engines are designed and constructed to give the HIGHEST POSSIBLE degree of efficiency. Though essentially modern they have a simplicity of construction and accessibility.

CRANKCASE. The Special aluminium alloy crankcase is webbed internally for stiffness, incorporates a CRANKCASE COMPRESSION RELEASE $\frac{3}{4}$ pint oil sump and a system of oil scrapers to ENTIRELY ELIMINATE OIL DRAG.

CRANKSHAFT ASSEMBLY. HIGH TENSILE STEEL STAMPINGS with INTEGRAL MAINSHAFT, the whole machined, ground and polished. Roller Bearing big end with double row carried in DURALUMIN CAGE. Crank pin of exceptionally large diameter. Every flywheel assembly individually balanced. Connecting rods are SPECIAL HEAT-TREATED ALLOY STAMPINGS, machined and polished, hardened big-end sleeves being shrunk into position and ground. The SLIPPER PISTON is made from heat-treated ALLOY, with a substantial floating gudgeon positioned by circlips.

BEARINGS. Drive Side is a Hoffman Special DOUBLE ROLLER—Timing side a special deep groove Hoffman BALL BEARING.

VALVE-GEAR. The overhead camshaft is driven from the crankshaft by hardened and ground bevel gears, incorporating a hunting tooth to prevent noise and wear. Vertical shaft is mounted on substantial bearings, the thrust being taken on hardened and ground steel washers. Camshaft proper is mounted on three substantial bearings. Valves, springs, rockers, etc. are totally enclosed and OIL-COOLED.

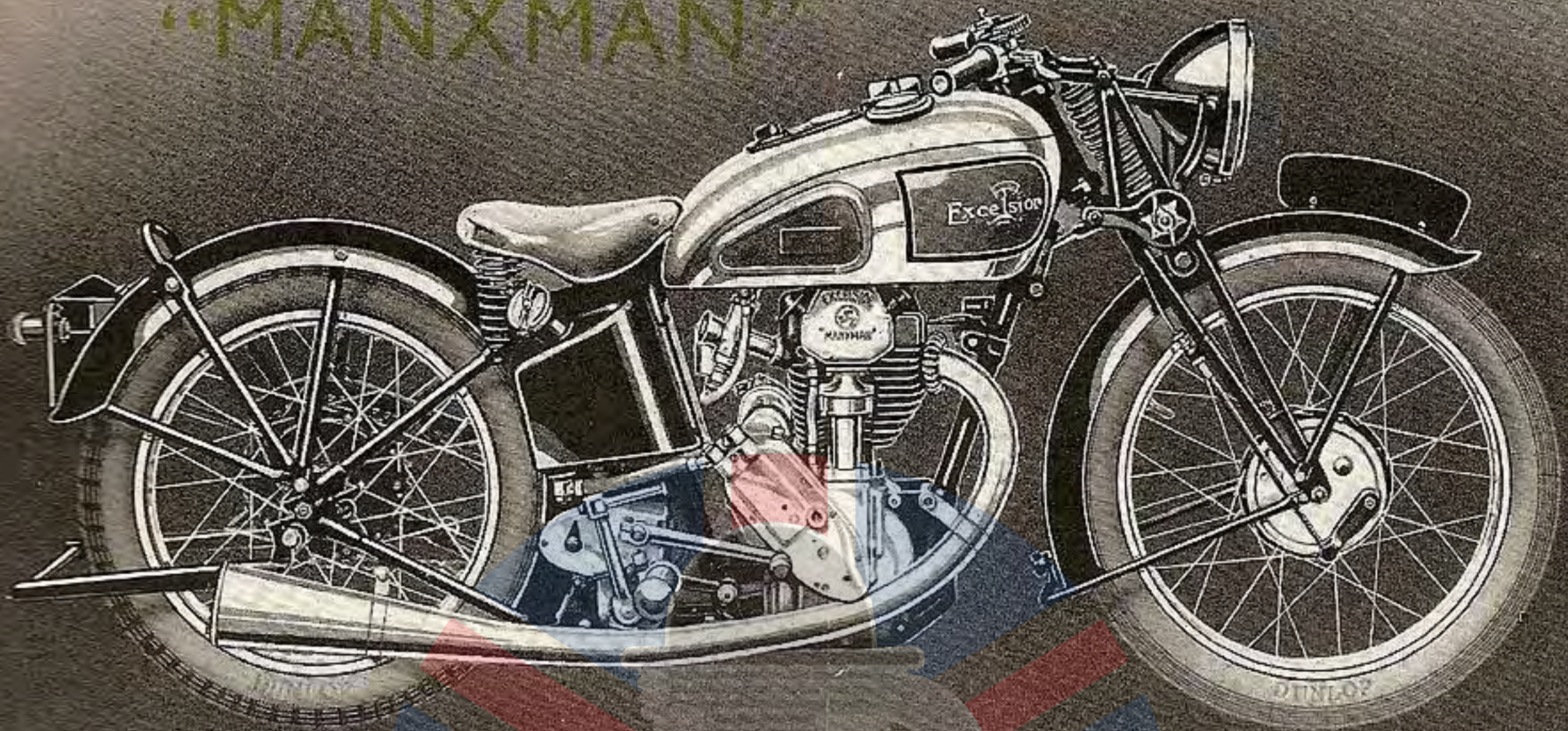
CYLINDER & CYLINDER HEAD. Both cylinder head and barrel are of a SPECIAL ALLOY cast iron CONTAINING CHROMIUM, ensuring against wear. The hemispherical head results in very high efficiency. Special care has been bestowed upon the disposition, size and shape of the ports and valves. Perfect gas turbulence, resulting in economical petrol consumption, with extraordinarily high power output. A perfect seal is obtained with a wide solid copper gasket spigotted into position.

DRY SUMP LUBRICATION. Very careful attention has been given to the designing of the most efficient system for "MANXMAN" engines. The pump is a DOUBLE-GEAR TYPE and mounted in the timing chest in such a position as to ensure both pumps being CONTINUALLY PRIMED. The amount of oil circulated throughout the working parts of the engine is set at a definite standard, no adjustments are required. The oil is drawn from the tank through a filter of special mesh gauze, via a short $\frac{1}{2}$ " bore flexible pipe connected to the engine, guaranteeing a constant head of oil to the pump even in the coldest weather. On reaching the pump, the oil is forced from the gears to a spring-loaded piston plunger which controls ports leading direct to the big-end, cam-box, and timing gears. Incorporated in the plunger is a tell-tale which is visible when oil is circulating. The oil delivered to the cam box passes directly through the hollowed camshaft and drillings to the top bevels, cam faces, bearings, valve springs and guides. Surplus oil drains through the valve wells and cam box via the vertical shaft and special passages to the timing chest and enlarged sump, where, together with oil from big end and piston, it is drawn through a second filter by the return pump and back to the tank. Flywheel oil drag is eliminated by the employment of a large sump and carefully placed scrapers.

250 c.c. & 350 c.c.

O.H. CAMSHAFT

"MANXMAN"



THE 250 c.c. "MANXMAN" MODEL G.11.

SPECIFICATION

ENGINE—Excelsior Overhead Camshaft Engine of advanced design, built throughout to give highest possible efficiency and maximum power output incorporating many components of the Winner of 1933 Lightweight T.T. at Record Speed.

All internal parts are specially strong and massive; Bore & Stroke, 249 c.c.—67 m/m. x 70.65 m/m; 349 c.c.—75 m/m. x 79 m/m;

Crank shaft mounted on double row Special Hoffman roller bearings on drive side and ball bearings on timing side.

Crank pin of 1.4" diameter has double row caged roller bearings.

Flywheels which are integral with the main shafts of 1 1/8" diameter are made from high tensile steel forging. Conrod is of special alloy of immense strength.

Piston is three-ring slipper type, hollow gudgeon pin 23/32" diameter on 250 c.c. and 3/4" diameter on 350 c.c.

Camshaft drive is arranged with bevels of case hardened steel gears, the hunting tooth principle being incorporated to eliminate excessive wear of gear wheels.

Vertical shaft is 3/4" diameter mounted on four bearings with specially ground Oldham Couplings at top and bottom.

CAMSHAFT runs on THREE BEARINGS, the cams being fitted on a taper and easily removable.

ROCKER SHAFTS are mounted in substantial bronze bushes in camshaft housing.

ROCKER BEARINGS are long bronze bushes and hardened steel cam follower rollers.

Exhaust and inlet VALVE GUIDES are bronze in both cases.

LUBRICATION—Dry sump lubrication carried out by two gear pumps which are kept primed under all conditions. The feed pump forces oil to the big end and cylinder head camshaft assembly. The head is completely drained on stopping the engine and all surplus oil passes down the vertical shaft tunnel to the enlarged double sump in the special alloy crank case.

FRAME—Entirely new type cradle frame constructed of large diameter tubes of exceptional strength ensuring perfect steering and absolute rigidity at high speeds. Sidecar lugs integral with frame.

FORKS—Genuine T.T. type forks with taper tubes and large steering damper and shock absorbers.

GEARBOX—Heavyweight Four-Speed, with enclosed positive change Foot Control and cork clutch running in oil. Foot change lever mounted on splined shaft, adjustable for position.

TANK—Large Welded steel saddle tank, chromium plated, with red side panels (black enamel tank optional). Mounted on rubber with complete insulation from frame. Capacity 3 1/2 gallons. Oil tank mounted on seat down tube. Capacity eight pints. Both tanks fitted with quick action hinged filler caps.

CARBURETTER—Large bore "AMAL," with downswept intake operated by quick action twist grip.

WHEELS and TYRES—Built up with 7" forged steel hubs and high tensile steel axles, with Journal Bearings to rear wheel. DUNLOP CORD Tyres, 27" x 3" ribbed front, and 26" x 3.25" studded rear.

BRAKES—Internal expanding with finger adjustment, 7" diameter front and rear with forged steel drums and 1 1/2" wide special alloy shoes.

TRANSMISSION—Totally enclosed front 1/2" x .305" chain in Cast Aluminium Oilbath case.

Rear chain—1/2" x .305"; on 250 c.c. and 5/8" x 1/2" on 350 c.c., with top half chain cover and positively lubricated.

MUDGUARDS—Strong ribbed section steel guards with hinged rear to facilitate wheel removal.

HANDLEBARS—Adjustable with Forged Steel external levers and separate adjustments.

IGNITION and LIGHTING—Miller 6 Volt Dyno-Mag. (combined dynamo and magnets with detachable dynamo portion) equipped with quickly detachable 8" headlamp and instrument panel in tank.

SILENCER—Downswept pipe with megaphone type silencer, giving adequate silence and having instantly detachable baffles. (Unswep pipe optional).

