

Over
85,000
on the roads
to-day



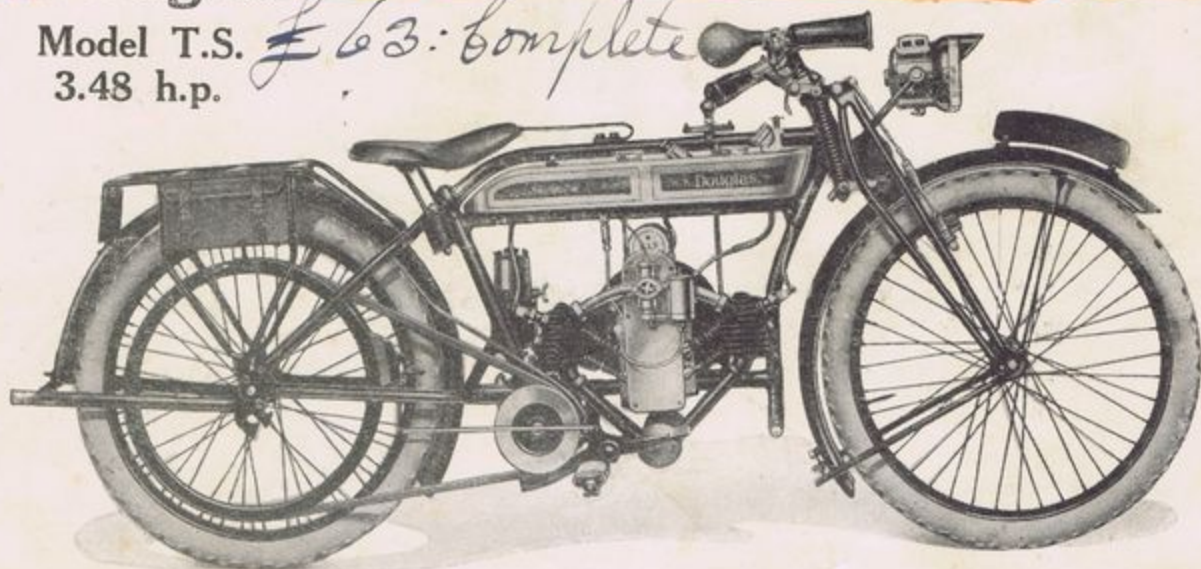
Ride a
Douglas

Barnes & Noble Booksellers

Douglas

Model T.S.
3.48 h.p.

£ 63: complete



There's no Motor Cycle so easily to Start as a Douglas.

3.48 h.p. with 2-speed Gear and Chain-cum-belt Drive.

THE "T.S." MODEL WAS THE OUTRIGHT WINNER OF THE 1923 N.S.W.
1,000 MILES 6 DAYS TRIAL (SOLO CLASS).

WITHOUT doubt, the most popular motorcycle, both here and abroad, is the Model "T.S." Douglas. It is noted for its utter reliability, its ability to continue developing power under adverse conditions, at all times without tuning or attention. It is entirely vibrationless, and while only $2\frac{3}{4}$ h.p., will develop sufficient power to plow through the roughest going, and climb all hills.

SPECIFICATIONS:

ENGINE.—Vibrationless opposed twincylinder—60.8 mm. by 66 mm., 348 cc. **CRANKCASE.**—aluminum casting, polished exterior. All Threads supported in incast brass rings. **CYLINDERS.**—iron castings, deep fins, arranged to give efficient cooling. **VALVES.**—forged 18 per cent. tungsten long springs, operated from timing chest on side of crankcase, which encloses the gear drive of cam wheel. **PISTONS.**—crucible cast iron, 18 tons tensile, narrow rings. **CRANKSHAFT.**—solid stamping machined and ground, two heavy duty ball bearings, a double row on the driving side. **MAGNETO.**—E.I.C., under the tank, where it is accessible and protected. **CARBURETTER.**—Amac.

LUBRICATION.—Semi-automatic, hand pump in the tank, forces oil through the needle valve in the side feed to the front of the cylinder. Oil passes to wells in the crankcase, into which the big ends dip. Crankcase pressure forces oil to the timing wheels cam gear.

