Choose a Twin—!

THOUGH only recently introduced to Overseas markets, Douglas machines have in a surprisingly short time won a most favourable reputation for reliability, speed, and economy in upkeep. They have competed successfully in practically every important Colonial road and track event, and in the hands of private owners have stood up to the roughest going without the slightest suspicion of a falter.

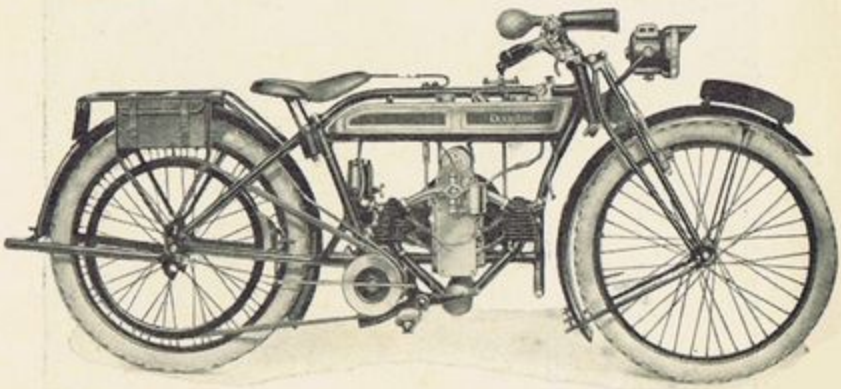
The very nature of the Douglas engine and frame construction makes it an ideal mount for service where roads are few and where reliability is essential. On the following pages is illustrated the Douglas range for 1925, in which will be found a model for every purpose—business, pleasure, speed and touring. Any Douglas agent will be glad to demonstrate the practical advantages of the horizontally opposed vibrationless twin engine, which has been responsible for the wonderful Douglas successes all over the world.

DOUGLAS MOTORS LTD.,
KINGSWOOD,
BRISTOL, ENGLAND.

MOTOR CYCLE MANUFACTURERS BY APPOINTMENT TO H.M. THE KING

Probably your first mount

Model TS.'25



Without doubt wonderful value for money is the twin-cylinder, horizontally opposed, two speed, TS/25 model Douglas. The engine unit is the same as that used in our more expensive models.

Over 85,000 of these machines are on the road to-day. The testimonials constantly received are convincing proof of its wonderful popularity.

A really sound, reliable Douglas motor cycle at a figure within range of all pockets.

ENGINE.—Vibrationless horizontally opposed twin-cylinder. Bore 60.8 mm. × 60 mm. stroking, giving 348 c.c. CRANK CASE.—Neat polished aluminium casting. All threads and bearing housings supported in incast brass rings and bushes. CYLINDERS.—Fine iron castings. VALVES.—Made of specially forged 18 per cent. tungsten.
PISTONS.—Special crucible cast iron of 18 tons tensile, with two narrow rings at the top. CRANKSHAFT.—A solid steel stamping machined all over and ground, running in two heavy-duty ball bearings of robust dimensions.
MAGNETO.—E.I.C. or other first-class British make.
LUBRICATION.—Semi-automatic—a spring-returned hand pump set in the tank at a convenient angle for working, forces oil through the needle valve in the sight feed to the front cylinder. From here the oil passes to wells in the crank case, into which the big ends dip and distribute oil to the rear cylinder.
CARBURETTER.—Douglas or Amac, according to supplies.
COUNTERSHAFT UNIT.—Douglas indestructible two-speed gear box. Pinions 5 per cent. nickel steel of the constant mesh type, the drive being engaged by sturdy sliding dogs. Gear ratios: 6 and 9⅜ (approx.).
TRANSMISSION.—Engine to gear box by ⅝″ × ¼″ chain, gear box to rear wheel ¾″ belt. Belt slip and belt troubles are unknown, due to the even torque of the opposed twin engine and large pulley diameters.

The model that gave yeoman service to Despatch Riders during the Great War.

2¾hp TWO SPEED MODEL with two speed counter shaft gear box

BRAKES.—Powerful shoe operating in "V" of belt rim, by conveniently placed toe pedal on right-hand side. Front—special design hand-operated rim brake.

FRAME.—Of highest-grade butted weldless steel tubing. Lugs machined from solid steel stampings. All lugs for generator, tool bags, etc., are brazed on solid.

SPRING FORKS.—Exceptionally well designed, giving wide movement and big clearances. The side plates move in unison and so keep the fork sides in perfect alignment. The hollow spindles carry an ample supply of lubricant and large greasing caps.

FOOTRESTS.—Detachable, tubular, with substantial solid rubber pads.

HANDLE-BARS.—The Douglas new flat touring shape give an upright riding position with a natural wrist angle and hand grip, and ensure perfect control of machine on bad roads.

MUDGUARDS.—For 1925 are an interesting feature, strong section, giving ample protection.

CARRIER.—A rigid tubular construction neatly housing two metal-covered tool bags.

TANK.—Sturdily built. Extra large filler caps—drain cock—petrol filter to main supply—capacity: 1¼ gall. petrol; 3 pints oil.

SADDLE.—Douglas patent pan seat insulated from shock by a sprung nose, and at the rear by large diameter coil springs—exceedingly low and comfortable.

TYRES.—26"× 2¼" first-class make, according to supplies.

HUBS.—Adjusting type, solid axle and cones, oil retaining, dirt and waterproof.

CONSUMPTION.—Oil, 1,000 m.p.g.; petrol, 90-100 m.p.g.