TOOLBOX and EQUIPMENT—Shaped metal toolbox with separate compartment concealing accumulator. Full set of tools. Electric horn. Licence holder. Prop stand.

WEIGHT—In Touring trim with lighting set: 250 c.c. 325 lbs. 350 c.c. 335 lbs. Approx.

250 c.c.
Model G.11

Code Word:
"MANXAN"

350 c.c.
Model G.12

Code Word:
"MANXOT"

ALL COMPLETE WITH
ELECTRIC LIGHTING
AND READY FOR THE
ROAD.

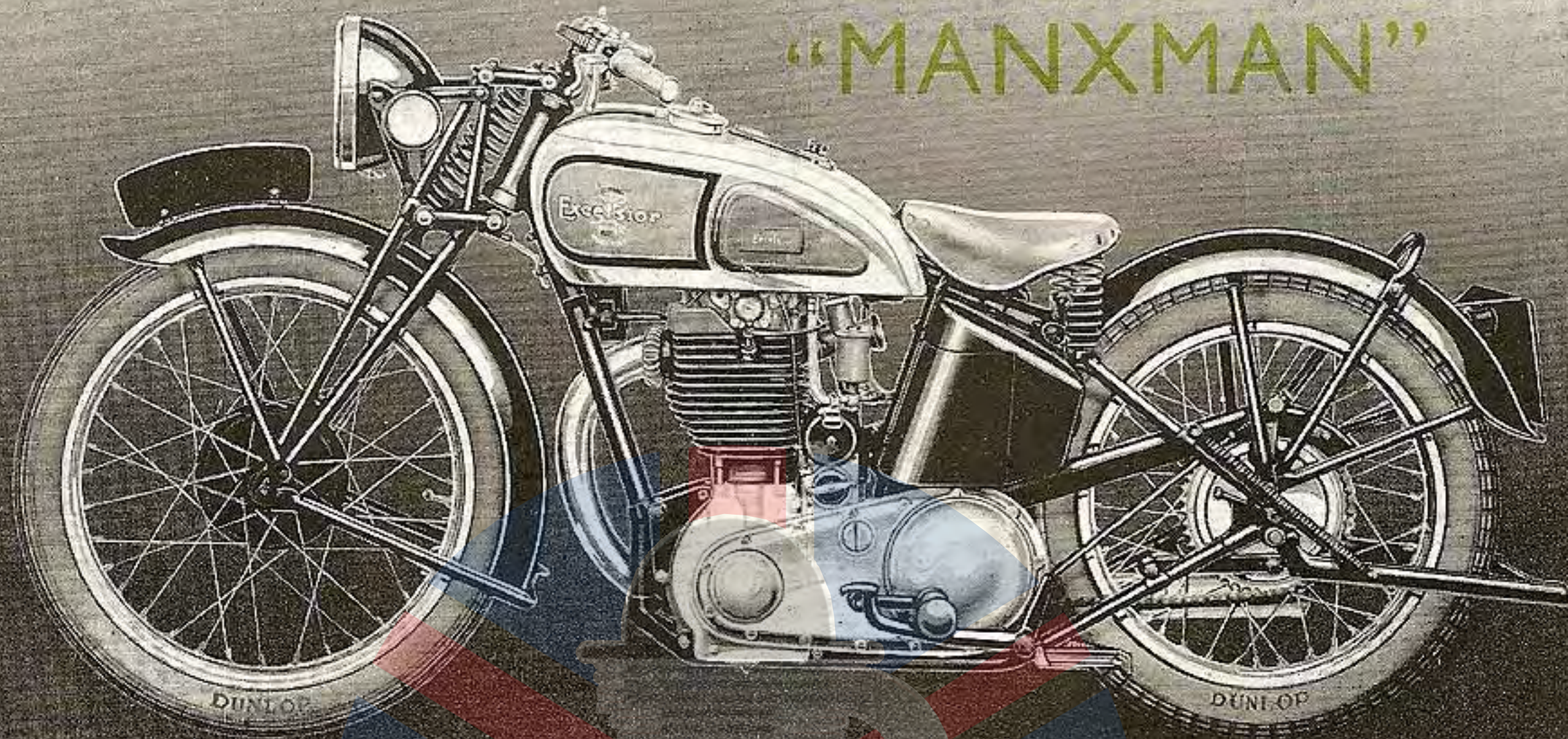


A high efficiency camshaft embodying advanced features in design. Superb performance, with perfect reliability and effortless steering.

500 c.c.

O.H. CAMSHAFT

"MANXMAN"



500 c.c. Model G.14

Code Word :
"MANXED"

SPECIFICATION

ENGINE—Excelsior Overhead Camshaft Engine of advanced design, built throughout to give highest possible efficiency and maximum power output incorporating all the successful features of two seasons racing development.

All internal parts are especially strong and massive ; Bore & Stroke : 498 c.c.—82 m/m. x 94 m/m.

Crank shaft is mounted on Special Hoffman double row roller bearings on drive side and ball bearings on the timing side. Crank pin of 1.4" diameter has double row caged roller bearings.

Flywheels which are integral with the main shafts of 1 1/8" diameter are made from high tensile steel forging. Con-rod is of special alloy of immense strength.

Piston is three-ring slipper type, hollow gudgeon pin is 7/8" diameter.

Camshaft drive is arranged with bevels of case hardened steel gears, the hunting tooth principle being incorporated to eliminate excessive wear of gear wheels.

Vertical shaft is 3/4" diameter mounted on four bearings with specially ground Oldham Couplings at top and bottom.

CAMSHAFT runs on THREE BEARINGS, the cams being fitted on a taper and easily removable.

ROCKER SHAFTS are mounted in substantial bronze bushes in the camshaft housing.

ROCKER BEARINGS are LONG bronze bushes and hardened steel cam follower rollers.

Exhaust and inlet VALVE GUIDES are bronze in both cases.

LUBRICATION—Dry sump lubrication carried out by two gear pumps which are kept primed under all conditions. The feed pump forces oil to the big end and cylinder head camshaft assembly. The head is completely drained on stopping the engine and all surplus oil passes down the vertical shaft tunnel to the enlarged double sump in the special alloy crank case.

FRAME—Entirely new type cradle frame constructed of large diameter tubes of exceptional strength ensuring perfect steering and absolute rigidity at high speeds. Sidecar lugs integral with frame.

FORKS—Genuine T.T. Type forks with taper tubes and large steering damper and shock absorbers.

GEARBOX—Heavyweight Four-Speed, with enclosed positive change Foot Control and cork clutch running in oil. Foot change lever mounted on splined shaft readily adjustable for position.

TANK—Large Welded steel saddle tank, chromium plated, with red side panels (black enamel tank optional). Mounted on rubber with complete insulation from frame. Capacity 3 1/2 gallons. Oil tank mounted on seat down tube. Capacity eight pints. Both tanks fitted with quick action hinged filler caps.

CARBURETTER—Large bore "AMAL" with downswept intake operated by quick action twist grip.

WHEELS and TYRES—Built up with 7" forged steel hubs and high tensile steel axles, with Journal Bearings to rear wheel.

DUNLOP CORD Tyres, 27" x 3" ribbed front, and 26" x 3.50" studded rear.

BRAKES—Internal expanding with finger adjustment. 7" diameter front and rear with forged steel drums and 1 1/2" wide special alloy shoes.

TRANSMISSION—Totally enclosed front 1/2" x .305" chain in Cast Aluminium Oilbath case.

Rear chain—5/8" x 1/4" with top half chain cover and positively lubricated.

MUDGUARDS—Strong ribbed section steel guards with hinged rear to facilitate wheel removal.

HANDLEBARS—Adjustable with Forged Steel external levers and separate adjustments.

IGNITION and LIGHTING—Miller 6 Volt Dyno-Mag. (combined dynamo and magneto with detachable dynamo portion) equipped with quickly detachable 8" headlamp and instrument panel in tank.

SILENCER—Downswept pipe with megaphone type silencer having instantly detachable baffles. (Upswept pipe optional).

TOOLBOX and EQUIPMENT—Shaped metal toolbox with separate compartment concealing accumulator. Full set of tools. Electric Horn, Licence Holder and Prop Stand.

WEIGHT—In Touring trim with lighting set : 350 lbs. Approx.

COMPLETE WITH
ELECTRIC LIGHTING
AND READY FOR THE
ROAD.

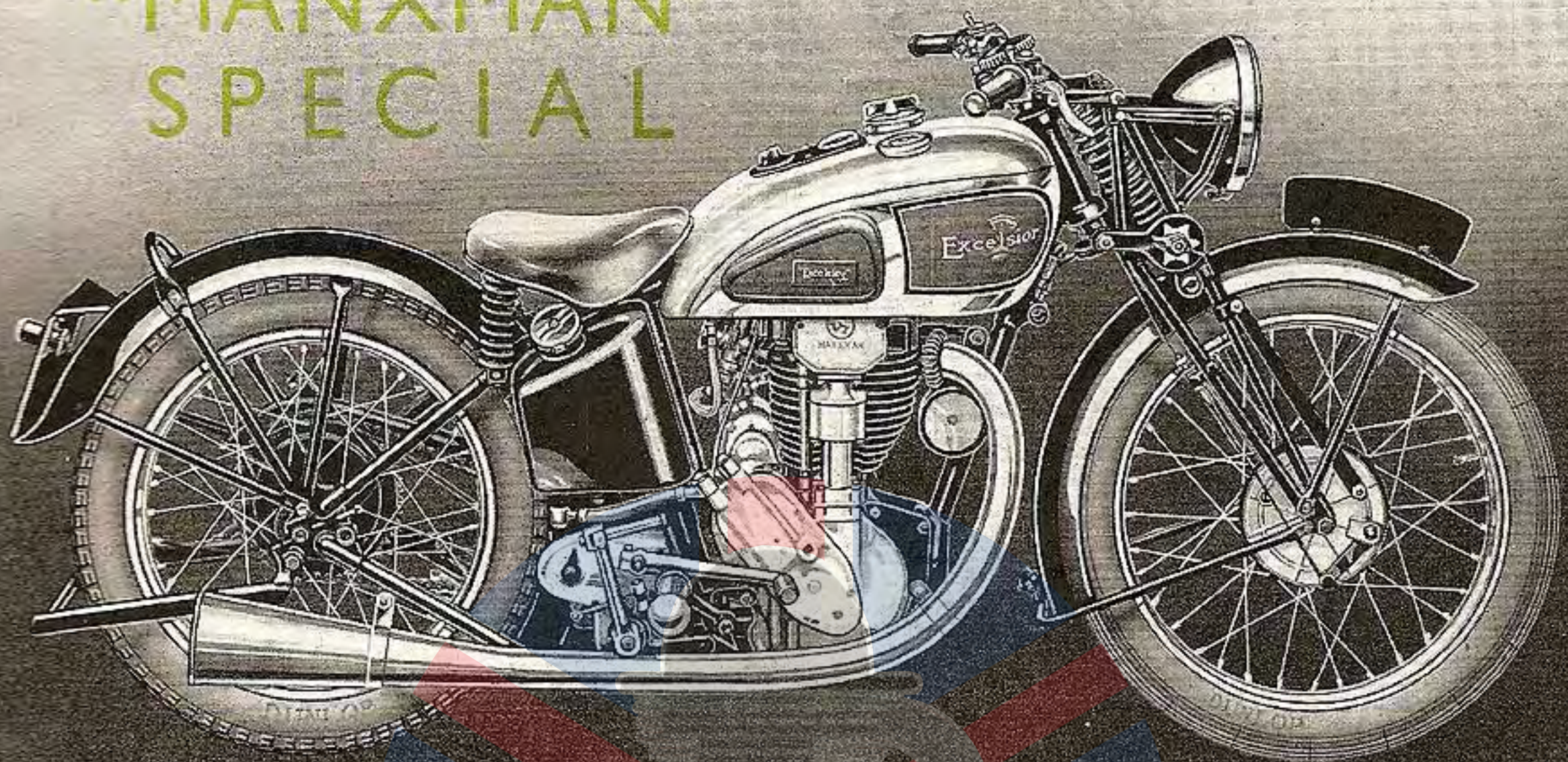


A high efficiency camshaft with advanced features in design and construction. Amazing performance, coupled with perfect reliability.

