



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

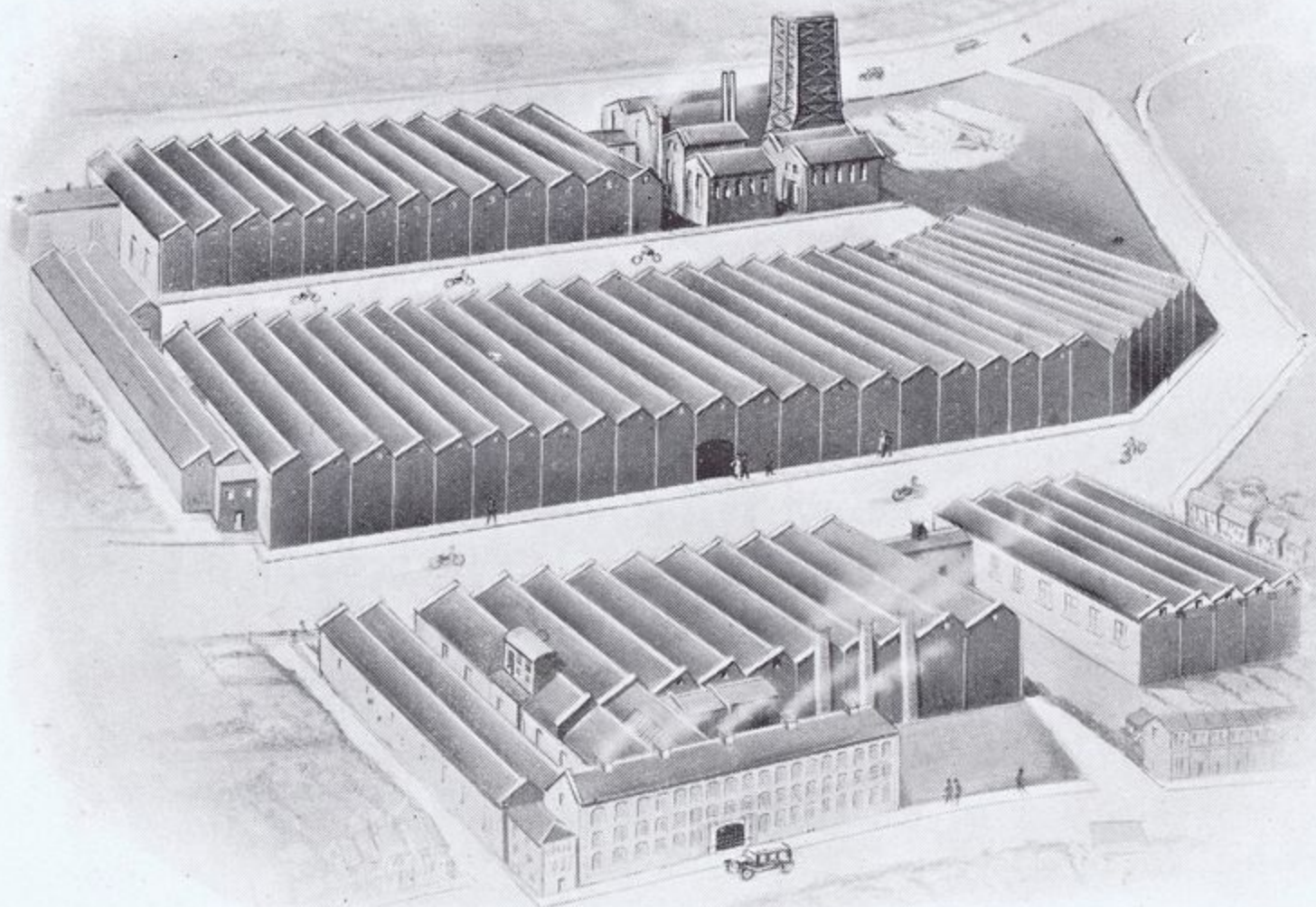
Douglas



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

SHOWROOMS :
TRAMWAYS CENTRE,
BRISTOL.

Telephone : 22750.



SHOWROOMS :
39 NEWMAN STREET,
LONDON, W.1.
Telephone : Museum 4476.

Douglas Motors Ltd., Kingswood, Bristol.

Telephone : KINGSWOOD 73013 (Private Branch Exchange) 4 lines. Telegrams : DOUGLAS, KINGSWOOD.

IN INTRODUCING our 1932 range of Models, we do so with the utmost confidence that we are presenting to the public motor cycles of advanced and outstanding design; first class workmanship, and at a price which for value has no comparison with any other make of machine in the world.

We feel that intending purchasers of motor cycles are not fully conversant with the many advanced designs, together with the advantages, which the Douglas horizontally opposed twin cylinder and the other component parts of the machine offers to them. We can, therefore, be excused if we take the liberty of mentioning just a few points which we can place before the buying public as being found ONLY on the Douglas machine, and which have been introduced as a result of 25 years continued study of the most ideal motor cycle, and also with close scrutiny of the designs of internal combustion engines generally used.

In the first place the ENGINE itself is of the horizontally opposed twin cylinder type and one which without hesitation can be classed as having no real rival. It gives no vibration, shocks or jolts, and its sweet running causes no fatigue to the rider; it gives tremendous acceleration when required and a silky pull which cannot be expected or obtained from an engine not so perfectly balanced. The opposed twin engine is better balanced than any other type of internal combustion engine, except perhaps a six-cylinder one, and we claim that it is equal in balance even to this. The Douglas engine is quite up to date. It has detachable cylinder heads, dry sump lubrication, enclosed valves and many other refinements too numerous to mention. The FLYWHEEL CLUTCH is designed and built on exactly the same principles as the best car clutch, and being fitted to the engine relieves the gearbox of all excessive labour; it gives years of action and long life.

Our LIGHTING SYSTEM is one which has many advantages over any other. It is entirely independent of the ignition of the machine; no breakdown in the system can in any way effect its running. The GENERATOR is specially built by the B.T.H. from Douglas design.

The BRAKES are of the low pressure semi-servo type with large friction surface, whilst the WHEELS are built with spokes of equal length on both sides. The BRAKE DRUMS are fixed by means of serrated tapers. THE CENTRE STAND requires the minimum of effort to stand the machine in an upright position, and only a slight rolling motion is required to raise the machine on its stand. The SPEEDOMETER position and drive are patented. The drive is enclosed and can be lubricated. It is worm driven, very neat and accurate, whilst the position of the speedometer itself is such that it can be read whilst looking ahead. There is no need to take one's eyes off the road.

The PRICE is one which is comparable with machines of much lesser specification, and in some cases with only one cylinder. Prices, however, are only relative, and a cheap machine may be dear at any price. We claim to be giving more value for money than can be found in any other motor cycle. We are not concerned with the general price of machines—our aim is to give value for money disregardless of what price may have to be charged.

We have had during the past year, the honour of supplying HIS MAJESTY'S ARMY, the HIGH COMMISSIONER FOR INDIA, the POLICE, and MANY OTHER PUBLIC BODIES, and we claim that a machine which has been selected for such arduous work as required by these Government Departments must of necessity be of the highest quality and lasting service.