STANDARD EQUIPMENT.—Complete kit of tools, pump, and oil or grease gun.

Overall length, 7′ 1″. Overall width of handle-bars, 2′ 8″.

Weight, under 200 lbs. *Brings machine within range of the 30/- tax, and is guaranteed with each. This applies only to U.K.*

Acetylene lighting, which includes head lamp, generator, and lamp brackets etc., also horn, extra.

APPROXIMATE WEIGHTS AND MEASUREMENTS.

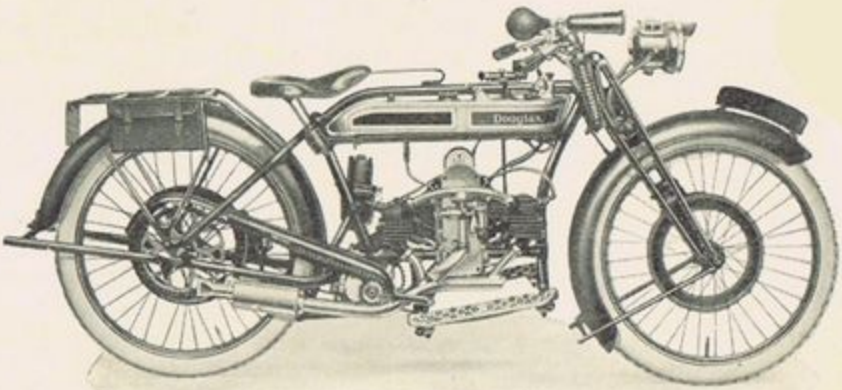
Nett Weight	1 cwt. 2 qrs. 20 lbs.	Assembled
Gross ,, ...	3 ,, 1 ,, 20 ,,	
Measurements.. ..	89in.× 17in.× 42in.	

Price in U.K. - £39 : 10 : 0

Douglas gained first five places in the San Sebastian Grand Prix.

The Machine of the Year!

Model C.W. '25



The cult of chain transmission on light motor cycles prompted us early in 1924 to produce the 2¾ h.p. chain drive Douglas. A three-speed countershaft gear box, incorporating a kick-starter, is included, and the all-chain drive embodies a special shock-absorbing system. The clutch is part of the flywheel, easily adjusted, and the brakes are of ample proportion.

A few months after this model had been in production, it won the big Brisbane Trial, was the only side valve machine to finish in the New South Wales Grand Prix, and broke the Sydney-Brisbane record.

The machine is exceptionally delightful to drive. The twin-opposed engine develops surprising power, and is absolutely vibrationless. It is steady on all surfaces—the low riding position, coupled with the even distribution of weight, gives the rider absolute security in grease and mud.

The demand for this model exceeded our expectations, and just prior to the Show we were able to cut the price from £58 to £45. It is, without a doubt, the "machine of the year."

ENGINE.—The famous vibrationless horizontally opposed twin-cylinder Douglas. Bore 60.8 mm. × 60 mm. stroke, giving 348 c.c. CRANK CASE.—Neat aluminium casting, with polished exterior. All threads, bearing housings, etc., are in the form of special incast brass rings and bushes. CYLINDERS.—Fine grey iron castings, with exceptionally deep cooling fins. VALVES.—Made of special alloy, unbreakable steel, fitted with long, barrel-shaped valve springs and operated from a neat timing chest on the side of the crank case, which encloses the whole of the gear-driven cams and magneto pinion. PISTONS.—Special crucible cast iron, of 18 tons tensile strength; two narrow rings being provided at the top of the piston. CRANKSHAFT.—Solid steel stamping, machined all over, hardened and ground, running in two heavy-duty ball bearings of robust dimensions. LUBRICATION.—Is effected by means of a spring controlled hand pump, in conjunction with a sight feed, suitably mounted on top of the petrol tank, which provides an exceptionally fine adjustment and ensures of correct lubrication, the oil being led from the sight feed to the engine, after which the lubrication is automatic. We recommend WAKEFIELD'S X.L. oil for use in this engine.

The machine that broke the Sydney-Brisbane road record.

2¾hp 3speed Clutch kick-start all chain shock-absorbed transmission

COUNTERSHAFT UNIT.—Douglas indestructible three-speed gear box, of the constant mesh type and incorporating a kick-starter, is used. The pinions are of 5 per cent. nickel steel, and the drive taken up by sliding dogs of sturdy design. Both lay and main shafts run on large diameter, heavy-duty ball races. Shock absorber of special design is fitted to the primary drive side of the gear box, which is very sweet and efficient in action.
CARBURETTER.—Semi-automatic Douglas or Amac carburetter, according to supplies.
TRANSMISSION.—By ½" × ⅜" heavy roller chain, which is very sweet running and is amply protected by a special form of chain guard.
IGNITION.—By E.I.C. or other first-class British make magneto and by K.L.G. H.S.1. type sparking plugs.
CLUTCH.—Incorporated in the flywheel, of the single plate type, combining smooth action, light operation and large friction surfaces with a minimum of weight. The clutch can be adjusted in a few seconds.
FRONT FORKS.—Of famous Douglas design, the lubrication of which is by pressure grease gun system.
BRAKES.—Front and rear; powerful shoe type, operating into "V" section, special heavy brake rim. The brake shoes are provided with parallel action, the front being operated from the handle-bars and the rear by right-hand heel pedal.
KICK-STARTER.—The kick-starter is arranged in a convenient position on the near side of the machine. Very little effort is required to spin the engine, and the kick-starter is so designed that the engine can easily be put into operation by either a girl or boy.
WHEELS.—Of special construction with flat base rims. Bearings and spindles are of special steel, which afford easy adjustment. Lubrication of the hub is by means of the pressure grease gun system, making the hub absolutely waterproof.
FOOTBOARDS.—Finely cast in aluminium and provided with heavy rubber studs.
MUDGUARDS.—Are of special section with plenty of clearance to prevent clogging through mud, which is especially useful for Colonial roads.
TYRES.—26 × 2¼", first-class make.
TANK.—Highly finished in burnished aluminium, with Douglas blue panels, and neatly lined in blue. Petrol capacity, 1¾ gallons. Oil capacity, 3 pints.
SADDLE.—Douglas patent spring saddle is fitted, giving a low riding position and insulated from all road shocks.
CONSUMPTION.—Petrol: 100 m.p.g. is usually accomplished with the standard model; and the oil consumption varies between 1,000 and 1,300 m.p.g., according to the locality in which the machine is used.
CARRIER.—With two tool bags fitted.
STANDARD EQUIPMENT.—Complete kit of tools, pump, and oil or grease gun.