COUNTERSHAFT UNIT.—Douglas indestructible two-speed gear box. Pinions five per cent nickel steel, drive by sturdy sliding dogs. Both shafts run on heavy duty ball races. Gear ratios: 6 and $9\frac{1}{2}$ (approx.)

TRANSMISSION.—Engine to gear box by $\frac{5}{8}$ " by $\frac{1}{4}$ " Coventry—gear box to rear wheels, $\frac{3}{4}$ " belt; both are provided with metal guards. Belt slip and belt troubles are unknown, due to the even torque of the opposed twin engine and large pulley diameters.

Other manufacturers have discarded belt drive, not because of the inefficiency of this type of transmission, but because of the unsuitability of their particular type of engine. The uneven torque of the "single" or the "chunk chunk" of the "V" twin do not lend themselves to this type of drive. The shock-absorbing qualities of a belt, driven on a Douglas, have only to be tried to be appreciated.

BRAKES.—Powerful shoe, operating on "V" of

belt rim, with spring compensating mechanism. Front—special design rim brake.

FRAME.—Of highest grade butted weldless steel tubing. Lugs machined from solid steel. Head lug especially robust. All lugs for generator, tool bags, etc., are part of the frame design.

SPRING FORKS.—Well designed with wide movement and big clearances. The action is without dither or rebound. The side plates keep the fork side in perfect alignment. All bearings are hardened, quickly detachable, and readily adjustable to take up side play. The hollow spindles carry an ample supply of lubricant.

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

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

MUDGUARDS.—Strong and wide, giving ample protection.

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

TANK.—Sturdily built, suspended from lugs brazed solid to the frame. Extra large filler caps—drain cock—petrol filter to main supply—capacity, $1\frac{1}{4}$ gallons petrol. Three 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" by $2\frac{1}{2}$ " oversize Hutchinson super-studded.

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.

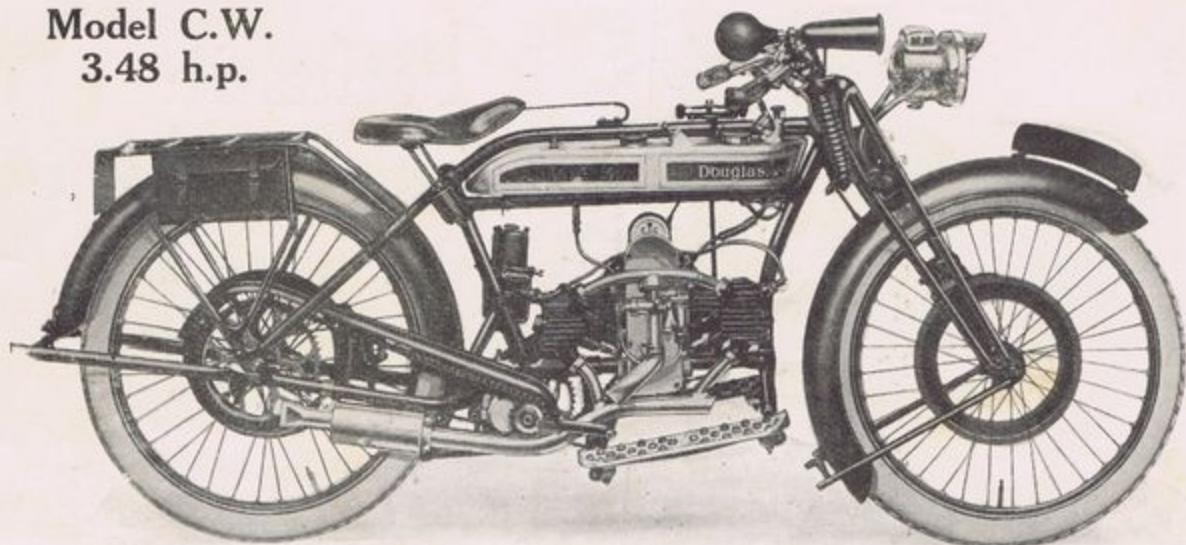
Overall length 7' 1". Overall width of handlebars 2' 8". Average weight, 178 lb.

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

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Douglas

Model C.W.
3.48 h.p.



The Sweetest Chain Drive Made.