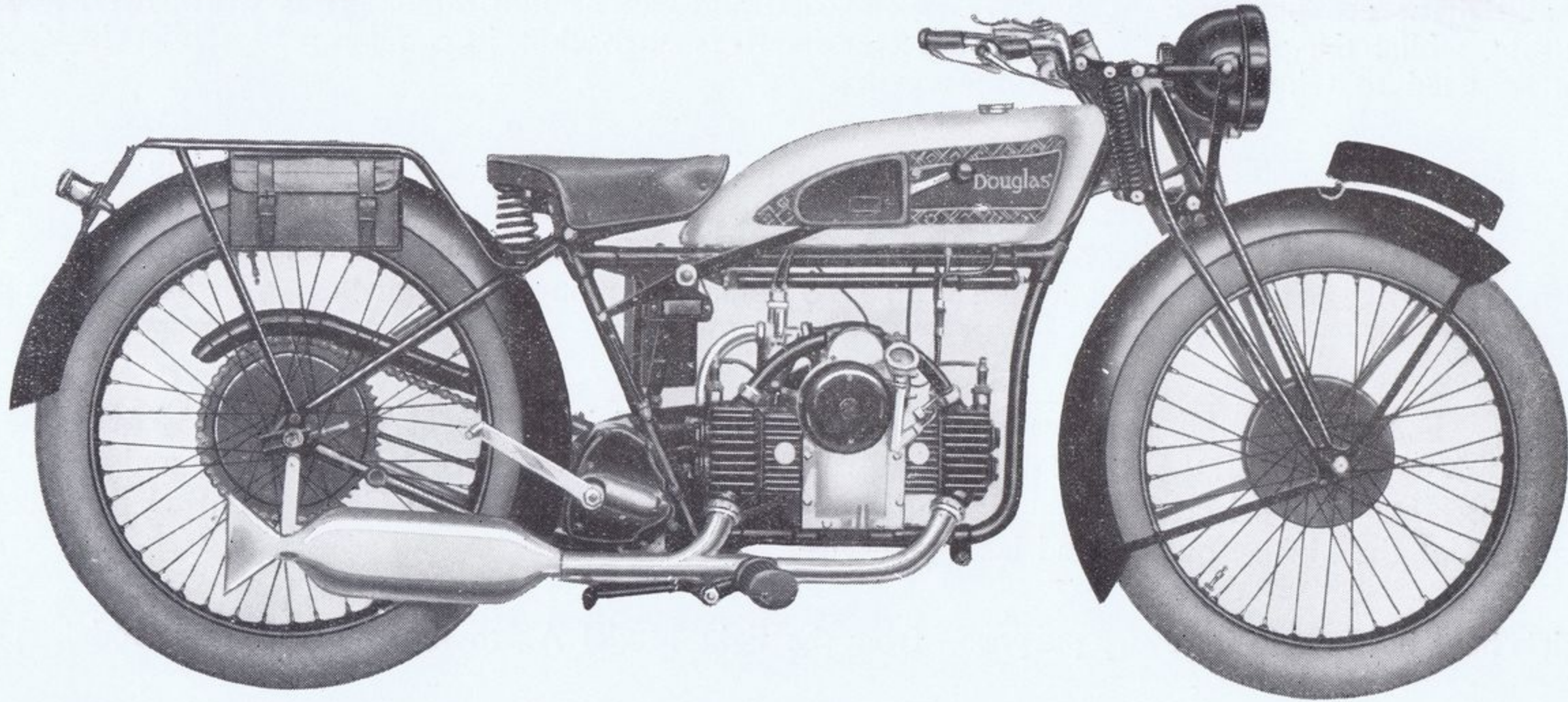
Models have been made for every purpose—from the light Model A., to the Super Speed Model, S.W.5.

For the Tradesmen we have every type of Carrier, and these combined with the very excellent 600 c.c. side valve Models, constitute the ideal delivery outfit.

SIDECARS. We can deliver any type of sidecar required. For perfect sidecar work it is essential to have the twin opposed vibrationless Douglas. The delights of passenger machines cannot be yours until you have the ideal sidecar machine—the 600 c.c. Douglas.

Douglas

A twin is best and
Douglas is the best twin.



A.32 - 350 c.c. S.V. UNDER 224 LBS.

Price

Douglas B.T.H. separate unit car type Electric Lighting System,

Barnstormers.com

SPECIFICATION.

A.32. 350 c.c. S.V.

INCLUDING SEPARATE DYNAMO ELECTRIC LIGHTING UNDER 224 LBS.

ENGINE.—350 c.c Douglas horizontally opposed vibration-less twin cylinder. Controlled dry sump lubrication.

GEARBOX.—Three speed, incorporating enclosed kick-starter.

CLUTCH.—Douglas patent flywheel clutch.

TRANSMISSION.— $\frac{5}{8}$ " x $\frac{1}{4}$ " rear, and $\frac{1}{2}$ " x $\frac{3}{16}$ " front roller chains.

FRAME.—Designed to give a low riding position.

STAND—“Easy Lift” centre stand. Can be put into action without leaving saddle.

FORKS.—Douglas patent spring forks.

TANK.—Chromium plated saddle tank fitted with knee grips. Capacity : $2\frac{1}{4}$ gallons.

TYRES.—25" x 3".

BRAKES.—Douglas patent brakes, 8" diameter, fitted to front and rear wheels. Toe operated rear brake.

SADDLE.—Spring top of latest type.

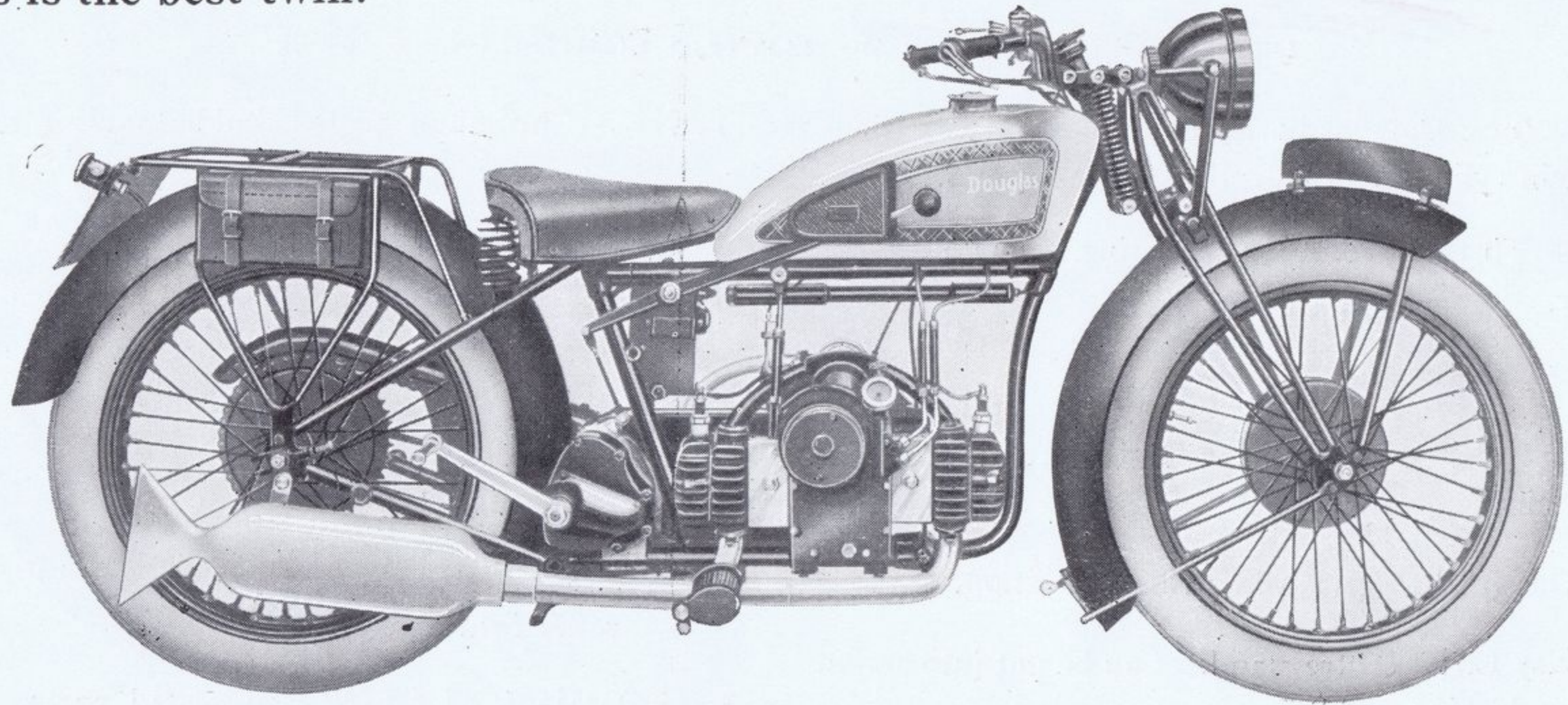
WHEELS.—Fitted with detachable brake drums and taper roller bearings.