Overall length, 7' 1". Overall width of handle-bars, 2' 8".

Weight: *Under* 200 *lbs. Brings this machine within range of* 30/- *tax, and is guaranteed with each. This applies only to U.K.*

Sprockets of various sizes can be supplied for exceptionally hilly districts and for competition work.
K.L.G. sparking plugs are provided and recommended for use in this engine. The new exhaust system, of registered design, is available for use on the machine, as shown in the illustration. An additional charge of 15/- is made for this.
Acetylene lighting equipment, which includes head lamp, generator, and lamp brackets, etc., also horn, 30/- extra.
Electric lighting by Powell & Hanmer. Generator specially gear driven by enclosed range of gears from timing chest, switchbox, lamps and wiring, £10 extra.

APPROXIMATE WEIGHTS AND MEASUREMENTS.

Nett Weight ..	.. 1 cwt. 3 qrs. 9 lbs.	Assembled
Gross ,, ..	.. 3 ,, 2 ,, 14 ,,	
Measurements..	.. 89in. × 17in. × 42in.	

A special lightweight sidecar, built throughout in the Douglas Works, and fitted with a comfortable coachbuilt body and neat aluminium windscreen, can be supplied to fit the above model. Price, £16; with screen, £18.

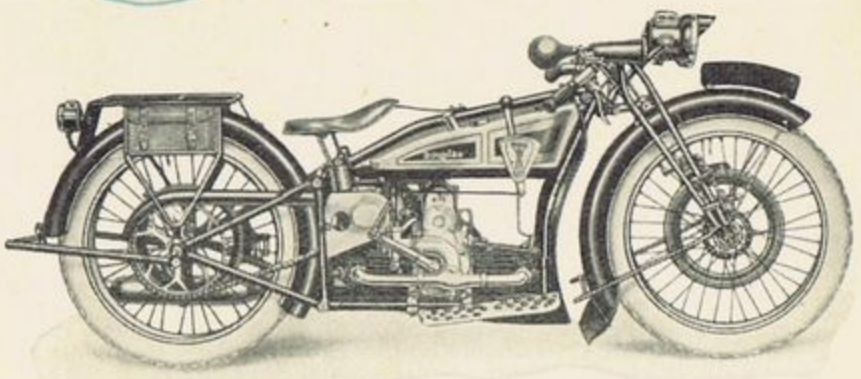
Price in U.K. - £45 : 0 : 0

C.W. Colonial Model with Balloon Tyres £46 : 10 : 0

Douglas won the Kimberley-Bloemfontein road race.

Catering for the passenger

Model O.B. '25



The OB/25 model has been designed as a dual purpose mount, combining high speed with reliability, and a positively wonderful power output from a vibrationless, twin-cylinder opposed, overhead-valve engine.

Every machine is given an exhaustive road test before delivery.

As a sidecar outfit, this machine leaves nothing to be desired. The speed and acceleration make the machine a pleasure to handle, and its hill climbing capabilities are revolutionary. The comfort of the driver has been very carefully studied, and in conjunction with the special patented spring saddle, aluminium rubber studded footboards and a large combined leg- and under-shield, the machine can be ridden in wet, muddy weather with a degree of comfort that cannot be experienced on any other machine.

The power unit has been developed from experience gained in producing the 600 c.c. DOUGLAS machine, which won the 1923 Sidecar T.T. Race, and, combined with our vast road experience, has enabled us to offer the most fascinating machine for both sidecar or solo work that has ever been produced.

ENGINE.—68 mm. × 82 mm., capacity 596 c.c. Deep ribbed cast-iron cylinder barrels fitted with detachable cylinder heads and unbreakable overhead valves. The cylinder heads carry a special device for lubricating the overhead rockers. The valves are fitted with double valve springs. PISTON.—The pistons are of special cast iron, having a tensile strength of 18 tons. CONNECTING RODS.—Of special alloy steel, H section, the big end being hardened and ground to take the roller bearings, the little end being fitted with a gun-metal bush. CRANKSHAFT.—Of special alloy steel, hardened and ground, fitted with roller bearings of the cage type. The crankshaft is very short and stocky, which thus eliminates all tendency to whip. CAMSHAFT.—Of special alloy steel, ground to give a valve timing that has been found extraordinarily efficient for touring and high speed purposes. INDUCTION PIPE.—Is fitted with a large exhaust heated jacket.