500 c.c.

O.H. CAMSHAFT

"MANXMAN" SPECIAL



SPECIFICATION

ENGINE—Excelsior Special Overhead Camshaft Engine of advanced design, built throughout to give highest possible efficiency and maximum power output incorporating Special Bronze Head, Special Hardened Iron Alloy Cylinder, Racing Valves and Springs, and many successful features developed during two seasons racing.

All internal parts are especially strong and massive; Bore & Stroke, 498 c.c.—82 m/m. x 94 m/m.

Crank shaft is mounted on Special Hoffman double row roller bearings on drive side and ball bearings on the timing side.

Crank pin of 1.4" diameter has double row caged roller bearings.

Flywheels which are integral with the main shafts of 1 1/2" diameter are made from high tensile steel forging. Con-rod is of special alloy of immense strength.

Piston is three-ring slipper type, hollow gudgeon pin is 7/8" diameter.

Camshaft drive is arranged with bevels of case hardened steel gears, the hunting tooth principle being incorporated to eliminate excessive wear of gear wheels.

Vertical shaft is 3/4" diameter mounted on four bearings with specially ground Oldham Couplings at top and bottom.

CAMSHAFT runs on THREE BEARINGS, the cams being fitted on a taper and easily removable.

ROCKER SHAFTS are mounted in substantial bronze bushes in camshaft housing.

ROCKER BEARINGS are floating bushes and needle rollers on hardened steel shafts.

Exhaust and inlet VALVE GUIDES are bronze in both cases.

LUBRICATION—Dry sump lubrication carried out by two gear pumps which are kept primed under all conditions. The feed pump forces oil to the big end and cylinder head camshaft assembly. The head is completely drained on stopping the engine and all surplus oil passes down the vertical shaft tunnel to the enlarged double sump in the special alloy crank case.

FRAME—Entirely new type cradle frame constructed of large diameter tubes of exceptional strength ensuring perfect steering and absolute rigidity at high speeds. Sidecar lugs incorporated in frame.

FORKS—Genuine T.T. forks with taper tubes and large steering damper and shock absorbers.

GEARBOX—Heavyweight Four-Speed, with enclosed positive change Foot Control and cork clutch running in oil. Foot change lever mounted on splined shaft readily adjustable for position.

TANK—Large Welded steel saddle tank, chromium plated, with red side panels (black enamel tank optional). Capacity 3 1/2 gallons. Oil tank mounted on seat down tube. Capacity eight pints. Both tanks fitted with quick action hinged filler caps.

CARBURETTOR—Large bore T.T. 35 "AMAL," with downswept intake operated by quick action twist grip.

WHEELS and TYRES—Built up with 7" forged steel hubs and high tensile steel axles, with Journal Bearings to both wheels.

DUNLOP CORD Tyres, 27" x 3" ribbed front, and 26" x 3.50" studded rear.

BRAKES—Internal expanding with finger adjustment, 7" diameter front and rear with forged steel drums and 1 1/4" wide Special Alloy, Genuine T.T. Brake shoes.

TRANSMISSION—Totally enclosed front 1/2" x .305" chain in Cast Aluminium Oilbath case.

Rear chain—5/8" x 1/4" with top half chain cover and positively lubricated.

MUDGUARDS—Strong ribbed section steel guards with hinged rear to facilitate wheel removal.

HANDLEBARS—Adjustable with Forged Steel external levers and separate adjustments.

IGNITION and LIGHTING—Miller 6 Volt Dyno-Mag. (combined dynamo and magneto with detachable dynamo portion) equipped with quickly detachable 8" headlamp and instrument panel in tank.

SILENCER—Downswept pipe with megaphone type silencer having instantly detachable baffles. (Upswept pipe optional).

TOOLBOX and EQUIPMENT—Shaped metal toolbox with separate compartment concealing accumulator. Full set of tools. Electric Horn, Licence Holder, Prop Stand and Mud-guard Pad.

WEIGHT—In Touring trim with lighting set: 350 lbs. Approx.

500 c.c.

Model G.15

Code Word :
"MANXIL"

COMPLETE WITH
ELECTRIC LIGHTING
AND READY FOR THE
ROAD.

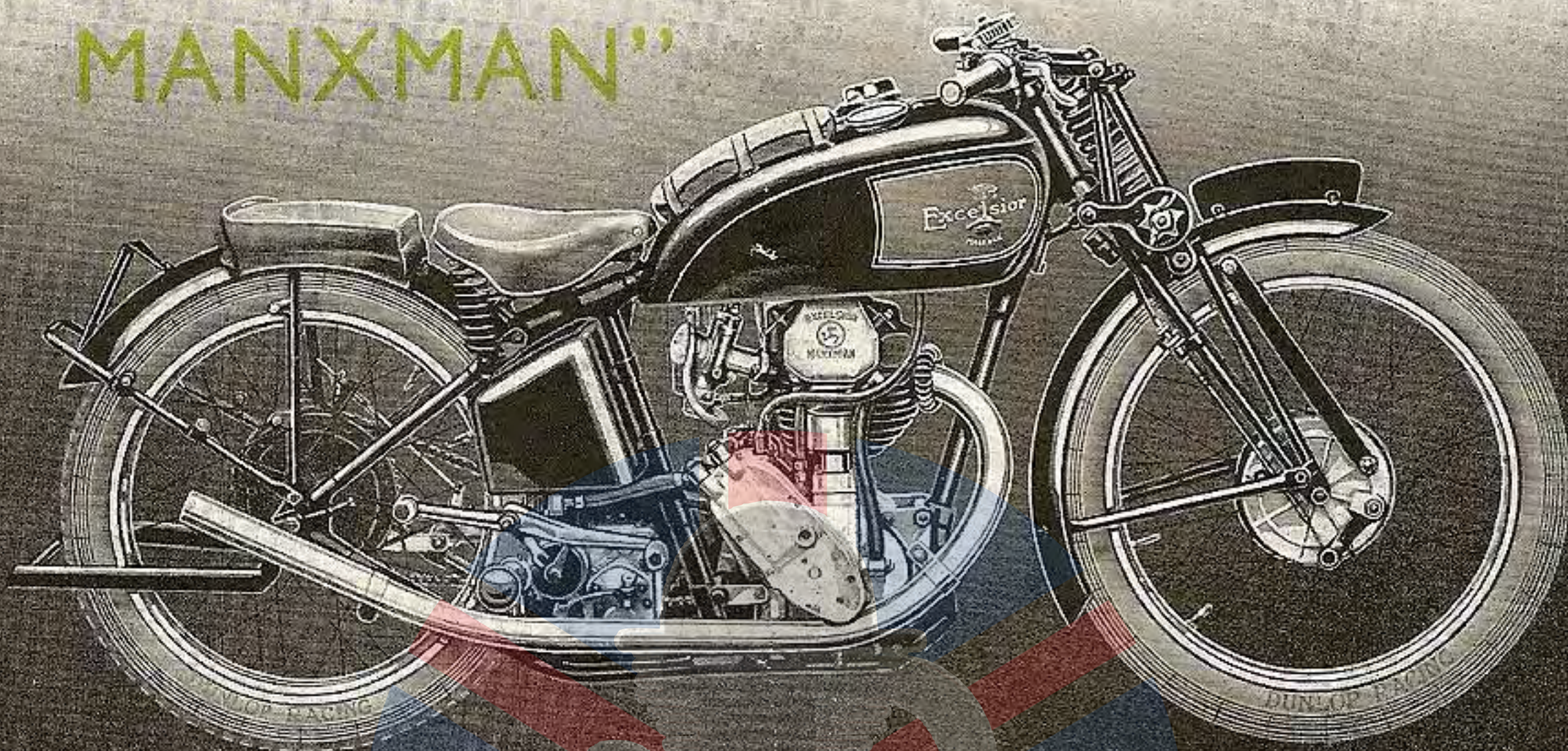


A "Special" in every sense of the word.

A "Super" high efficiency camshaft giving astounding performance and reliability.

250 c.c. & 350 c.c.

"RACING MANXMAN"



ROAD RACING MODELS—GENUINE RACING MACHINES—NOT REPLICAS.

SPECIFICATION

250 c.c. Model G.R.11

Code Word :
"RACER"

350 c.c. Model G.R.12

Code Word :
"RACER"

ENGINE—Excelsior Special Racing. Model G.R.11, Bore 67 m/m, Stroke 70.65 m/m=248.6 c.c. Model G.R.12, Bore 75 m/m, Stroke 79 m/m=349 c.c. Overhead Camshaft. Vertical Shaft Bevel Gear driven. Entire mechanism totally enclosed. Alloy Bronze Cylinder Head. Down-draught Inlet. Large diameter Valves—special material. Valve Springs—Triple (Terry "AERO" quality). Camshaft on two Roller and one Ball Journal. Cams on Taper and detachable. Rockers in K.E. steel on hardened Spindles and Needle Rollers. Vertical Shaft on self-aligning Ball Journals. Hardened Iron Cylinder Barrel, ground and lapped bore. R/R alloy heat-treated Con-rod. Big End Sleeve shrunk in and ground in position. R/R alloy heat-treated Slipper Piston. Hollow 23/32" diameter Gudgeon pin, 250 c.c., 3/8" diameter on 350 c.c., fully floating in Piston. High tensile Flywheels forged with integral large diameter Mainshafts. Whole assembly machined, ground and balanced dynamically and statically. Drive Side Main Bearing—Hoffman Special Double Row Roller. Dural Cage. Timing Side Main Bearing—Double Ball Journal. Gear Drive to Oil Pump and Magneto, incorporating built-in and positively lubricated Revolution Counter Gear Box.