CHROMIUM PLATING on plated parts.

In lieu of electric lighting, acetylene lighting speedometer with enclosed drive, and legshields can be supplied at the same price.

Douglas

A twin is best and
Douglas is the best twin.



B.32. - 350 S.V. TOURING AND OVERSEAS MODEL.

Douglas B.T.H. separate unit and Electric Lighting System,

Four Speed Gear Box

extra,

BARNSTORMERS.CO.NZ

SPECIFICATION.

B.32. 350 c.c. S.V.

TOURING AND OVERSEAS.

ENGINE.—350 c.c. Douglas horizontally opposed vibrationless twin cylinder. Controlled dry sump lubrication. New design cylinders, with Alloy plate heads.

GEARBOX.—Three speed. Enclosed kickstarter.

CLUTCH.—Douglas patent flywheel clutch.

TRANSMISSION.—By $\frac{1}{2}$ " x $\frac{3}{16}$ " roller chain to gearbox. Rear $\frac{5}{8}$ " x $\frac{1}{4}$ " roller chains.

FRAME.—Designed to give low riding position.

STAND.—“Easy Lift” centre stand. Can be put into action without leaving saddle.

FORKS.—Douglas patent spring forks fitted with steering damper.

TANK.—Chromium plated saddle tank fitted with knee grips. Capacity : $2\frac{1}{2}$ gallons.

TYRES.—26" x 3.25",

HANDLEBARS.—Adjustable,

BRAKES.—Douglas patent brakes, fitted with 8" front and rear drums. Toe operated rear brake.

SADDLE.—Spring top of large size.

WHEELS.—Special heavy pattern, fitted with detachable brake drums. Built up with 9 gauge spokes, well base rims and taper roller bearings.

CARRIER.—Heavy type, accommodating toolbag on two sides.

MUDGUARDS.—Extra large, giving ample protection from mud and necessary clearance for rough roads.

FOOTRESTS OR FOOTBOARDS.—Optional.

SILENCER.—Douglas Silencer. Very efficient.

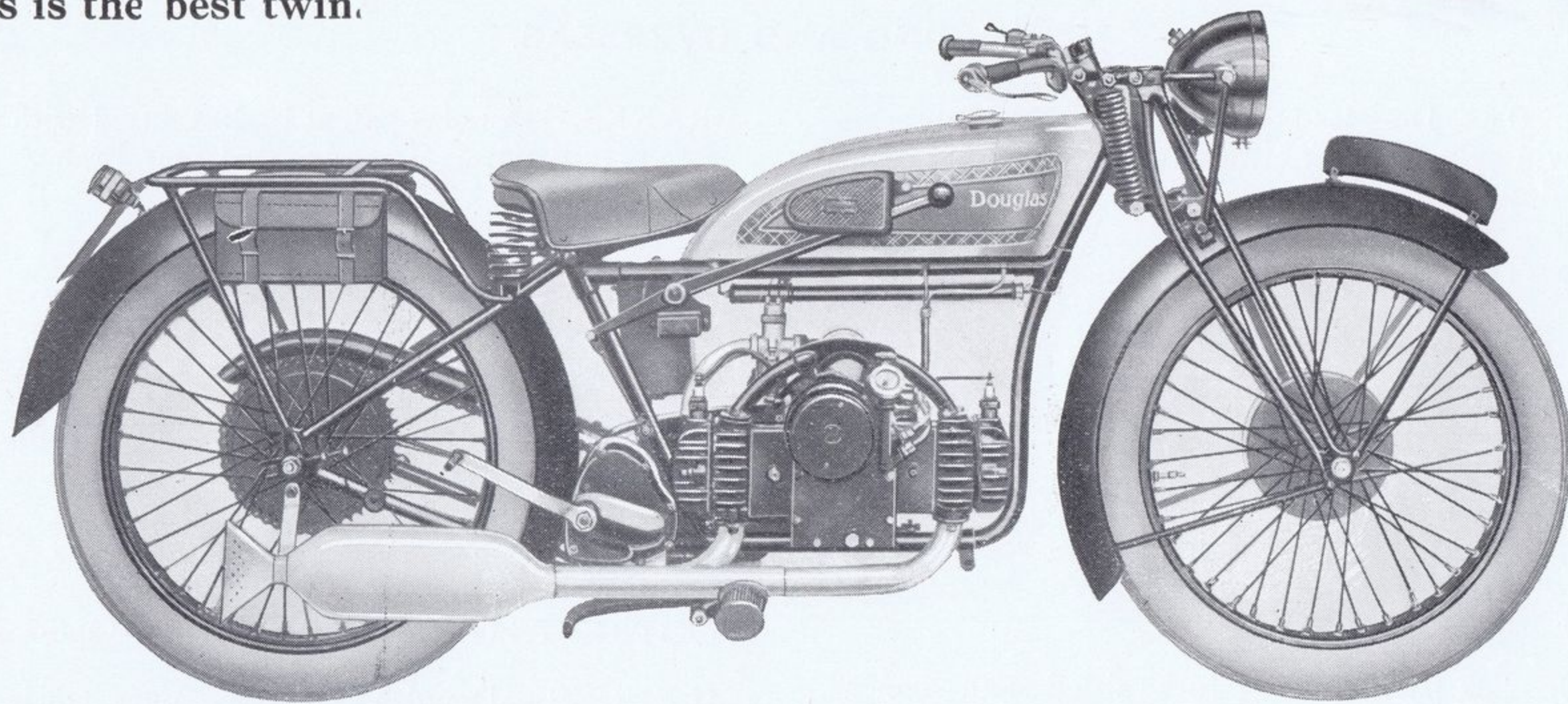
CONROLS.—Twist grip. Lever controls optional.

CHROMIUM PLATING.—On plated parts.

Douglas B.T.H. separate unit electric lighting system

Douglas

A twin is best and
Douglas is the best twin.



C.32. - 500 c.c. S.V. UNDER 224 LBS.

Douglas B.T.H. separate unit Electric Lighting System

Barnstaple.com.au

SPECIFICATION.

C.32. 500 c.c. S.V.

INCLUDING SEPARATE DYNAMO ELECTRIC LIGHTING UNDER 224 LBS.

ENGINE.—500 c.c. Douglas horizontally opposed vibrationless twin cylinder. Entirely new design incorporating all the latest features of modern engines, including controlled dry sump lubrication. New type cylinders with Alloy plate heads.