Douglas finished first in the 1923 Sidecar T.T. and made fastest time in the 1924 Sidecar T.T.

The "Six Hundred" Douglas

KICK-STARTER.—Incorporated in the timing chest of the engine.

CARBURETTER.—Amac or Douglas semi-automatic type, according to supplies.

IGNITION.—By E.I.C. or other British make of magneto. K.L.G. sparking plugs are fitted to this machine.

LUBRICATION.—Semi-automatic by spring returned hand pump, through adjustable sight feed fitted on petrol tank, the oil passing through to the front cylinder, after which lubrication is automatic. We recommend for this machine WAKEFIELD'S Castrol X.L.

GEAR BOX.—Douglas patented, three-speed special oil retaining gear box is used, having short, large diameter shafts and heavy-duty ball bearings.

CLUTCH.—Douglas, inherently balanced, single plate flywheel clutch is fitted, hand control.

FRONT FORKS.—Of special pattern fitted with one piece links giving great rigidity. Lubrication of the forks is by means of pressure grease gun system.

FRAME.—Of new duplex Douglas design and built of weldless steel tubing, giving a very low centre of gravity and riding position, making the machine practically immune from skidding.

PETROL TANK.—Of large capacity, holding approximately 2½ gallons and ½ gallon of oil.

SADDLE.—Douglas patent saddle, giving a low riding position and insulating the driver from all road shocks.

TYRES.—700×80 first-class make.

FOOTBOARDS.—Cast aluminium with heavy rubber studs preventing foot chatter.

MUDGUARDS.—Strong, deep section giving ample clearance.

BRAKES.—Both front and back brakes are fitted with " V " shoes operating in special brake drums.

FINISH.—Tank is highly burnished in aluminium with royal blue panels. All enamelled parts are treated by anti-rust process and afterwards are enamelled three coats of the finest black.

STANDARD EQUIPMENT.—Complete kit of tools, pump, grease or oil gun.

CONSUMPTION.—Oil, 1,000 m.p.g. Petrol, 75-80 m.p.g.

Electrical equipment for this model £10 extra.

Acetylene lighting which includes head lamp, generator, lamp brackets, etc., also horn, 30/- extra.

Net Weight. Solo, 245 lbs. Sidecar outfit, 416 lbs.

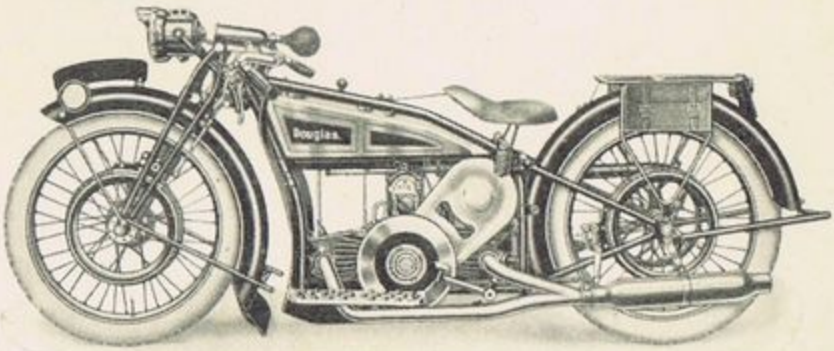
We reserve the right to alter or amend this specification without previous notice.

Price in U.K. - £70 Solo. £92 Sidecar Outfit.

Douglas won the Welsh T.T. 1923, running the rest of the field to destruction.

Fast Solo Touring

Model O.W. '25



The OW/25 model is perhaps the most fascinating sporting 2¾ h.p. motor cycle on the roads to-day. The wonderful little vibrationless twin-opposed, overhead-valve engine is remarkably efficient, having a useful working range of revolutions between 1,000 and 6,000 per minute.

ENGINE.—57 mm.× 68 mm., capacity 346 c.c. Deep ribbed, cast-iron cylinder barrels fitted with detachable cylinder heads and unbreakable overhead valves. The cylinder heads carry a special device for lubricating the overhead rockers. The valves are fitted with double-valve springs. PISTON.—The pistons are of special cast iron, having a tensile strength of 18 tons. CONNECTING RODS.—Of special alloy steel, "H" section, the big end being hardened and ground to take the roller bearings, the little end being fitted with a gun-metal bush, provision being made for lubrication of the gudgeon pin by a large slot milled on the top of the little end. CRANKSHAFT.—Of special alloy steel, hardened and ground, fitted with roller bearings of the cage type. The crankshaft is very short and stocky, which thus eliminates all tendency to whip. CAMSHAFT.—Of special alloy steel. INDUCTION PIPE.—Is fitted with large exhaust heated jacket.
KICK-STARTER.—Is incorporated in the timing chest of the engine, being totally enclosed.
CARBURETTER.—Amac or Douglas semi-automatic type, according to supplies.
IGNITION.—By E.I.C. or other British make of magneto. Special provision is made for removing the magneto without interfering with the timing—this system being patented. K.L.G. sparking plugs are fitted to this machine.
LUBRICATION.—Semi-automatic by spring returned hand pump, through adjustable sight feed fitted on petrol tank, the oil passing through to the front cylinder, after which lubrication is automatic. We recommend for this machine WAKEFIELD'S Castrol X.L.