EXHAUST SYSTEM—Open pipe of correct length and bore to give maximum efficiency. Chrome-plated. No silencer.

LUBRICATION—High level double gear Oil Pump. Large diameter flexible feed and filter to Pump. 3/8" diameter Flexible Pipe carries surplus oil externally direct to the Timing Case and Sump where, with surplus oil from Big End, Cylinder and Piston it collects in Sump at a level below Flywheels (preventing oil drag). Suction Pump picks up oil and returns it to tank at a point visible at Filler Cap.

OIL CIRCULATION—17 gallons per hour at 7,000 r.p.m.

CRADLE FRAME—"A" quality steel tubes throughout. Single top tube 1 1/2" diameter. Large webbed Steering Head. 1 1/8" diameter Front Tube.

GEAR BOX—"Excelsior" Albion 4-speed T.T. Ball Bearing Gear Box, pivot mounted. K.E. Gears and Shafts. "Excelsior" exclusive positive operation, short travel Foot Change by Heel and Toe pedal. No Kick-start.

FORKS—Genuine T.T. Forks. Central compression spring rubber mounted. Single sided, adjustable, Shock absorber. Built-in Steering Damper.

REVOLUTION COUNTER—Fitted as standard to all Racing "MANXMAN" Models. Constructed with built-in gear drive to engine, positively lubricated, and graduated to 8,000 r.p.m.

IGNITION—Lucas laboratory tested Racing Magneto.

CARBURETTER—T.T. "AMAL" Needle Type. Large single float chamber independently mounted. Feed by twin armoured flexible pipes.

TRANSMISSION—Primary Chain: 3/8" x .305". Steel chrome-plated Chain-guard. Positive adjustable Oil Feed. Rear Chain: 250 c.c., 3/8" x .305". 350 c.c., 7/8" x 1/2".

WHEELS and BRAKES—7" diameter x 1 1/4" Brakes. Light alloy die-cast Shoes mounted on alloy anchor and side plate, with over-hung Cam Bearing. Light Steel Rims. Double butted Spokes. Front tyre: 250 c.c., 27" x 2.75", Ribbed Road Racing; 350 c.c., 27" x 3.00", Ribbed Road Racing. Rear Tyre: 250 c.c., 26" x 3.00" Studded Road Racing; 350 c.c., 26" x 3.25", Studded Road Racing. All Racing "MANXMAN" Tyres are fitted by the Dunlop Racing Tyre Fitters.

FUEL TANK—3 1/2 gallon steel-welded and rivetted construction throughout. Completely insulated from vibration on Rubber Mountings. Large quick-action T.T. Filler Cap. Revolution Counter, well built in and Sponge Rubber Pad fitted. Finish: Black Enamel with Red side panels. (No Knee Grips).

OIL TANK—8 pints. Quick action Filler Cap on near side. Detachable Oil Filter. Pressure Release Pipe leading to Chains.

SADDLE—DUNLOP RACING SADDLE.

MUDGUARDS—In accordance with F.I.C.M. regulations, with built-in racing number plate mounting. Fitted with T.T. Mudguard Pad.

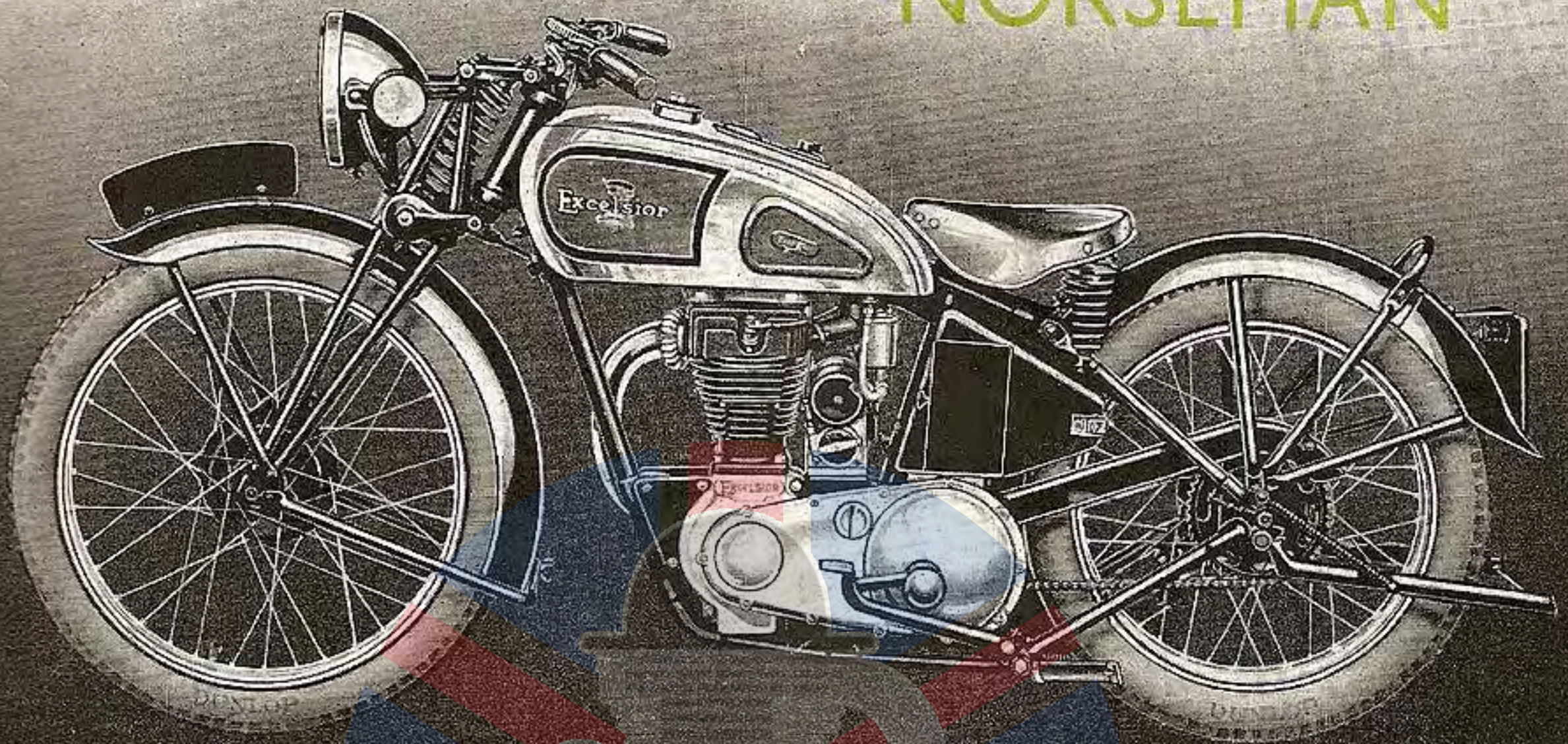
ADJUSTABLE RACING FOOTRESTS. INDEPENDENT BRAKE PEDAL STOP. Tools and Pump included, also Spare Jets, Racing 14 m/m Plug Spanner and Racing Plug.

Special 250 c.c. Engine. Bi-Metal Cylinder Head and Cylinder, giving additional cooling, high compression, greater power and speed, at the same time reducing weight. extra. Brooklands Silencer extra. Special 350 c.c. Engine with Bi-Metal Cylinder Head only giving above advantages extra.



250 c.c. O.H.V.

"NORSEMAN"



SPECIFICATION

ENGINE—EXCELSIOR High Efficiency 249 c.c. O.H.V. SPORTS, Single port, 63 mm. bore x 79 mm. stroke. Spherical head, inclined valves with duplex springs. Totally enclosed push rods in cylinder casting. Overhead rocker gear with instantly adjustable tappets and valves totally enclosed. Down-draught induction system. Dry sump lubrication, with fully submerged rotary pump and removable filters. Massive crankshaft running on Hoffman roller and deep groove ball bearings with double roller big end bearing. Aluminium alloy dome top piston. Easily detachable cylinder head. Automatic lubrication to inlet valve. Downswept exhaust pipe, with efficient silencer, chromium plated. (Upswept exhaust pipe optional to order).

FRAME—New Type. Constructed with large gauge tubes of exceptional strength, giving great stability and low riding position. Embodies special features in design giving great rigidity with independently mounted engine.

FORKS—Tubular steel girder model T.T. type incorporating link action and central compression spring. Steering damper and single sided adjustable shock absorbers.

GEAR—FOUR-speed with positive change Foot Control and kickstarter.

TANK—Welded steel saddle tank, chromium plated with flush fitting Instrument Panel incorporating Ammeter and Switches, and fitted with knee-grips. Capacity 3 gallons. Separate Oil Tank capacity 4 pints. Armoured flexible Petrol and Oil pipes.

CARBURETTER—A.M.A.L. with downswept intake. Operated by twist grip and extra air lever on handlebar.

WHEELS AND TYRES—Steel hubs and chromium plated spokes and rims, fitted with 27" x 3" Front and 26" x 3.25" Rear W.O. DUNLOP Studded Cord Tyres.

SADDLE—Large Dunlop supple top. (Lycett or Terry optional).

BRAKES—Wide 6" internal expanding front and rear, with finger adjustments.

TRANSMISSION—Front and Rear $\frac{1}{2}$ " x .305" chains. Front chain totally enclosed in CAST ALUMINIUM OILBATH Case.

HUBS—All steel hubs fitted with 60 ton tensile steel spindles, large nickel steel chrome cones, and 5/16" balls.

MUDGUARDS—Strong ribbed sections steel guards. Hinged rear portion.

HANDLEBARS—Clean type, adjustable for both angle and reach. Twist grip control with external solid forged steel levers.

FINISH—Tark chromium plated, relieved with red panels. Exhaust pipe, silencer and all usual bright parts chromium plated.

EQUIPMENT—Full kit of tools, Tecalemit grease gun and grease. Electric Horn, Licence Holder and Prop Stand.

IGNITION and LIGHTING EQUIPMENT—Miller 6 Volt Dyno-Mag. (combined dynamo and magneto) Ignition and Lighting with fully enclosed drive and automatic chain tensioner. Variable Ignition control on handlebar. 7" diameter Head lamp instantly dimmed by thumb switch on handlebar. Separate parking light.

WEIGHT—Approx. 285 lbs.