THE "C.W." Model broke the Brisbane-Sydney record by three hours, eight minutes and achieved the coveted honour of being the first $2\frac{3}{4}$ h.p. motor cycle to break an Australian Interstate record. What is, without doubt the most meritorious performance the motor cycle world has seen was achieved on a standard "C.W." Model Douglas. This was the historical ride of Arthur Grady round Australia in 1924-25. Other "C.W." performances packed with merit are the crossing of Barrington Tops for the first time by any vehicle—the breaking of the Taree-Port Macquarie and return record. The winning of the 1924 Brisbane Easter Trial (Solo class), and the honour of being the first $2\frac{3}{4}$ h.p. side-valve machine to finish in the N.S.W. Grand Prix 200 Mile Road Race in which it averaged 42 m.p.h.

SPECIFICATIONS:

The "C.W." Model is identical so far as engines, frame and forks are concerned, with the "T.S." Model. It carries many innovations and improvements. The three-speed gear box has nickel chrome gears, and on the primary drive is carried a very efficient shock absorber. It is also fitted with kick starter, and a single plate clutch in the flywheel. It has superior mudguards of very wide section, and aluminium rubber studded footboards. We draw special attention to the front and rear brakes of this machine, as they are particularly efficient and are an exclusive Douglas feature. The average weight is 198 lb. Consumption of oil, 1000 miles per gallon, petrol, 90-100 miles per gallon.

SOME OUTSTANDING PERFORMANCES IN AUSTRALIA BY POPULAR RIDERS.

"BILLY" CONOULTY (N.S.W.).

$2\frac{3}{4}$ h.p. Championship of N.S.W., 5 miles.
Under 600 c.c. Championship of N.S.W., 5 miles.
Under 750 c.c. Championship of N.S.W., 8 miles.
All Powers Riverina Championship.
All Powers North Coast Championship.
(both Solo and Sidecar.)
Australian Dirt Track Record, 5 miles in 4 mins.
11 secs.
Australian Dirt Track Championship, $2\frac{3}{4}$ h.p.
and under, 5 miles.
Australian Dirt Track Championship, $3\frac{1}{2}$ h.p. and
under, 5 miles.

"GUS" CLIFTON (N.S.W.).

All Powers Championship of N.S.W., 10 miles.
All Powers Championship of Queensland Southern events.
Downs

"RON" HIPWELL (VIC.).

All Powers Scratch Race Aspendale (Vic.).—1st
record—54.66 miles per hour.
50 Miles Aust. Junior Championship.—R. Hipwell,
1st.
Victorian Grass Track Championship, A.N.A. Day,
1925.
Aust. Sidecar Championship, under 600 c.c.

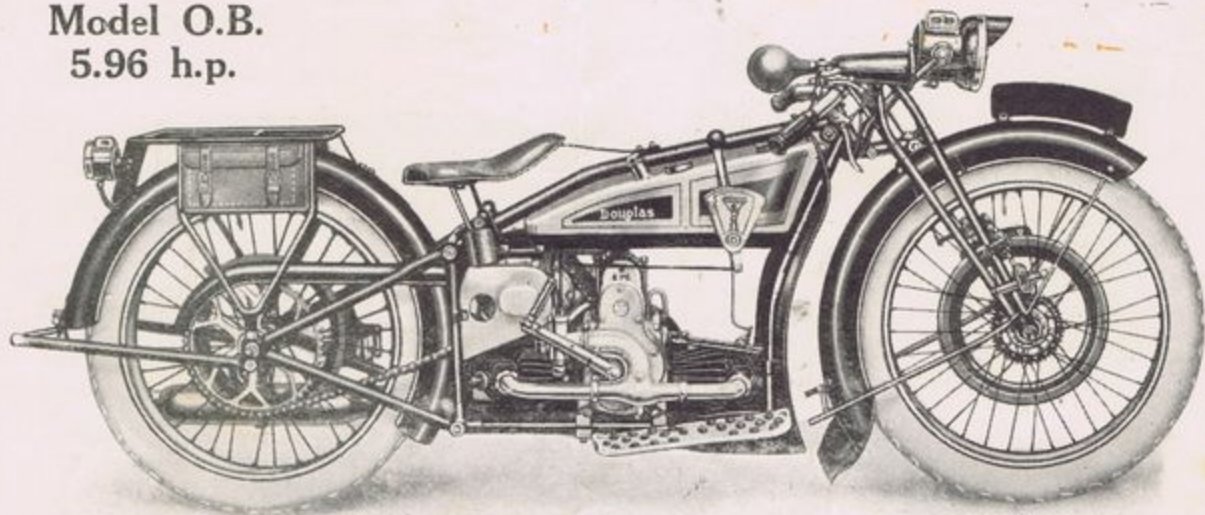
"TOMMY" O'DEA (N.S.W.).