GEARBOX.—Three speed, incorporating enclosed kick-starter.

CLUTCH.—Douglas patent flywheel clutch.

TRANSMISSION.— $\frac{5}{8}$ " x $\frac{1}{4}$ " and $\frac{1}{2}$ " x $\frac{3}{16}$ " front roller chains.

FRAME.—Designed to give a low riding position.

STAND.—“Easy Lift” centre stand. Can be put into action without leaving saddle.

FORKS.—Douglas patent spring forks.

TANK.—Chromium plated saddle tank fitted with knee grips. Capacity: $2\frac{1}{4}$ gallons.

TYRES.—25" x 3".

BRAKES.—Douglas patent brakes, 8" diameter, fitted to front and rear wheels. Toe operated rear brake.

SADDLE.—Spring top of latest type.

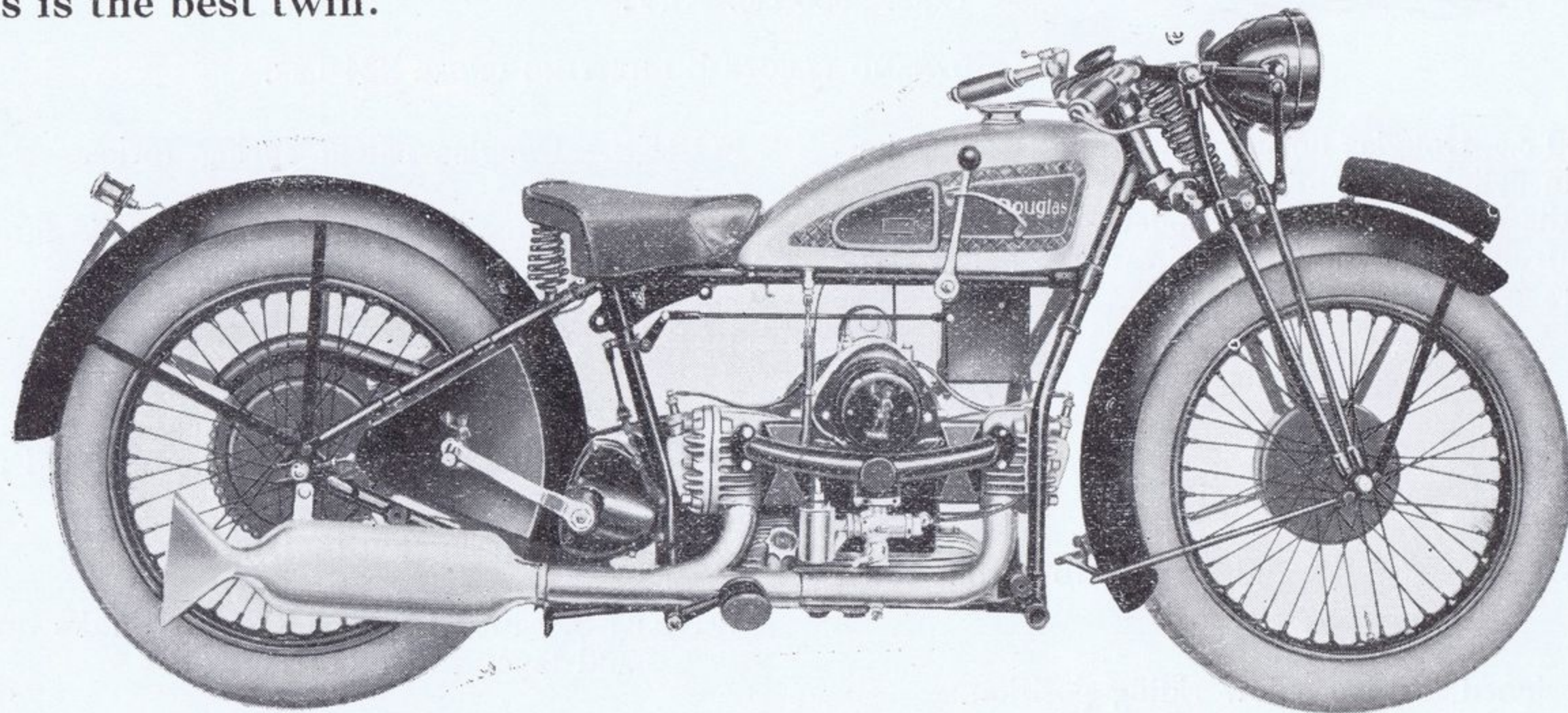
WHEELS.—Fitted with detachable brake drums and taper roller bearings.

CHROMIUM PLATING on plated parts.

In lieu of electric lighting, acetylene lighting speedometer with enclosed drive, and legshields can be supplied at the same price.

Douglas

A twin is best and
Douglas is the best twin.



D.32. - 600 c.c. SPORTS SIDE VALVE.

Douglas B.T.H. separate unit Electric Lighting System
Four Speed Gear Box

extra.

SPECIFICATION.

D.32. 600 c.c. S.V.

TOURING SPORTS.

ENGINE.—Douglas horizontally opposed vibrationless twin cylinder. Entirely new design incorporating all the latest features of modern engines. Automatic dry sump lubrication. Capacity of oil sump : 5 pints.

GEARBOX.—Three speed. Improved enclosed kickstarter mechanism.

CLUTCH.—Douglas patent flywheel clutch of improved type.

TRANSMISSION.— $\frac{5}{8}$ " x $\frac{1}{4}$ " rear, $\frac{1}{2}$ " x $\frac{5}{16}$ " front chain adequately guarded throughout.

FRAME.—Duplex cradle pattern.

STAND.—“Easy Lift” centre stand. Can be put into action without leaving saddle.

FORKS.—Specially improved design for this model, fitted with steering damper, shock absorber and buffer springs.

TANK.—Chromium plated saddle tank fitted with knee grips. Capacity : 3 gallons.

TYRES.—26" x 3.5".

BRAKES.—Douglas low pressure 8" brakes with extra heavy drums, built up with 9 gauge spokes, well base rims and taper roller bearings.

MUDGUARDS.—Deep section giving adequate protection.

SILENCER.—Entirely new type giving quiet running without loss of efficiency.

CONTROLS.—Twist grip control.