250 c.c.
Model G.8

Code Word :
"NORSE"

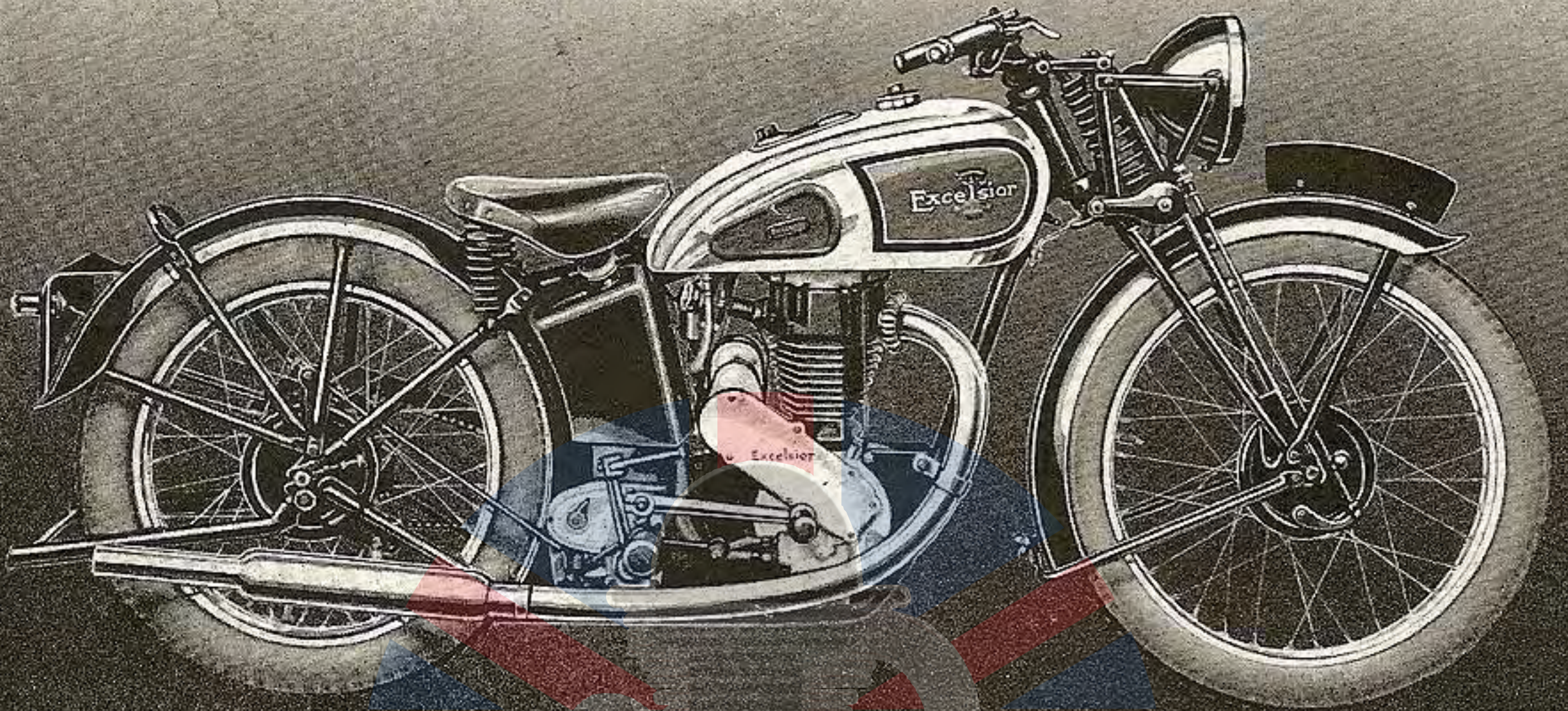
Complete



A real Sports model with a remarkable performance and excellent equipment.

350 c.c. O.H.V.

"WARRIOR"



350 c.c. Model G.9.

Code Word :
"WAROR"

Complete

SPECIFICATION

ENGINE—EXCELSIOR High Efficiency 348 c.c. O.H.V. SPORTS. Single port 69 mm. bore x 92 mm. stroke. Spherical head, inclined valves with duplex springs. Totally enclosed push rods in cylinder casting. Overhead rocker gear with instantly adjustable tappets and valves totally enclosed. Down-draught induction system. **Dry Sump Lubrication**, with fully submerged rotary pump and removable filters. Massive crankshaft running on **Hoffman roller** and drop groove ball bearings with **double roller** big end bearing. Aluminium alloy dome top piston. Easily detachable cylinder head. Automatic lubrication to inlet valve. Downswept exhaust pipe, with efficient silencer, chromium plated, (Upswept exhaust pipe optional to order).

FRAME—New type. Constructed with large taper gauge tubes of exceptional strength, giving great stability and low riding position. Embodies special features in design giving great rigidity with independently mounted engine.

FORKS—Tubular steel girder model, T.T. type, incorporating link action and central compression spring. **Steering damper** and **single sided adjustable shock absorbers**.

GEAR—Four-speed with positive change Foot control and kickstarter.

TANK—Welded steel saddle tank, chromium plated with flush fitting **Instrument Panel** incorporating Ammeter and Switches, and fitted with **knee-grip**. Capacity 3 gallons. Separate Oil Tank, capacity 4 pints. Armoured flexible Petrol and Oil pipes.

CARBURETTER—A.M.A.L. with downswept intake. Operated by twist grip and extra air lever on handlebar

WHEELS and TYRES—Steel hubs and chromium plated spokes and rims, fitted with 27" x 3" Front and 26" x 3.25" Rear **W.O. DUNLOP** Studded Cord Tyres.

SADDLE—Large Dunlop supple top, (Lycett or Terry optional).

BRAKES—Wide 6" internal expanding front and rear, with finger adjustments.

TRANSMISSION—Front and Rear $\frac{1}{2}$ " x .305" chains. Front Chain **totally enclosed** in **CAST ALUMINIUM OILBATH Case**.

HUBS—all steel hubs with 60 ton tensile steel spindles, large nickel steel chrome cones, and 5/16" balls.

MUDGUARDS—Strong ribbed section steel guards. Hinged rear portion.

HANDLEBARS—Clean type, adjustable for both angle and reach. Twist Grip control with forged steel external levers.

FINISH—Tank chromium plated, relieved with red panels. Exhaust pipe, silencer and all usual bright parts chromium plated.

EQUIPMENT—Full kit of tools, Tecalemit grease gun and grease. Electric Horn, Licence Holder and Prop Stand.

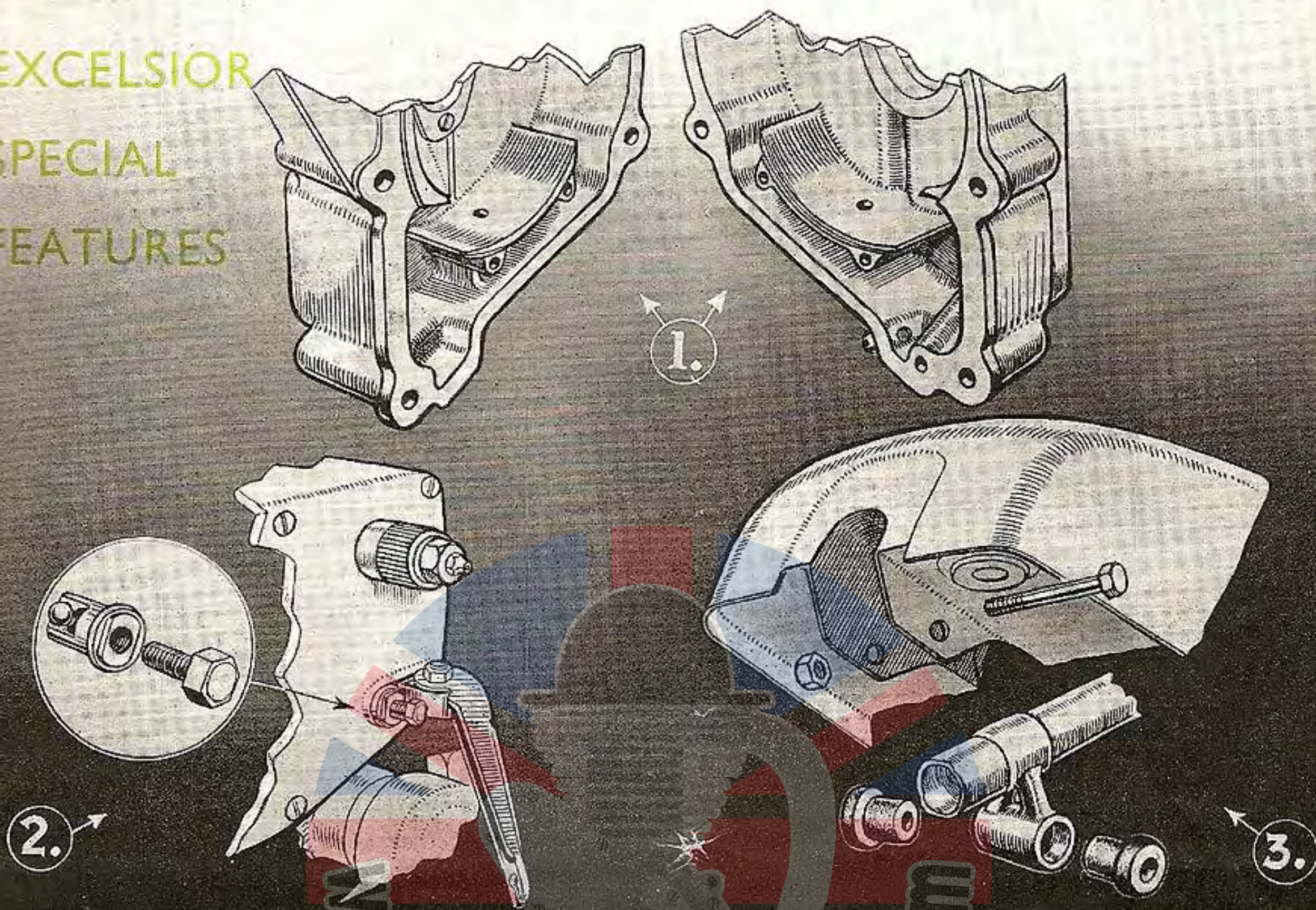
IGNITION and LIGHTING EQUIPMENT—Miller 6 Volt Dyno-Mag. (combined dynamo and magneto) Ignition and Lighting, with **fully enclosed drive**, and **automatic chain tensioner**. Variable ignition control on handlebar. 7" diameter Head Lamp instantly dimmed by a thumb switch on handlebar. Separate Parking light.

WEIGHT—Approx. 296 lbs.



A "super" model embodying advanced design and modern refinements. Powerful and speedy.

EXCELSIOR
SPECIAL
FEATURES



Sketch by courtesy of "The Motor Cycle"

1

How the double sump is formed in the "Manxman" crank cases. The small hole in each upper curved tray is to allow surplus oil to drain into the lower part of the sump, which is scavenged by the pump.