$2\frac{3}{4}$ h.p. Championship of Queensland.
Each of these and other Douglas riders have, of
course, won innumerable Scratch and Handicap
Records only.

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Douglas

Model O.B.
5.96 h.p.



Power in Plenty for every Performance.

THE "O.B." Douglas is probably the most remarkable machine of the season. Its long stroke, twin opposed engine is vibrationless throughout its whole range of power. It responds to the throttle like a turbine, without even the faintest dither. It will crawl along at less than 10 m.p.h on top gear, without snatch or chatter, yet leap into its stride at the will of the rider, to a speed limited only by the road conditions. Hills and road surfaces it ignores. It went through the Bristol—Land's-End—Bristol Trial in pouring rain, on top gear, gaining one shield, two gold medals, and one silver cup. Its power unit is identical with the power unit that won the 1923 Sidecar T.T., made fastest time in the 1924 Sidecar T.T., won the Welsh T.T., 1923, and which put up such remarkable times at Doncaster Speed trials, 84.10 solo, and 73.16 sidecar, from practically a standing start.

SPECIFICATIONS:

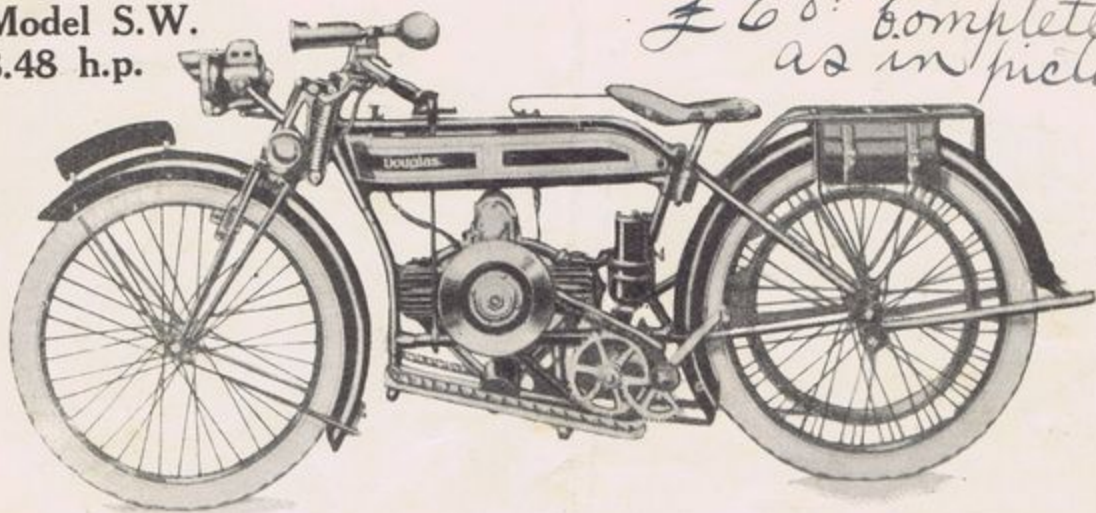
ENGINE.—596 cc. cylinder barrels, never distort, detachable cylinder heads, unbreakable overhead valves, lubricated rockers, double valve springs. **PISTON**—cast iron alloy, patented design. **CONNECTING RODS**—of "H" section. **CAMSHAFT**—and **CRANKSHAFT**—mounted on heavy duty ball bearings. **GEAR BOX**—Three speed heavy ball bearings. Chrome steel is used throughout. **CLUTCH**—Single plate, practically everlasting, adjustable in a few seconds. **MAGNETO**—E.I.C., quickly removable without interfering with the timing. **CARBURETTOR**—Amac. **LUBRICATION**—Semi-automatic. Little end bearings positively lubricated. **FRONT FORKS**—Central spring suspension and one piece, solid steel shackles. Pressure gun system for charging. **FRAME**—New Duplex Douglas design. Low centre of gravity and riding position. Immune from skid. **TANK**—Two gallons petrol, half gallon oil. **SADDLE**—Low riding position, and well insulated from all road shocks. **TYRES**—700 x 80 Hutchinson. **FOOTBOARDS**—Cast aluminium with heavy rubber studs. **MUDGUARDS**—Strong, deep section Douglas. **CARRIER**—Tubular, carrying metal covered tool bags. **BRAKES**—Front and rear "V" shoes operating in special brake drums, with patented radial action. **FINISH**—Tank highly burnished in aluminium, royal blue panel and petrol proof varnished. Frame rust proof, three coats of the finest black, enamel, noted for brilliancy and durability. **CONSUMPTION**—Oil 1,000 m.p.g. Petrol: 75/80 m.p.g.