Douglas won the Durban-Johannesburg Marathon race, distance 430 miles

O.H.V. 2¾ hp.

all chain transmission
3 speed gear. flywheel
clutch kick-starter

GEAR BOX.—Douglas patented, three-speed special oil retaining gear box is used.
CLUTCH.—Douglas, inherently balanced, single-plate flywheel clutch is fitted.
HAND CONTROL.—The action is exceedingly simple, the spring pressure being very light and does not tire the operator during long spells in traffic.
FRONT FORKS.—Of special pattern fitted with one piece links, giving great rigidity. Lubrication of the forks is by means of pressure grease gun system.
FRAME.—Of new duplex Douglas design and built of weldless steel tubing, giving a very low centre of gravity and riding position, making the machine practically immune from skidding.
PETROL TANK.—Of large capacity, holding 2½ gallons and ½ gallon of oil.
SADDLE.—Douglas patent saddle, giving a low riding position.
TYRES.—26×2¼ or 650×65 first-class make.
FOOTBOARDS.—Cast aluminium with heavy rubber studs.
MUDGUARDS.—Strong, deep section, Douglas pattern guards, giving ample clearance between the tyre and guard to prevent clogging from mud, etc.
CARRIER.—Of tubular construction, carrying two metal pannier tool boxes of robust construction.
BRAKES.—Both front and back brakes are fitted with "V" shoes, operating in special brake drums, the brake shoes being arranged by means of a patented mechanism to apply the braking pressure radially.
FINISH.—Tank is highly burnished in aluminium with royal blue panels and varnished with petrol proof varnish. The frame and all enamelled parts are treated by anti-rust process and afterwards are enamelled three coats of the finest black.
PETROL AND OIL CONSUMPTION.—Touring conditions, 100 m.p.g. petrol; 1,200 m.p.g. oil.
STANDARD EQUIPMENT.—Complete kit of tools, pump, and oil or grease gun.

Electrical Equipment for this model £10 extra.

We reserve the right to amend this specification without notice.

A specially light Sporting sidecar, exceptionally strong, is made to fit the O.W. machine, which we recommend for high speed touring. This sidecar can also be fitted to the O.B. model.

A windscreen, mounted on a cast aluminium base, together with a mudguard of ample dimensions, provides excellent protection from mud and water.

APPROXIMATE WEIGHTS AND MEASUREMENTS.

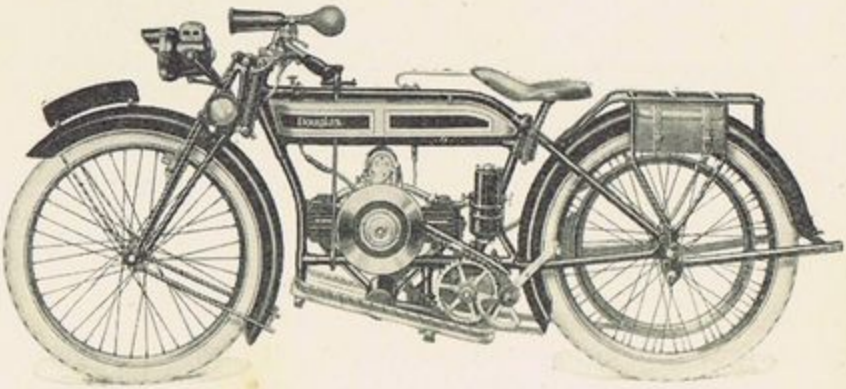
Nett Weight	2 cwt. 0 qrs. 10 lbs.	Dissembled
Gross ,, ...	4 ,, 1 ,, 10 ,,	
Measurements	88in.×21in.×42in.	

Price in U.K. - £65 Solo. £81 Sidecar Outfit.

Douglas gained the Spanish Twelve Hours race, 466 miles, making fastest lap and record for the course.

The Go Anywhere Machine!

Model S.W. '25



ENGINE.—Vibrationless horizontally-opposed twin-cylinder. Bore 60.8 mm. × 60 mm. stroke, giving 348 c.c. CRANK CASE.—Neat aluminium casting, with polished exterior to facilitate cleaning. All threads and bearing housings supported in incast brass rings and bushes. CYLINDERS.—Fine iron castings.

VALVES.—Made of specially forged 18 per cent. tungsten. PISTONS.—Special crucible cast iron of 18 tons tensile, with two narrow rings at the top.

CRANKSHAFT.—A solid steel stamping machined all over and ground, running in two heavy duty ball bearings of robust dimensions.

MAGNETO.—E.I.C., or other first-class British make.

CARBURETTER.—Douglas, Amac or Binks according to supplies.

LUBRICATION.—Semi-automatic—a spring returned hand pump set in the tank at a convenient angle for working forces oil through the needle valve in the sight feed to the front cylinder. From here the oil passes to wells in the crank case, into which the big ends dip and distribute oil to the rear cylinder.

COUNTERSHAFT UNIT.—Douglas indestructible two-speed gear box. Pinions 5 per cent. nickel steel of the constant mesh type, the drive being engaged by sturdy sliding dogs. Gear ratios : 6 and 9⅜ (approx.). Fitted with Douglas kick-starter.

TRANSMISSION.—Engine to gear box by ⅝in. × ¼in. chain—gear box to rear wheel ¾in. belt. Belt slip and belt troubles are unknown, due to the even torque of the opposed twin engine and large pulley diameters.

In 1922, Douglas won the Australian Six Days Trial—and repeated this success in 1923 and 1924.

2¾ hp TWO SPEED MODEL : with two speed countershaft gear box : clutch kick-starter

CLUTCH.—Douglas single plate incorporated in the flywheel, of extremely smooth action and light operation.

BRAKES.—Powerful shoe operating in " V " of belt rim, provided with spring compensating mechanism, and operated by conveniently placed toe pedal on right-hand side. Front—special design hand-operated rim brake.