2

Clutch adjustment—a finger operation only—no tools needed. A fine adjustment of the Manxman clutch can be effected with the new adjuster. The drawing shows the clutch arm swung outwards to expose the hexagon headed adjusting pin which fits into the arm and automatically locks the adjustment.

3

For the new Manxman tank fixing, rubber inserts are placed in the frame lug, and the securing bolt passes through these and through eyes on the tank lug. Thus the tank and the bolt are insulated. This method is employed at front and rear.



EXCELSIOR TWO-STROKE MODELS

EXCELSIOR history, which dates back to 1874, is marked by one continuous record of progress, and ever since the very early days of motorcycling "Excelsior" and "Two-Stroke" have been synonymous. The name has always been associated with high class productions, enjoying a world wide reputation. Every Excelsior, whether Two-Stroke or Four-Stroke, is backed by over 60 years' continuous engineering practice, and by more than a quarter of a century's practical experience in the motor industry. In placing these facts before you, we would emphasize that in the year 1898 we were pioneering the Motor Cycle through the trials and vicissitudes usually encountered at the birth of all great movements, and successfully emerged from that trying period with a greatly enhanced reputation.

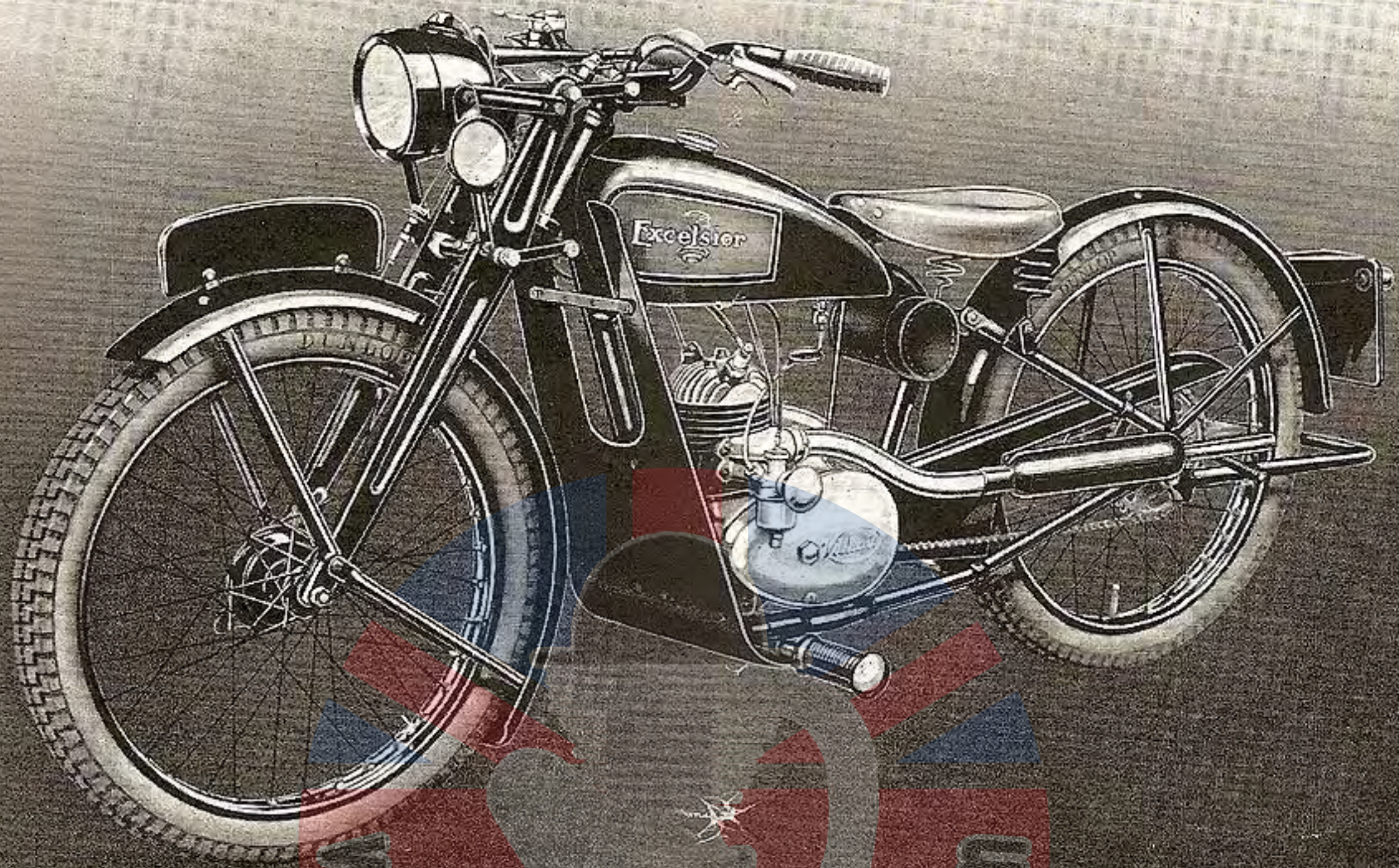
To-day Excelsior maintains that proud reputation because we have profited by the wealth of experience gained through all these years—and by constant research.

Your purchase of a 1937 Excelsior can consequently be made with the fullest confidence, and in the knowledge that every Excelsior is a soundly constructed machine, individually built, by Specialists, with the highest quality materials throughout. This rigidly maintained standard of quality, always characteristic of Excelsior Machines, ensures for you as a rider the provision of maximum performance with perfect reliability in service.

If you require a Two-Stroke for Utility or Pleasure, a machine Economical in outlay and upkeep, comfortable to ride and satisfactory in continuous service, invest in an EXCELSIOR—the Hall Mark of perfection in a Two-Stroke.

EXCELSIOR The PIONEER and LEADER
in TWO-STROKES :: ::

125 c.c. Two Stroke
"UNIVERSAL"



SPECIFICATION

ENGINE—Villiers 125 c.c. Two-stroke Two-port Engine—3-Speed Gear Unit. 50 m/m bore x 62 m/m stroke. Flat top piston. Petroil lubrication.

GEAR—3-Speed integral unit, driven by chain in cast aluminium oil-bath case. Easy hand gear-change control with clutch and folding type kick starter.

FRAME—Extra strong weldless steel tubing. Engine and Gear Box mounting at three points, giving exceptional strength and security. Low riding position with perfect steering control.

FRONT FORKS—Pressed steel with link action and central compression spring. Substantial bearing surfaces and high tensile steel spindles.

TANK—All steel welded saddle tank arranged for petrol mixture. Capacity $1\frac{1}{2}$ gallons.

CARBURETTER—Villiers Automatic with single lever control and device for easy starting.

WHEELS and TYRES—Wheels built with steel hubs and rims, fitted with Dunlop Tyres, 24" x 2.50".

SADDLE—Dunlop "Drilastic" supple top.

BRAKES—4" Internal Expanding front and rear, with finger adjustment.

HANDLEBARS—"Clean" type, adjustable for both angle and reach—fitted with rubber grips and welded on levers.

TRANSMISSION—Heavy $\frac{1}{2}$ " x $\frac{3}{16}$ " rear chain drive. (Primary chain enclosed in cast aluminium oilbath case).

MUDGUARDS—Wide dome section steel guards with rigid stays.

CARRIER—Strong steel carrier, rigidly affixed to rear mud-guard. Can be supplied at extra if required.

STAND—Extra strong spring-up rear stand.

TOOLBOX—Tubular steel Circular Toolbox mounted in accessible position.

IGNITION and LIGHTING EQUIPMENT—Villiers high tension magneto ignition. Villiers direct Electric Lighting from flywheel dynamo and cobalt steel magneto giving large output. $5\frac{1}{2}$ " head-lamp with independent parking lights operated by instantly replaceable dry battery in head-lamp.

EQUIPMENT—Full Set of Tools. Bulb Horn. Licence Holder, Leg-guards.

WEIGHT—129 lbs. approximately.

N.B.—This machine has been designed for Solo use only. If used for pillion-riding it invalidates the guarantee.

125 c.c.
'UNIVERSAL'
Model G.O.

Code Word :
"UNIVE"

Complete



The Motor Cycle for the Million. The "King" of Ultra Lightweights. Speedy, Reliable and Economical.

150 c.c. Two Stroke
"PIONEER"



MODEL G.D.I. ILLUSTRATED

SPECIFICATION

ENGINE—Villiers 148 c.c. Single Port, Long Stroke, 53 mm. bore x 67 mm. stroke. Exceptional power output. Fitted with full roller bearing big end, phosphor bronze main bearings and fully floating gudgeon pin. Large exhaust pipe, chromium plated, with efficient expansion chamber.

FRAME—High quality weldless steel, specially strengthened at all vital points. Low riding position with perfect steering.

GEARBOX—3-speed, with hand control and clutch and kick starter.

FRONT FORKS—Pressed steel with link action, and central compression spring. Substantial bearing surfaces and high tensile steel spindles.

TANK—All steel welded saddle tank arranged for petrol mixture, capacity 2 gallons.

CARBURETTER—Villiers Automatic with Twist Grip control and fitted with Air Cleaner.

WHEELS and TYRES—Steel hubs and rims fitted with Dunlop Cord Tyres 25" x 3".

SADDLE—Dunlop "Drilastic" supple seat.

BRAKES—Internal expanding front and rear, with finger self-locking adjustment.

HANDLEBARS—"Clean" type, adjustable for both angle and reach—with Twist Grip control and solid forged steel external levers.

TRANSMISSION— $\frac{1}{2}$ " x $\frac{3}{16}$ " roller chains to front and rear. Primary chain enclosed in metal cover with Oilbath. Rear protected by metal guard.

HUBS—All steel, with nickel-chrome cones and large bearings.

MUDGUARDS—Wide dome section, rigidly supported to prevent vibration.

CARRIER—Strong steel carrier, affixed rigidly to rear mudguard.

IGNITION and LIGHTING EQUIPMENT—High Tension Magneto Ignition. Villiers Direct Electric Lighting, from fly-wheel dynamo and 4 pole cobalt steel magneto, giving large output.

Independent lights for parking operated by instantly replaceable dry battery.

EQUIPMENT—Full kit of tools, Tecalemit grease gun and grease. Bulb Horn, Leg-guards, Licence Holder.

WEIGHT—175 lbs. approximately.

**150 c.c.
 Model G.I.**

Code Word :
 "PINER"

**150 c.c.
 Model G.D.I.**

With Specification as Model G.I., but having Separate 6 volt Dynamo Lighting Set with 7" Headlamp and Diplight.