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Douglas

Model S.W.
3.48 h.p.

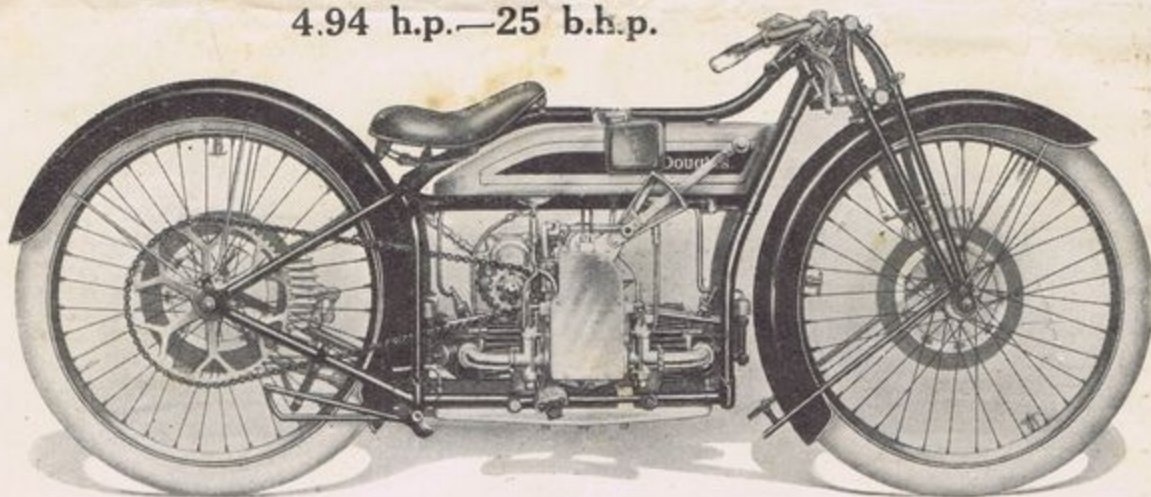
*£68: complete
as in picture*



THE "S.W." Model Douglas is identical with the model described on Page 1, but is fitted with the famous Douglas Flywheel Clutch and Kick Starter. This model is meant to appeal to those whose goings and comings entail frequent stops, re-starts or traffic hold-ups; the simple kick-starter being found wonderfully handy in getting away in traffic, on steep incline, punt ramps, etc. The kick starter and clutch fitments are added in the simplest form possible so as not to effect the economy of this popular mount.

Douglas R.A., I.O.M. Model

4.94 h.p.—25 b.h.p.



THE "25 I.O.M." $3\frac{1}{2}$ h.p. Douglas will make a particularly strong appeal to the speedman and the competition rider. Its design and construction are based upon experience gained in successfully contesting speed events throughout the world; it combines perfect road holding and marvellous cornering abilities with phenomenal acceleration.