FRAME.—Of highest grade butted weldless steel tubing. Lugs machined from solid steel stampings. All lugs for generator, tool bags, etc., are brazed on solid and part of the frame design.

SPRING FORKS.—Exceptionally well-designed giving wide movement and big clearances. The side plates move in unison and so keep the fork sides in perfect alignment. The hollow spindles carry an ample supply of lubricant and large greasing caps.

FOOTBOARDS.—Cast aluminium with heavy rubber studs preventing clatter on rough surfaces, providing a firm grip and absolute comfort.

HANDLEBARS.—The Douglas new flat touring shape gives an upright riding position with a natural wrist angle and hand grip.

MUDGUARDS.—For 1925 are an interesting feature—strong and wide giving ample protection.

CARRIER.—A rigid tubular construction neatly housing two metal covered tool bags.

TANK.—Sturdily built. Extra large filler caps—drain cock—petrol filter to main supply—capacity, 1¼ gals. petrol ; 3 pints oil.

SADDLE.—Douglas patent pan seat insulated from shock by a sprung nose and at the rear by large diameter coil springs—exceedingly low and comfortable.

TYRES.—26×2¼in., first-class make.

HUBS.—Adjusting type, solid axle and cones, oil retaining, dirt and waterproof.

CONSUMPTION.—Oil, 1,000 m.p.g. ; petrol, 90-100 m.p.g.

Overall length, 7ft. 1in. Overall width of handlebars, 2ft. 8in. Average weight, 192 lbs. *This applies only to U.K.*

We reserve the right to alter or amend this specification without previous notice.

Price in U.K. - £42 : 0 : 0

Douglas was the first motor cycle to capture the whole class of records.

Sidecars —

DOUGLAS SIDECARS.—Contrary to the practice of most motor cycle manufacturers, we do not produce touring machines and then fit someone else's sidecars to them. We design our own, knowing that a far more satisfactory combination can be turned out in this manner.

Douglas sidecars are of the same high quality as Douglas motor cycles. They are made at the Douglas Works by specially trained operatives, and embody refinements not usually found in sidecars costing far more. Prices are exceptionally reasonable because our output is so tremendous.

O.B. 25 SIDECARS.—The chassis is strongly constructed of the highest grade tubing. It is attached to the motor cycle at four points, giving great rigidity without excessive weight. The body is anchored at the rear by two "C" springs, and at the front by two coil springs, giving a suspension that is at once comfortable and flexible. The mudguard is attached to the body and is thus also sprung. The body is coachbuilt throughout, and affords plenty of leg room for the passenger. Its lines are particularly pleasing—it is built low to harmonise with the frame design. The body colour is Douglas blue, and luggage grid of ample proportions, windscreen and storm apron are provided. The locker space at the rear enables a surprising amount of luggage to be stowed away in safety, immune from rain. When sold with the machine, the sidecar carries sidecar lamp and fitting.

O.B. 25 LUGGAGE CARRIER.—A compact luggage grid which can be supplied to fit existing sidecars. It is light yet extremely strong, and is so shaped to follow the contour of the rear of the body when folded up.

O.B. 25 WINDSCREEN.—Made of sheet metal, curved and hinged at the front. It gives ample protection and freedom from eddying side currents, and is fitted with special fireproof celluloid.

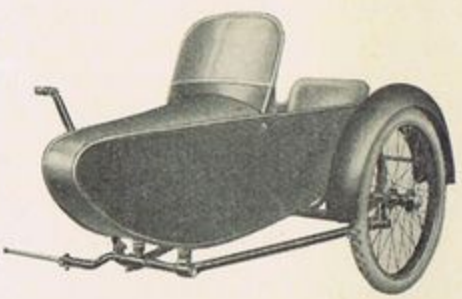
O.B. 25 SIDECAR CHASSIS.—For those who wish to have their own design of body, this sidecar chassis can be thoroughly recommended. It is light and sturdy, staple at all speeds, with no side sway; the four point suspension and adequate springing ensure perfect rigidity and comfort.

C.W. SIDECAR.—It is common practice these days to fit sidecars to 2¾ h.p. machines, and for a number of years the 2¾ h.p. Douglas has been successfully used in conjunction with a sidecar. As far back as 1912 a 2¾ h.p. Douglas combination successfully went through the London-Edinburgh Trial.

The C.W. model lends itself admirably to the fitting of a light sidecar. The C.W. sidecar expressly produced for this purpose is a light chassis with a well sprung body. The latter is on sporting lines and is beautifully finished in Douglas blue.

Price, £16 in United Kingdom. With screen, £18 in United Kingdom.

O.W. 25 SIDECAR.—An attractive little sidecar on sporting lines, especially suitable for attaching to the 2¾ h.p. O.H.V. Douglas. Weight distribution has been carefully studied and every satisfaction will be given by this sidecar for fast touring. The price is £16 in United Kingdom; a windscreen is fitted complete at £2 extra.



Touring sidecar of elegant lines, roomy and attractive.

Douglas was the first combination to cover 1,000 miles officially recorded, in 24 hours.

— and Extras

TOOLS.—Every Douglas model is sent out with a complete tool kit in which will be found sufficient and adequate tools to enable the rider to dismantle any part of the machine. There are adjustable box and set spanners for all nuts, made of specially hardened steel; sensibly sized oil can and foot pump with connection are provided; and in addition a high pressure grease gun is included on all models where this system is used. The equipment is not scant; for instance, in the case of the overhead-valve models, there is a tool for removing the magneto pinion wheel, as well as a tool for removing chain links. The tools are slotted in a neat roll which is made of exceptionally strong material to prevent wear through chafing in the pannier.