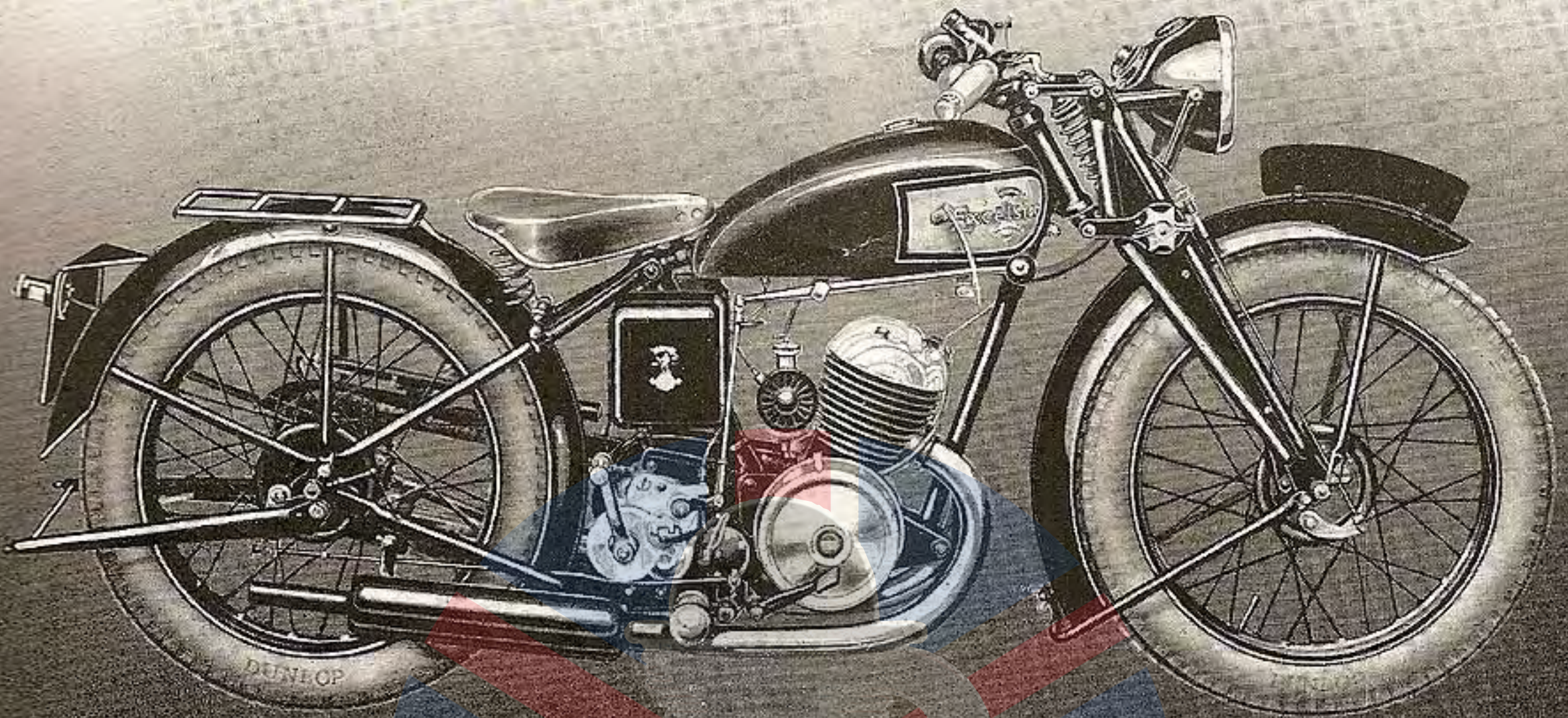
Code Word :
 "PINED"



A soundly built model. The ideal Utility Machine, combining performance and trouble free service at negligible cost of upkeep.

250 c.c. Two Stroke

"MERITOR"



SPECIFICATION

ENGINE—Villiers standard two-stroke, two port, 67 mm. bore x 70 mm. stroke, 247 c.c. Detachable aluminium alloy cylinder head. Aluminium alloy piston with inertia rings. Petroil lubrication. Full roller big end bearing. Extra long bronze gas-tight main bearings. Twin exhaust pipes and two expansion chambers.

FRAME—Constructed with large weldless steel tubes of exceptional strength, giving great stability and low riding position.

FORKS—Webb pressed steel girder type with link action and central Compression Spring. Instantly adjustable Shock Absorbers.

GEAR—3-speed with hand control and clutch and kick-starter.

TANK—All steel welded saddle tank. Arranged for Petroil mixture. Capacity 2 $\frac{3}{4}$ gallons.

CARBURETTER—Villiers Automatic with Twist Grip control.

CARRIER—Strong steel carrier rigidly affixed to rear mudguard.

WHEELS and TYRES—Steel hubs and rims fitted with 25" x 3.25" W.O. DUNLOP cord tyres.

MODEL G.D.4. ILLUSTRATED

SADDLE—Dunlop "Drilastic" supple top.

BRAKES—Wide 5" internal expanding front and rear.

TRANSMISSION—Front and rear, $\frac{1}{2}$ " x $\frac{3}{16}$ " protected by metal chainguards.

HUBS—All steel hubs with nickel chrome cones and $\frac{5}{16}$ " balls

MUDGUARDS—Wide steel guards "D" section, with rigid stays preventing mudguard vibration.

HANDLEBARS—Neat "clean" type, adjustable, with twist grip control and forged steel external levers.

FINISH—Tank black enamelled relieved with red panels. Exhaust pipes and all usual bright parts chromium plated.

EQUIPMENT—Complete kit of tools. Tecaletit grease gun and grease. Bulb Horn. Licence Holder.

IGNITION and LIGHTING EQUIPMENT—H.T. MAGNETO IGNITION. Villiers direct Electric Lighting from flywheel dynamo and 4-pole cobalt steel magnets giving large output. 7" Head Lamp and Parking Lights operated by independent dry battery. Dimmer switch and dip light operated from handlebar.

WEIGHT—Equipped, 200 lbs. (approx.)

**250 c.c.
Model G.4**

Code Word :
"MERIT"

**250 c.c.
Model G.D.4**

With Specification as Model G.4, but having Separate 6 volt Dynamo Lighting Set with 7" Headlamp and Dilight.

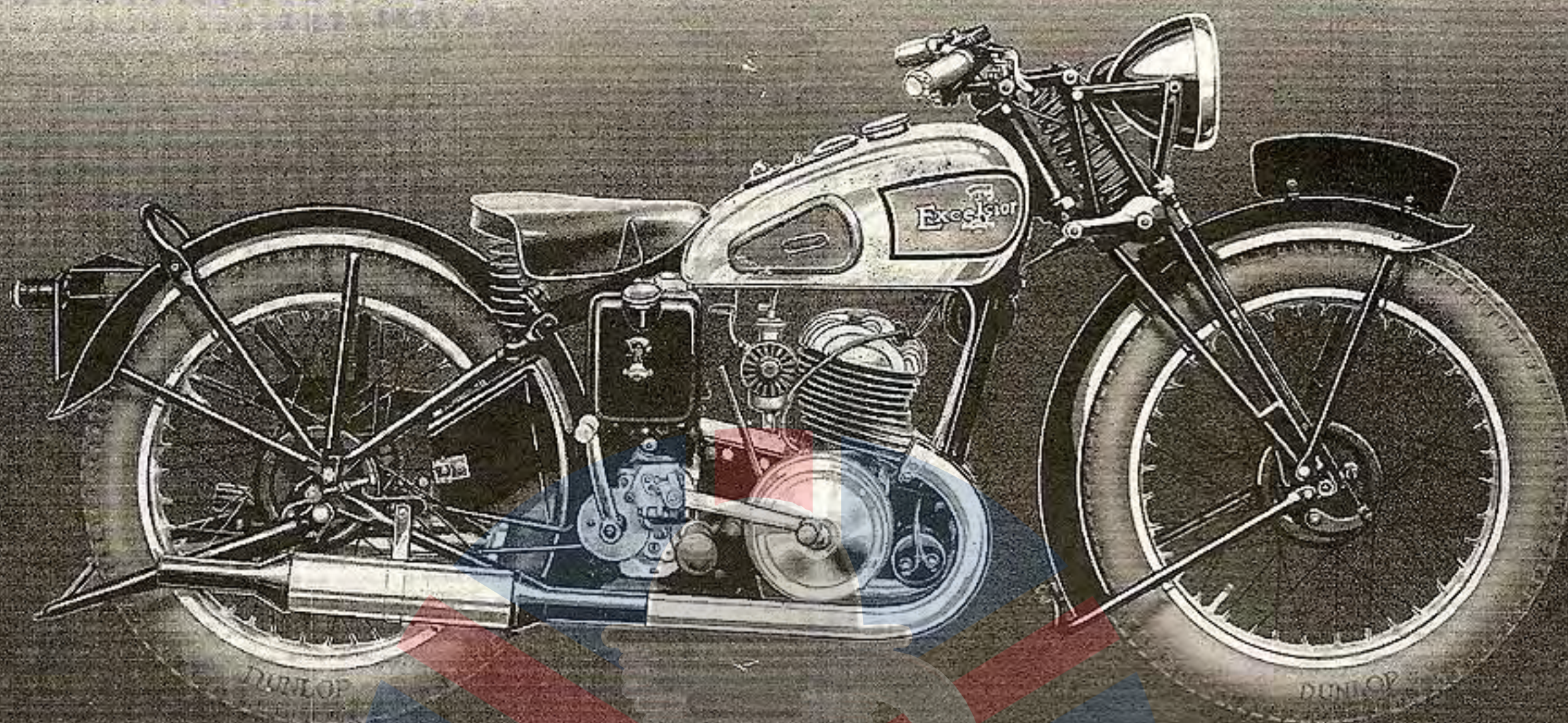
Code Word :
"MERMO"



A powerful Utility machine. Low in initial cost and upkeep. Reliable and efficient.

250 c.c. Two Stroke

"SCOUT"



250 c.c. Model G.5

Code Word :
"SCOUT"

Complete

SPECIFICATION

ENGINE—Villiers two-stroke, two-port, 63 mm. bore x 80 mm. stroke, 249 c.c. Long stroke, developing 10 b.h.p. Detachable aluminium alloy cylinder head. Aluminium alloy piston with inertia rings. Automatic system of lubrication with sight feed regulator. Full roller big end bearing. Extra long bronze gas-tight main bearing. Twin exhaust pipes and two large expansion chambers, chromium plated.

FRAME—Constructed with large taper gauge tubes of exceptional strength, giving great stability and low riding position. Embodies the essential features of our well-known T.T. frame.

FORKS—Tubular steel. Girder model, incorporating link action and central compression spring, with adjustable shock absorbers and steering damper.

GEAR—3-speed with positive change foot control and clutch and kick-starter. If fitted with 4-speed positive foot change gear, 25/- extra.