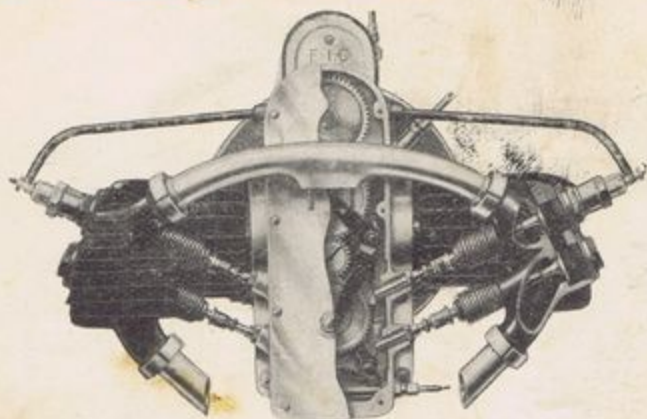
The "I.O.M." Model has carried off practically every classic race in which it has been entered. It won the 1923 T.T., and was the first motorcycle to do the T.T. course at and over 60 m.p.h. officially timed. It finished 1st, 2nd, 3rd, 4th, and 5th in the San Sebastian Grand Prix, 1924; won the French Grand Prix, and also the Spanish 12 hours' race, and in the hands of private owners has gained innumerable awards at Club hill climbs and track events.

Unlike many speed machines, the "I.O.M." model is extremely tractable and flexible, and may be ridden to the venue with perfect safety—and even used for fast touring work.

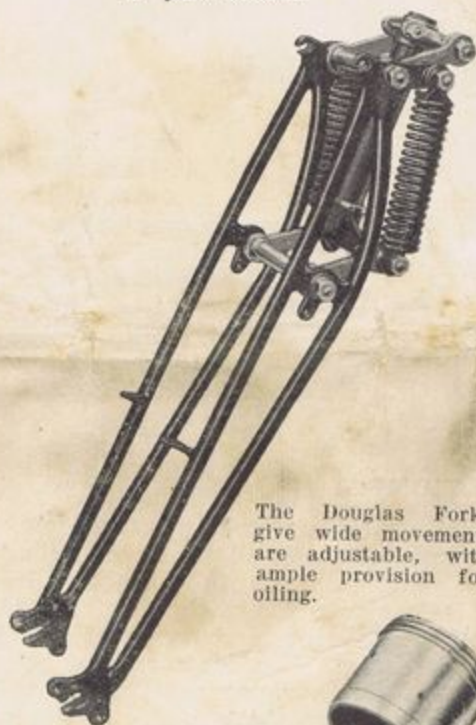
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The first and only 32 to do 100 m.p.h. officially recorded

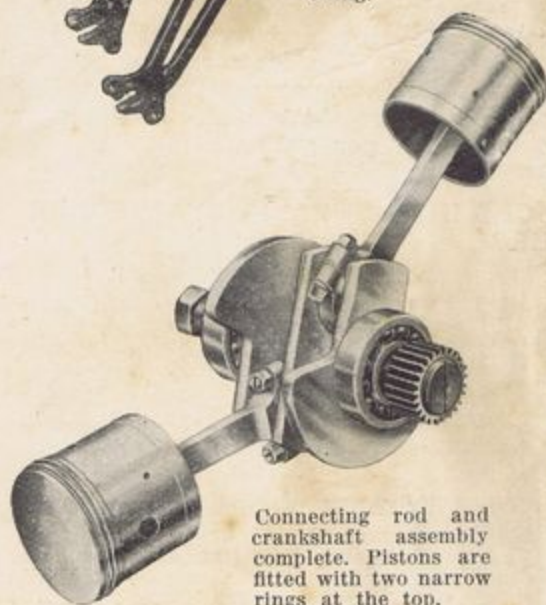
You can get a Spare Part for a Douglas anywhere



The 2 3/4 h.p. vibrationless twin-cylinder Douglas engine shown in part section.



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



Connecting rod and crankshaft assembly complete. Pistons are fitted with two narrow rings at the top.

Points in Design of the 2 3/4 h.p. Douglas

THE Douglas has been developed over a period of years. Improvements have been made from time to time, as they appeared necessary.

Its main feature is the twin-opposed engine, which is admittedly perfectly balanced and vibrationless. The gear box has proved itself to be almost indestructible. It is simplicity itself in design and will run indefinitely without attention.

In minor details, there is undoubtedly not another machine that embodies the fine points like a Douglas. All clips for attaching the generator, the pump, the brake and various other parts are permanently brazed to the frame, and do not present a source of worry by working loose. The finish throughout is excellent, the machine being enamelled in durable black, over rust proofing, while the tank is in burnished aluminium, with blue panels, lined, and several coats of protective varnish. All necessary parts are highly plated and burnished.



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Ignised by A.C.U. - A Twin is best and Douglas is the best Twin