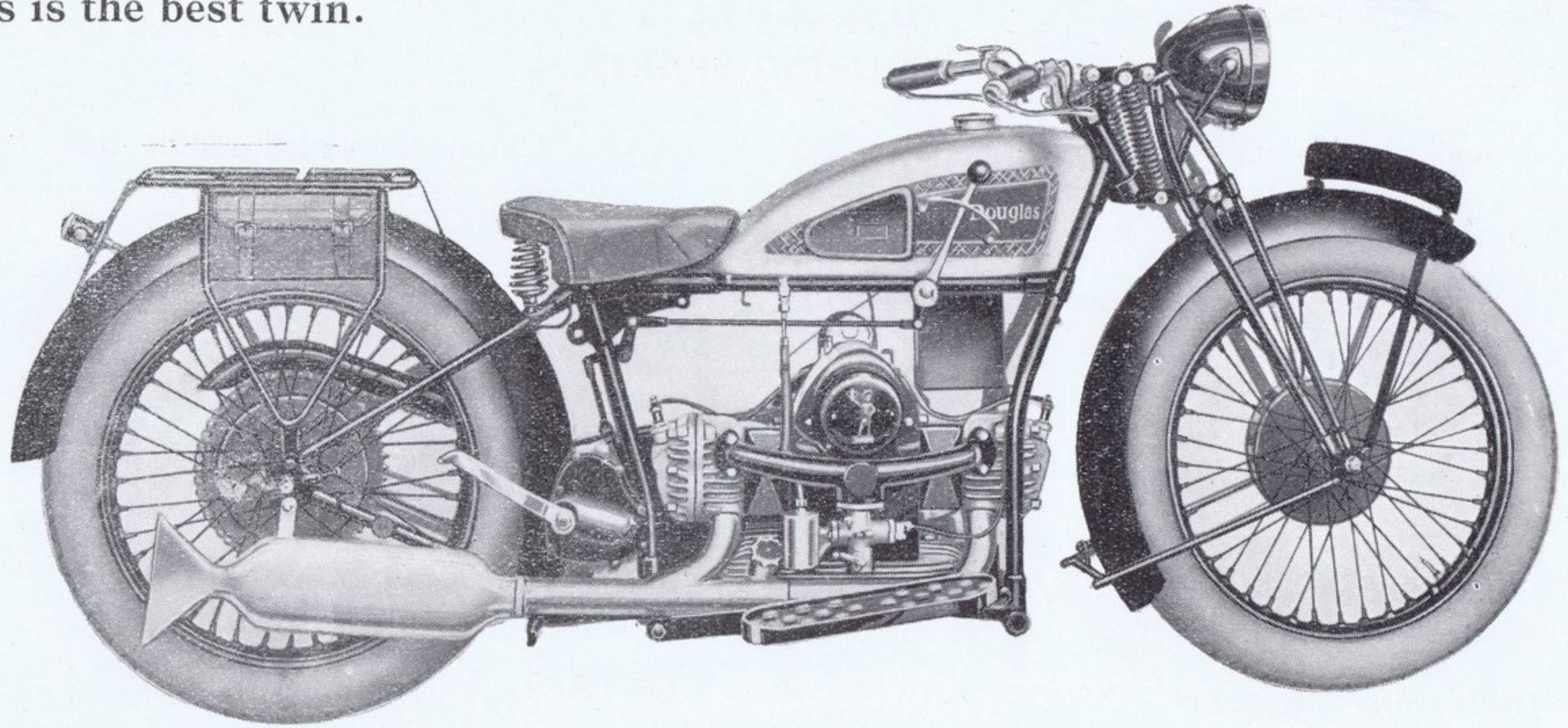
CHROMIUM PLATING on plated parts.

HANDLEBARS.—Adjustable.

Douglas—B.T.H. separate unit electric lighting system.

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Douglas is the best twin.



E.32. - 600 c.c. STANDARD SIDE VALVE.

Douglas B.T.H. separate unit Electric Lighting System

Four Speed Gear Box
Bannettopmovers.co.nz

extra.

SPECIFICATION.

E.32. 600 c.c S.V.

STANDARD.

ENGINE.—Douglas horizontally opposed vibrationless twin cylinder. Entirely new design incorporating all the latest features of modern engines. Automatic dry sump lubrication. Capacity of oil sump: 5 pints.

GEARBOX.—Three speed. Improved kickstarter mechanism.

CLUTCH.—Improved heavy type Douglas patent flywheel clutch.

TRANSMISSION.— $\frac{5}{8}$ " x $\frac{1}{4}$ " rear, and $\frac{1}{2}$ " x $\frac{5}{16}$ " front. Adequately guarded throughout.

FRAME.—Duplex cradle pattern.

STAND.—“Easy Lift” centre stand. Can be put into action without leaving saddle.

FORKS.—Douglas patent spring forks fitted with heavy links, and steering damper.

TANK.—Chromium plated saddle tank fitted with knee grips. Capacity: 3 gallons.

TYRES.—26" x 3.5".

BRAKES.—Douglas low pressure 8" brakes with extra heavy drums. Toe operated rear brake.

SADDLE.—Spring top of large size.

WHEELS.—Special heavy pattern fitted with detachable brake drums, built up with 9 gauge spokes, well base rims and taper roller bearings.

CARRIER.—Heavy type.

MUDGUARDS.—Deep section giving adequate protection.

SILENCER.—Entirely new type giving quiet running without loss of efficiency.

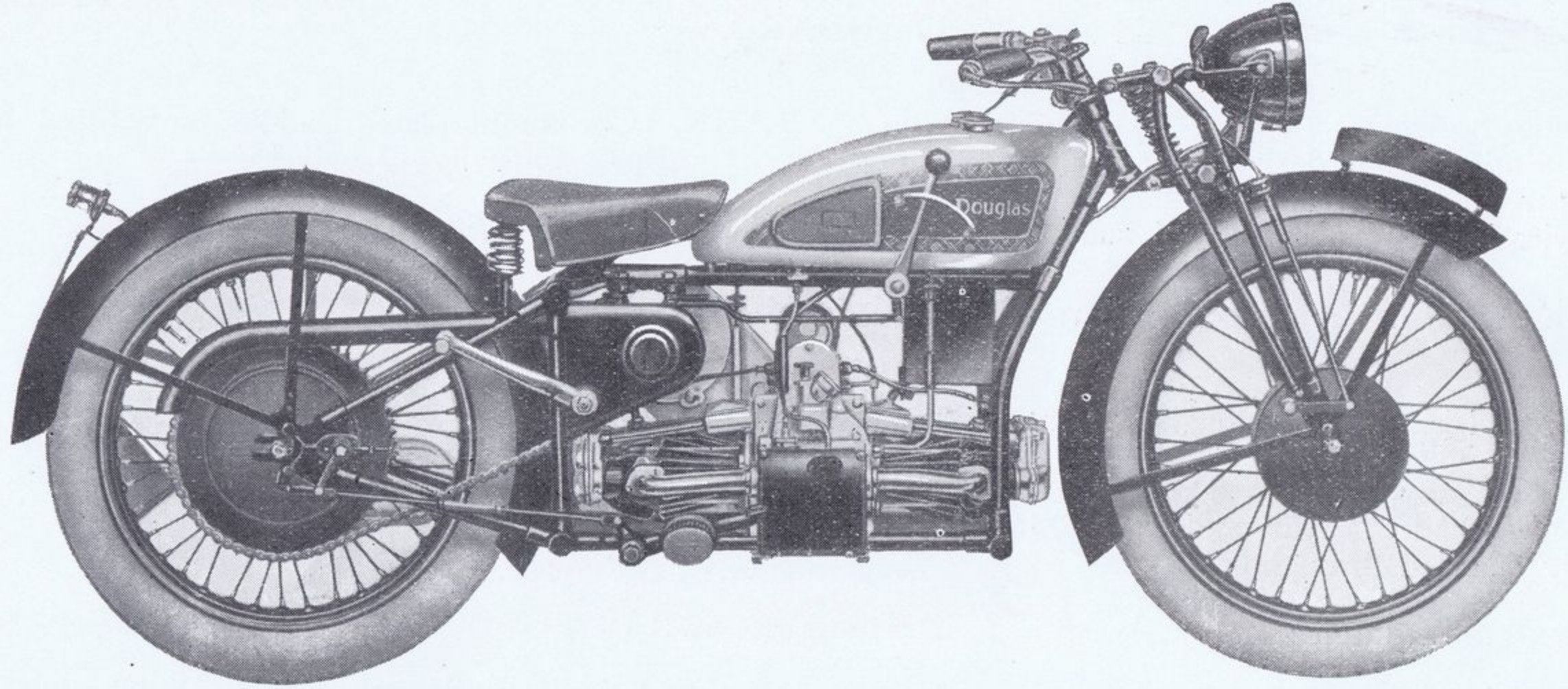
FOOTRESTS OR FOOTBOARDS.—Optional.