TANK—All steel welded saddle tank with flush fitting Instrument Panel incorporating Ammeter and Switches and fitted with Knee Grips. Chromium plated. Petrol capacity 2½ gallons. Separate oil Tank. Capacity 1 quart.

CARBURETTER—Villiers with twist grip control and air cleaner.

WHEELS and TYRES—Steel hubs and chromium plated rims fitted with 26" x 3.25" W.O. DUNLOP CORD Tyres.

SADDLE—Lycett "Aero" supple top.

BRAKES—Wide 5" internal expanding hub brakes front and rear, with finger adjustments.

TRANSMISSION—Front and rear, ½" x .305", protected by metal chainguards.

HUBS—All steel hubs with nickel chrome cones and 5/16" balls.

MUDGUARDS—Wide and deep steel guards, ribbed section, with rigid stays preventing mudguard vibration.

HANDLEBARS—Neat "clean" type, adjustable, with twist grip control and solid forged steel external levers.

FINISH—Tank chromium plated, relieved with red panels. Exhaust pipes, silencers and all usual bright parts chromium plated.

EQUIPMENT—Complete kit of tools. Tecalet grease gun and grease. Electric Horn. Licence Holder.

IGNITION and LIGHTING EQUIPMENT—High Tension Magneto Ignition with Lucas 6 volt separate Dynamo Electric Lighting. 7" Head Lamp with parking lights. Dimmer switch and dip light operated from handlebar.

WEIGHT—Equipped 240 lbs. (approx.)



Every inch a "thoroughbred" A modern De-Luxe machine, built for the connoisseur.

TECHNICAL DATA

for

ALL MODELS

Model	Wheel-base	Overall length	Saddle height	Ground clearance	Petrol consumption	Oil consumption	Compression ratio	Gear Ratios				Net Weight
								top	third	second	bottom	
	ins.	ins.	ins.	ins.	M.P.G.	M.P.G.						
GO	48½	75½	25½	6	140	—	—	7.83	—	12.7	22.8	128
G.1.	50	77	27	5	120	—	—	7.07	—	11.8	19.68	175
G.4.	51	78	26½	6	105	—	—	5.03	—	8.42	14.05	200
G.5.	55	80	26½	6½	95	2000	—	5.03	—	8.35	13.3	240
G.8.	53	82	28	4½	90	2000	6.5	6.38	8.61	11.48	18.7	285
G.9.	53	82	28	4½	85	2000	6.25	5.65	7.36	10.19	15.75	296
G.11.	55	84	27½	4½	85	2000	7.5	6.22	8.08	11.2	17.35	325
G.R.11	54½	83½	28	4	45	750	9.25	6.22	6.78	8.72	12.12	298
G.12.	55	84	27½	4½	80	2000	7	5.38	6.99	9.68	15	335
G.R.12	54½	83½	28	4	40	750	8.5	5.38	5.87	7.52	10.5	310
G.14.	54½	84	28	4½	75	1750	7	4.5	5.85	8.1	12.53	350
G.15.	54½	84	28	4½	70	1750	7.25	4.5	5.7	7.5	9.6	350

AT RANDOM

A few of the many unsolicited testimonials to the excellence of Excelsior, originals of which may be seen at our offices—taken at random from our files.

California, U.S.A.,
Sept. 8, 1936.

I have recently purchased a 148 c.c. EXCELSIOR. The workmanship and performance of this little machine was both a surprise and pleasure. It creates considerable interest whenever it is parked or ridden and many are the favourable comments which it evokes. I am more than pleased with it and use it daily to ride to and from work.

G. M. G.

Queensland, Australia,
August 4, 1936.

I have just done 3,500 miles on my EXCELSIOR Manxman 350 c.c. and I find it very satisfactory for speed, touring and travelling. I myself use it for going to work and club events of a week-end.

The packing of your machine is a credit to you as I received my bike without a scratch.

At a recent beach meeting I clocked 80 m.p.h. over a $\frac{1}{4}$ -mile stretch with electrical timing and I was using plain petrol. I won the first heat of the 3-mile handicap. I came second in the 5-mile Handicap, beaten by two seconds.

J. F.

Ratlam, Central India,
Feb. 10, 1936.

In October, 1935, I purchased from your agent an EXCELSIOR Model No. D.O. Universal 1934 motor cycle which is giving a very good service and I am entirely satisfied with its working.

K. M.

Durban, Natal, S.A.,
Jan. 14, 1936.

I have just purchased one of your latest "Meritor" models. I might add that I had been the possessor of the small "Universal" model for about two years and that this machine never gave me any trouble of any nature. This was what prompted me to buy your latest one.

I am extremely delighted with the new one and look forward to having lots of good service from it. Being an EXCELSIOR, I know it will not disappoint me.

Please allow one of your many thousands of satisfied owners to congratulate you on producing a machine which, at the price of is a perfect revelation of excellent workmanship, appearance and value.

B. T. R.

Wellington, New Zealand,
May 5, 1936

Being the owner of a 1935 EXCELSIOR Manxman, I would like to know if you could send me any literature

on the tuning of the machine. I have raced the machine this season, winning the Provincial Championships for 350 c.c. class and at the electrically timed speed trials on May 3rd established a new 350 c.c. beach record of 83 m.p.h. running on straight petrol.

As far as the engine is concerned I think it is a wonderful motor.

F. C.

Bomole, Belgian Congo,
March 9, 1936

It will interest you to know that I am still running your EXCELSIOR 147 c.c., Model 1929, and in spite of hardest work and roughest roads imaginable, it is running and pulling as new.

J. M.

Padang Toelang, Sumatra,
May 11, 1936.

Your machines give excellent services specially as this is a hilly estate and pull wonderfully on all sorts of tracks and being light are easy to handle.

R. F. W.

Tallinn, Estonia,
May 15, 1936.

Recently I purchased a 350 c.c. "Manxman," with which I am extremely pleased indeed.

May I mention that I have been a motor cyclist for over 17 years and this is by far the best machine I have owned although some big twins and twin-two-strokes have been mine.

Congratulating you on this fine machine.

H. O. F.

Victoria, Australia,
April 23, 1936.

I have just purchased one of your 1936 "350 Manxman's," I have no hesitation in saying that the "350 Manxman" is the best "350" value on the road, both in appearance and construction.

N. L. R.

Johannesburg, South Africa,
May 2, 1936.

I have recently bought one of your machines, and for the last six months she has given exceptionally good results. This is the first time I have owned a two-stroke, and I must say your machine has stood up well to some very hard work. The machine is used for business purposes and the average mileage per day, for the last six months, has been approximately 150 miles.

J. F. S.

Copy of

EXCELSIOR GUARANTEE

GIVEN TO EXCELSIOR DEALERS

NOTICE

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

Every person purchasing one of our Motor Cycles will acquire the same from the dealer and no liability will subsist in this Company to such person. This Company will sell its Motor Cycles to dealers on a limited form of guarantee.

CONDITIONS OF SALE AND GUARANTEE

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment, and other than accessories and component parts supplied to the order of the Purchaser and differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liabilities whatsoever statutory or otherwise; no guarantee except that hereinafter contained and no condition or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained. In the case of machines (a) which have been used for "hiring out" purposes or (b) any motor cycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (c) machines from which the trade mark, name or manufacturing number has been altered or removed or (d) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer, or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied nor are we to be under any liability whatsoever in respect of any such machine.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle, motor cycle combination or sidecar or accessory which may have proved defective. We undertake, subject to the conditions mentioned below, to make good in

manner aforesaid any part or accessory covered by this guarantee which has proved defective within the said period of six months. We do not undertake to replace or refix, or bear the cost of replacing or refixing any such new part or accessory in the motor cycle, motor cycle combination or sidecar. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:—

1—The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.

2—The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.

3—The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied, or approved by the manufacturers, or to a motor cycle which is not designed for such use.

We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the Purchaser differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations or sidecars. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof.

CONDITIONS OF GUARANTEE

If a defective part or accessory should be found in our motor cycles, motor cycle combinations or sidecars or in any part or accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase or the date when the alleged defective part or accessory was exchanged as the case may be.

Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

REPAIRS

Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of all conditions and warranties statutory or otherwise and all liabilities whatsoever and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

PRICE LIST OF EXTRAS WHEN SUPPLIED WITH MACHINES

For Two-Stroke and Four-Stroke Models (where not fitted as standard.)

Leg-guards Models G.4, G.D.4, and G.5	...
Rear Carrier (Models G.5, G.8, and G.9)	...
Knee Grips	...
Pillion Seat (Rear Mudguard fitting)	...
Pillion Footrests	...
Electric Horn (Standard type)	...
Electric Horn (Klaxon)	...
Chromium plated Tank	...
Smiths Chronometric Speedometer 80 M.P.H. Trip type	...
Smiths Chronometric Speedometer 120 M.P.H. Trip type	...
External Drive—Trip type—(Models G.O, G.1, and G.D.1 only)	...

Rear Carrier (Model G.O. only)	...
Grease Gun and Grease (Model G.O.)	...
4 Speed Footchange Gear (Model G.5)	...

OVERSIZE TYRES.

25" x 3" Fort (Models G.1 and G.D.1)	...
25" x 3" Universal (Models G.1 and G.D.1)	...
25" x 3.25" Standard (Models G.1 and G.D.1)	...
25" x 3.25" Fort (Models G.4 and G.D.4)	...
25" x 3.25" Universal (Models G.4 and G.D.4)	...
26" x 3.50" Standard (Model G.5)	...
26" x 3.50" Universal or Standard (Models G.8 rear and G.9. rear)	...

TERMS OF BUSINESS

HOME TRADE

PAYMENT—Net cash against invoice at our Works.

CARRIAGE—All Motor Cycles are sent Carriage Paid to nearest Railway Station in England and Wales.

SCOTLAND

Carriage Paid to nearest Railway Station, with the exception of Models G.O. to G.D.1 inclusive, on which any excess over an amount of 10/- is chargeable.

IRELAND

Delivery free, English port.

FOREIGN AND COLONIAL

All orders from abroad, unless received through Established Agencies or Shipping Houses, must be accompanied by a deposit of not less than 25 per cent., and

credit opened with English Bank or first-class firm who will pay balance on receipt of shipping documents.

DELIVERY—F.O.B. convenient English port.

PACKING—Extra according to requirements.

PRICES AND SPECIFICATIONS—All Prices and Specifications in this list are subject to alteration without previous notice at any time.

All our motor cycles are sold subject only to the conditions of the limited guarantee printed in this catalogue.

LUBRICATION—We recommend the use of the correct grades of "CASTROL" "MOBILLOIL" and "SHELL" for all our machines.



The EXCELSIOR MOTOR Co. Ltd., Kings Road, Tyseley, Birmingham, 11

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