EQUIPMENT.—The equipment of Douglas models for 1925 will be found improved in many directions. The head lamp, generator, and lamp brackets will give satisfactory service over an indefinite period and are of well-known manufacture. They can be depended upon to give satisfactory service, being particularly free from the usual little troubles of lighting sets. The bulb horn is a high-grade production, and is not a mere ornament. The licence holder is of our own manufacture and water-tight.

We have received so many requests from riders to supply Douglas machines without the lighting sets that we have decided to list this set separately at the exceptionally fine figure of 30/- extra in United Kingdom. Supplied only with complete motor cycle.

C.W. EXHAUST PIPE.—A number of riders like sporty appearance imparted to their mount by the addition of large exhaust pipes. We have designed a special set of pipes for use with the C.W. model, which keeps the machine weight down to the 30/- tax limit in United Kingdom. The pipes are supplied at the extra price of 15/- in United Kingdom.

PILLION SEAT.—So many riders now carry pillion passengers that we have been asked to supply a special Pillion Seat for use with Douglas machines. It is constructed of flexible steel plate and is sprung on coil springs, ensuring great rigidity without any suspicion of sideplay. The handles remain rigid while the seat only is sprung. Price, 25/- extra.

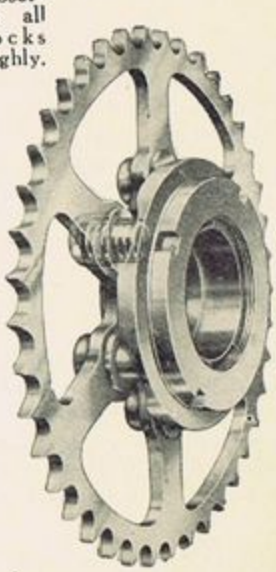
FOLDING FOOTRESTS.—To meet the demand of pillion riders who sit astride, a pair of neat, rubber-studded footrests has been produced, which adds greatly to the comfort of the passenger. These footrests can be supplied at an extra price of 7/6.

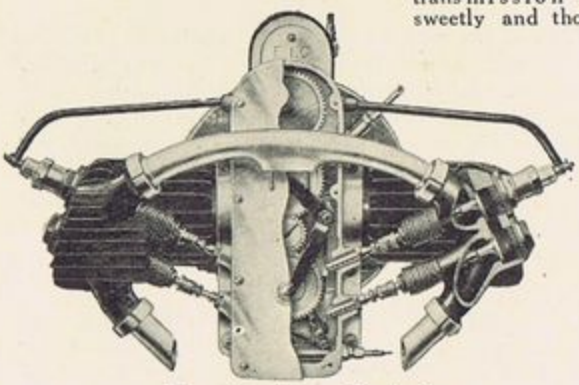
ELECTRIC LIGHTING.—The Powell & Hanmer Lighting Set comprises a large diameter head lamp, rear lamp, switch box (with a " dimmer " position) anchored neatly under the rear of the tank in the most convenient position; storage batteries, completely insulated from road shocks, are carried in a strong metal box clamped to the seat pillar tube. The dynamo is housed under the tank in a protected position, and is driven by an intermediate gear wheel from the magneto timing wheel. The whole is totally enclosed by a special timing cover which forms part of the timing case. Consequently there are no exposed belts or friction discs to give trouble. The drive is positive and foolproof.

All Douglas models entered for Winter trials this year, gained premier awards.

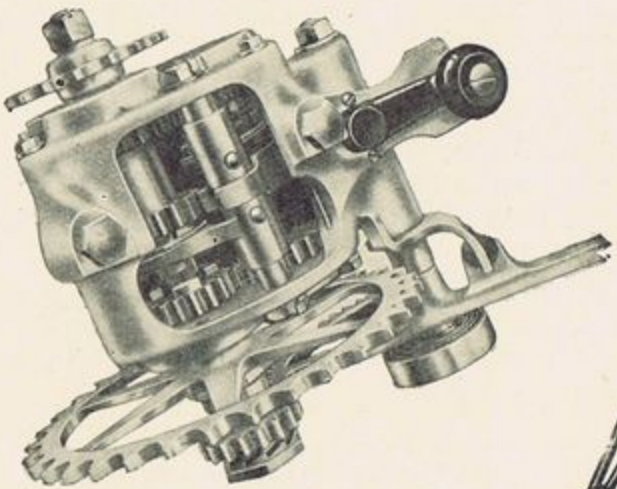
C.W. Details

The patented shock absorber which absorbs all transmission shocks sweetly and thoroughly.

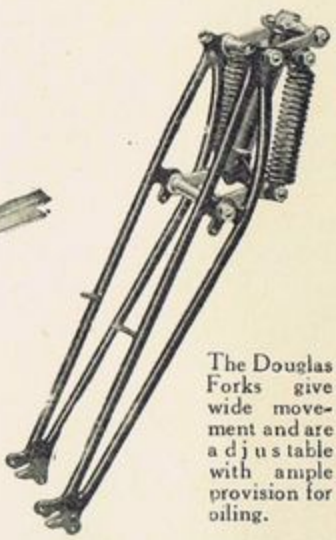




The 2¾ h.p. vibrationless twin-cylinder Douglas engine, shown in part section.