CHROMIUM PLATING on plated parts.

Douglas—B.T.H. separate unit electric lighting system ...

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F.32. 500 c.c. O.H.V. SPORTS. G.32. 600 c.c. O.H.V.

SPECIFICATION.

F.32 500 c.c. O.H.V. G.32 600 c.c. O.H.V.

SPORTS.

ENGINE.—Douglas horizontally opposed vibrationless twin cylinder overhead valve. Detachable heads. Controlled dry sump lubrication. Carburettor totally enclosed and incorporated in air box. All valve operating gears totally enclosed.

GEARBOX.—Three speed. Fitted with kickstarter.

CLUTCH.—Douglas patent flywheel clutch specially designed for this high speed model.

TRANSMISSION.— $\frac{5}{8}$ " x $\frac{1}{4}$ " roller chain throughout.

FRAME.—Duplex cradle pattern.

FORKS.—Specially designed for this model. Fitted with steering damper and shock absorber.

TANK.—Chromium plated saddle tank fitted with knee grips. Capacity : 3 gallons.

WHEELS.—Special heavy pattern fitted with detachable brake drums. Built up with 9 gauge spokes, well base rims and taper roller bearings.

BRAKES.—Douglas low pressure 8" brakes with extra heavy drums. Toe operated rear brake.

STAND.—"Easy Lift" centre stand. Can be put into action without leaving saddle.

MUDGUARDS.—Deep section giving adequate protection.

SILENCER.—Entirely new type giving quiet running without loss of efficiency.

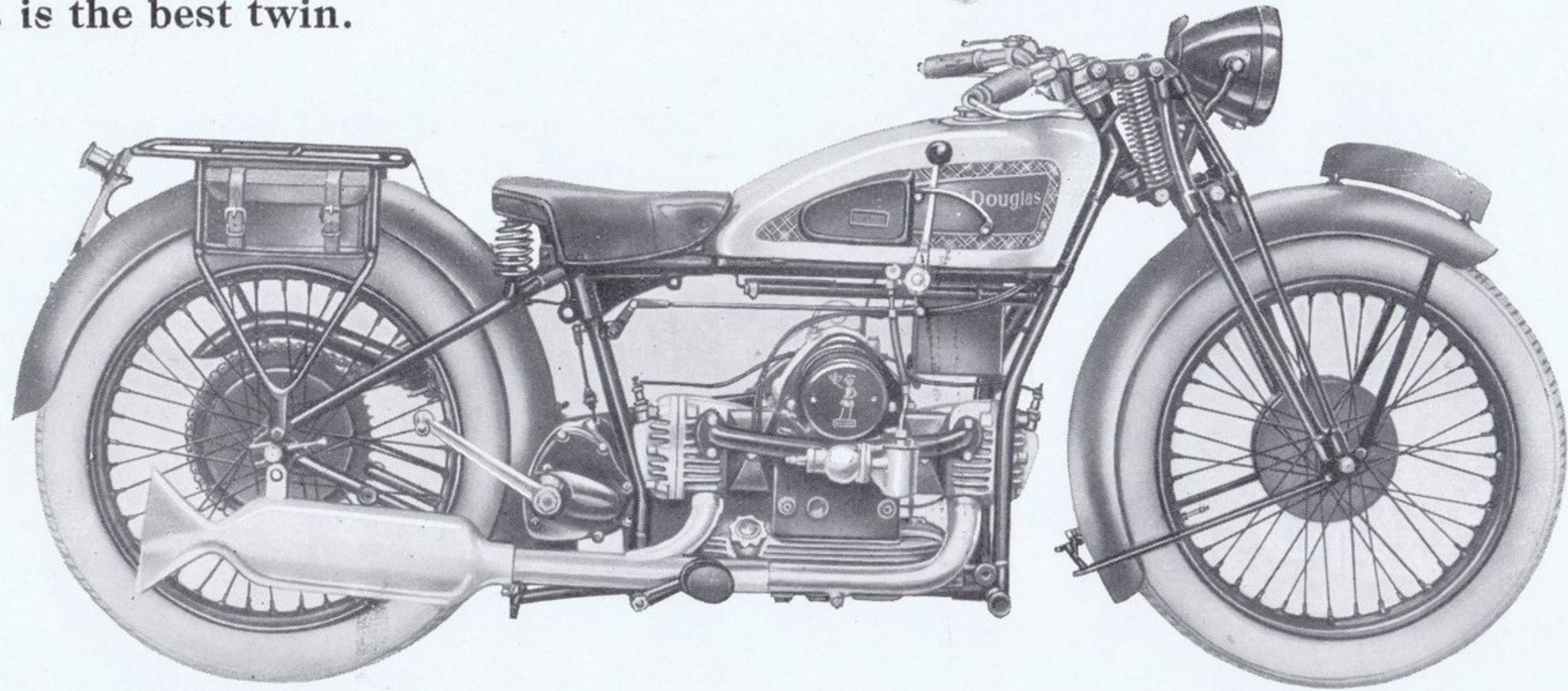
HANDLEBARS.—Adjustable.

Mag. Generator

Barnstormers.co.nz

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H.32. - 750 c.c. S.V. STANDARD.

Douglas B.T.H. separate unit Electric Lighting System

Four Speed Gear Box

barnstormers.co.nz

SPECIFICATION.

H.32. 750 c.c. S.V.

STANDARD.

ENGINE.—750 c.c. Douglas horizontally opposed vibrationless twin cylinder. Entirely new design incorporating all the latest features of modern engines. Automatic dry sump lubrication. Capacity of oil sump : 5 pints.

GEARBOX.—Three speed. Improved kickstarter mechanism.

CLUTCH.—Improved heavy type Douglas patent flywheel clutch.

TRANSMISSION.— $\frac{5}{8}$ " x $\frac{1}{4}$ " rear, and $\frac{1}{2}$ " x $\frac{5}{16}$ " front. Adequately guarded throughout.

FRAME.—Duplex cradle pattern.

STAND.—"Easy Lift" centre stand. Can be put into action without leaving saddle.

FORKS.—Douglas patent spring forks fitted with heavy links, and steering damper.

TANK.—Chromium plated saddle tank fitted with knee grips. Capacity : 3 gallons.

TYRES.—26" x 3.5".

BRAKES.—Douglas low pressure 8" brakes with extra heavy drums. Toe operated rear brake.

SADDLE.—Spring top of large size.

WHEELS.—Special heavy pattern fitted with detachable brake drums. Built up with 9 gauge spokes, well base rims and taper roller bearings.

CARRIER.—Heavy type.

MUDGUARDS.—Deep section giving adequate protection.

SILENCER.—Entirely new type giving quiet running without loss of efficiency.

FOOTRESTS OR FOOTBOARDS.—Optional.

CHROMIUM PLATING on plated parts.

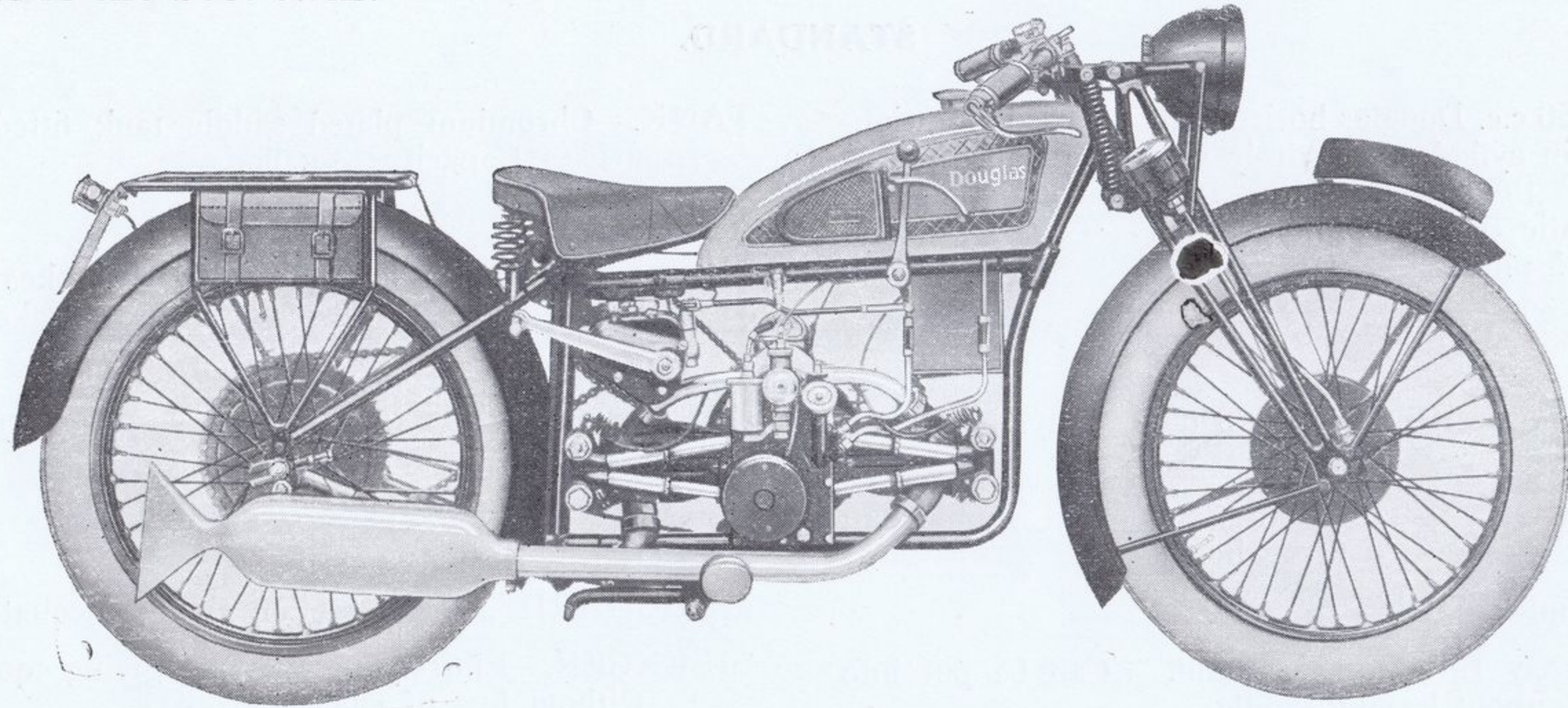
Douglas—B.T.H. separate unit electric lighting system

CARBURETTOR AND TIMING COVER AS ILLUSTRATED ON THIS MODEL CAN BE FITTED TO

MODELS D AND E IF REQUIRED.

Douglas

A twin is best and
Douglas is the best twin.



K.32. 350 c.c. O.H.V. TOURING. M.32. 500 c.c. O.H.V. TOURING.

Douglas B.T.H. separate unit car type Electric Lighting System

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SPECIFICATION.

K.32. 350 c.c. O.H.V. M.32 500 c.c O.H.V.

TOURING.

ENGINE.—Douglas horizontally opposed vibrationless twin cylinder, overhead valve. Detachable heads. All valve operating gear totally enclosed. Controlled dry sump lubrication.

GEARBOX.—Three speed. Fitted with kickstarter.

CLUTCH.—Douglas patent flywheel clutch.

TRANSMISSION.— $\frac{5}{8}$ " x $\frac{1}{4}$ " rear, and $\frac{1}{2}$ " x $\frac{3}{16}$ " front roller chains.

FRAME.—Designed to give low riding position.

STAND.—“Easy Lift” centre stand.

FORKS.—Douglas patent spring forks, fitted with steering damper.

TANK.—Chromium plated saddle tank fitted with knee grips. Capacity : $2\frac{1}{2}$ gallons.

TYRES.—26" x 3.25".

BRAKES.—Douglas patent brakes fitted with 8" front and rear drums. Toe operated rear brake.

SADDLE.—Spring top of large size.

WHEELS.—Special heavy pattern, fitted with detachable brake drums. Built up with 9 gauge spokes, well base rims and taper roller bearings.

CARRIER.—Heavy type, accommodating toolbag on two sides.

MUDGUARDS.—Extra large, giving ample protection from mud and necessary clearance for rough roads.

FOOTRESTS.

SILENCER.—Douglas silencer. Very efficient.

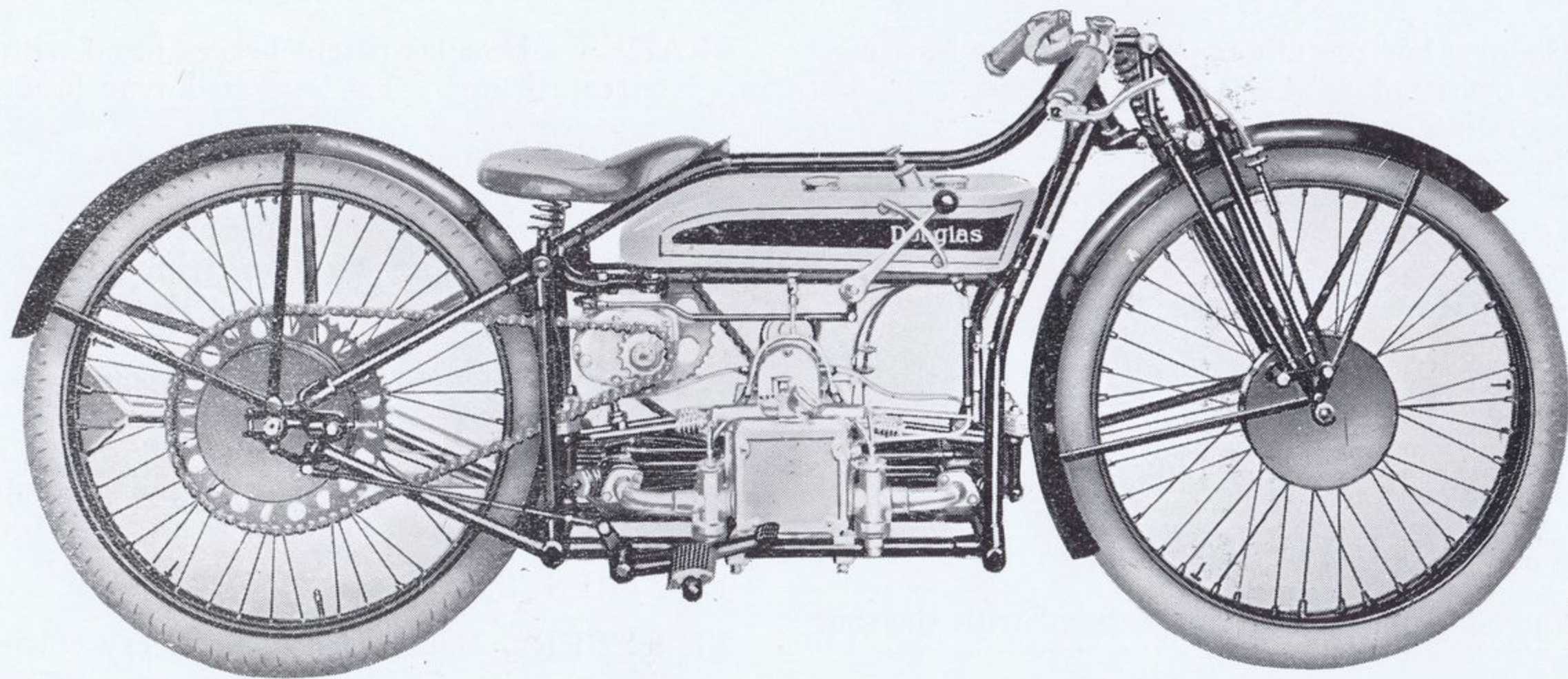
CONTROLS.—Twist Grip. Lever controls optional.