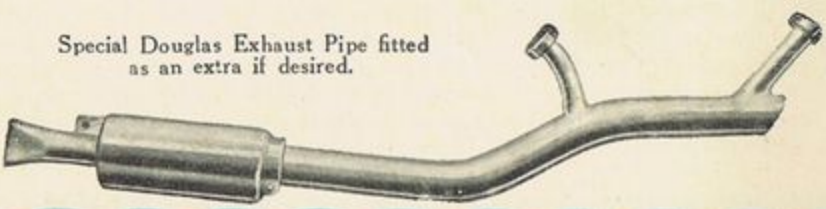


The gear box of the C.W. Model embodying nickel chrome gears, the most expensive of all gears.



The Douglas Forks give wide movement and are adjustable with ample provision for oiling.

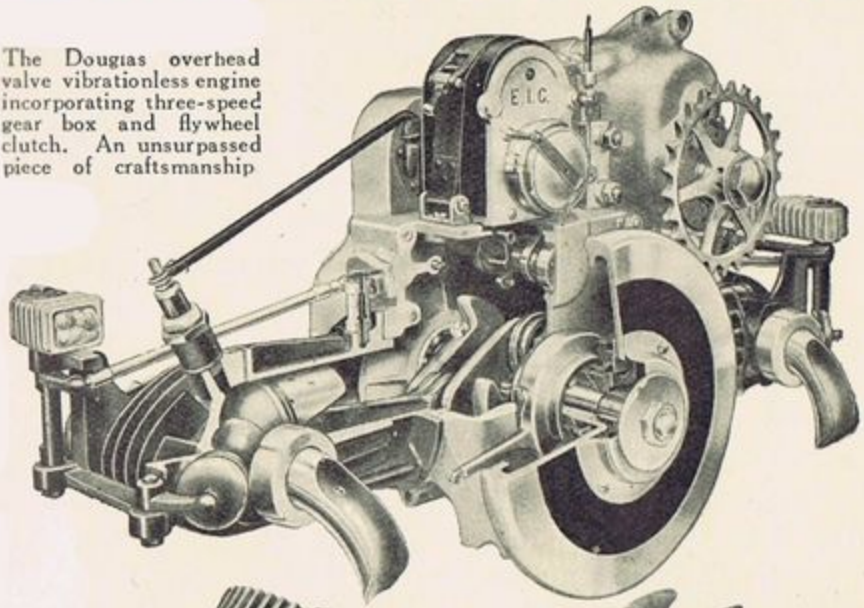
Special Douglas Exhaust Pipe fitted as an extra if desired.



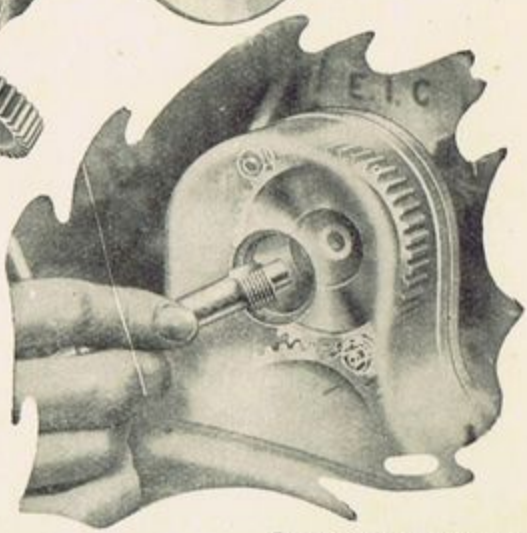
Douglas was the first motor cycle in the World to do 100 m.p.h. in the 3½ h.p. and 6 h.p. classes.

O.H.V. Refinements

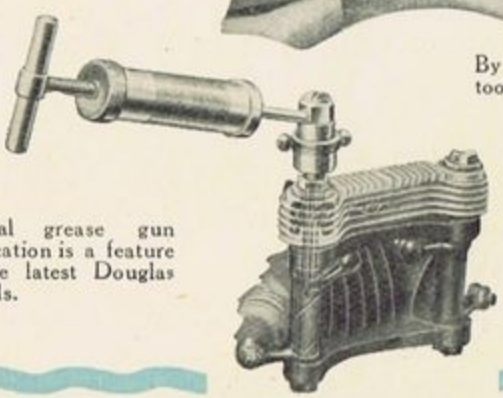
The Douglas overhead valve vibrationless engine incorporating three-speed gear box and flywheel clutch. An unsurpassed piece of craftsmanship



The hardened and ground ball-bearing camshaft.



By means of the special tool provided the magneto can be easily dismantled without altering the timing.



Special grease gun lubrication is a feature of the latest Douglas models.

Douglas has lapped at 90 m.p.h. on an Australian dust track.

On Buying Your

Douglas

THE Douglas Sales organisation is the most complete in the world. There are Douglas agents in practically every important city and town both at home and overseas, and they will be delighted to show you the Douglas model in which you are interested. All these agents carry a representative stock of spare parts, and having a thorough knowledge of the machine, are in a position to render first-class service should it be necessary.

At our Head Office we maintain a special department which freely gives advice and help to all Douglas riders ; there is a branch of this department dealing solely with the queries of colonial riders.

We claim that our "Service After Sales" is second to none, and would remind every Douglas rider that wherever he is—be it in London or far-off Tokio—we and our agents are always ready to ensure that he is getting the best from his mount.

DOUGLAS MOTORS LTD.,
ENGLAND.
KINGSWOOD - - BRISTOL.
LONDON ADDRESS · 39, NEWMAN STREET.