CHROMIUM PLATING on plated parts.

HANDLEBARS.—Adjustable.

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SW.5. 500 c.c.

SPEED MODEL, O.H.V.
Barnstormers.co.nz

SW.6. 600 c.c.

SPECIFICATION.

S.W.5. 500 c.c. S.W.6. 600 c.c.

SPEED MODEL, O.H.V.

ENGINE.—Douglas horizontally opposed vibrationless twin cylinder. Detachable overhead valve heads. Lubrication by mechanical oil pump, through sight feed forcing oil through crankshaft. Auxiliary hand pump fitted.

GEARBOX.—Three speed separate unit. Gear control by lever and gate attached to frame.

CLUTCH.—Douglas patent flywheel clutch specially designed for this high speed model.

TRANSMISSION.— $\frac{5}{8}$ " x $\frac{1}{4}$ " roller chain throughout.

FRAME.—Duplex cradle pattern.

FORKS.—Built to suit above frame with central spring suspension fitted with shock absorber and steering damper.

TANK.—Cellulose finish. Capacity : 2 gallons.

WHEELS.—Specially built for speed work, fitted with 28" x 2 $\frac{1}{2}$ " tyres.

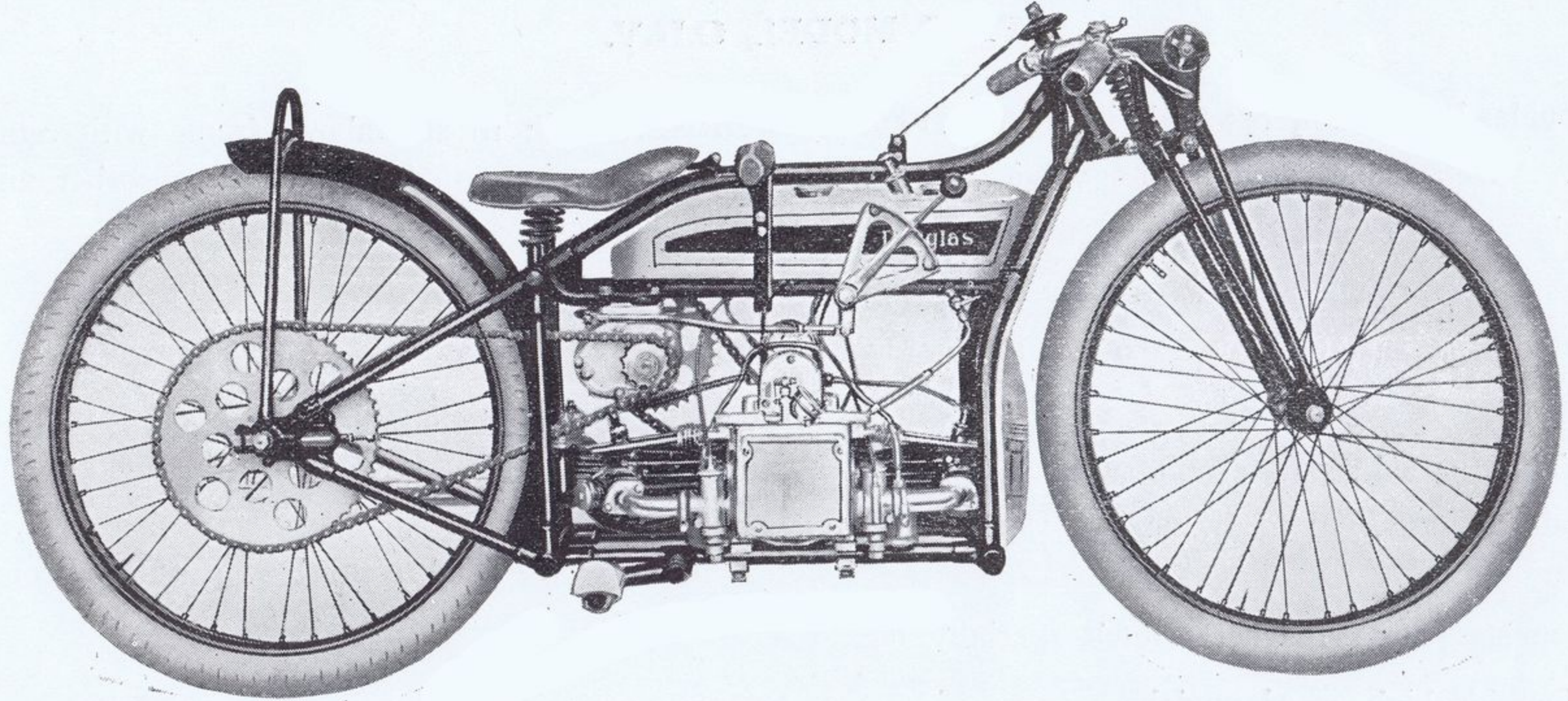
INDUCTION.—Dual control twin carburettors with air box.

BRAKES.—Douglas low pressure 8" brakes with heavy drums.

Silencer and light mudguards fitted to enable machine to be ridden to venue of speed events.

Douglas

A twin is best and
Douglas is the best twin.



D.T.5. 500 c.c.

O.H.V.

D.T.6. 600 c.c.

THE POPULAR DIRT TRACK MODELS

Barnstormers.co.nz

SPECIFICATION.

D.T.5 500 c.c. O.H.V. D.T.6. 600 c.c.

THE POPULAR DIRT TRACK MODELS.

ENGINE.—Douglas horizontally opposed vibrationless twin cylinder. Specially developed to suit the conditions of Dirt Track racing. Detachable overhead valve heads.

GEARBOX.—Three speed separate unit with specially stiffened up mainshaft. Gear control by lever and gate attached to frame.

TRANSMISSION.— $\frac{5}{8}$ " x $\frac{1}{4}$ " roller chain throughout. Shock absorber fitted to gearbox chain wheel.

FRAME.—Duplex cradle pattern designed to suit and give ample clearance for Dirt Track conditions.

FORKS.—Built to suit above frame with central spring suspension and one-piece steel connecting links fitted with shock absorber and steering damper.

TANK.—Cellulose finish. Capacity: 2 gallons.

WHEELS.—Specially built. Steel hubs, serrated both sides of back wheel so that the rear sprocket can be fitted when wheel is reversed. Also fitted with heavy axles and taper roller bearings.

INDUCTION.—Dual control twin carburettors with air box specially arranged with gauze to exclude dirt from induction system.

HANDLEBARS.—Specially developed type to give maximum control of the machine at all speeds. Twist grip control and magneto cut-out fitted to bar.

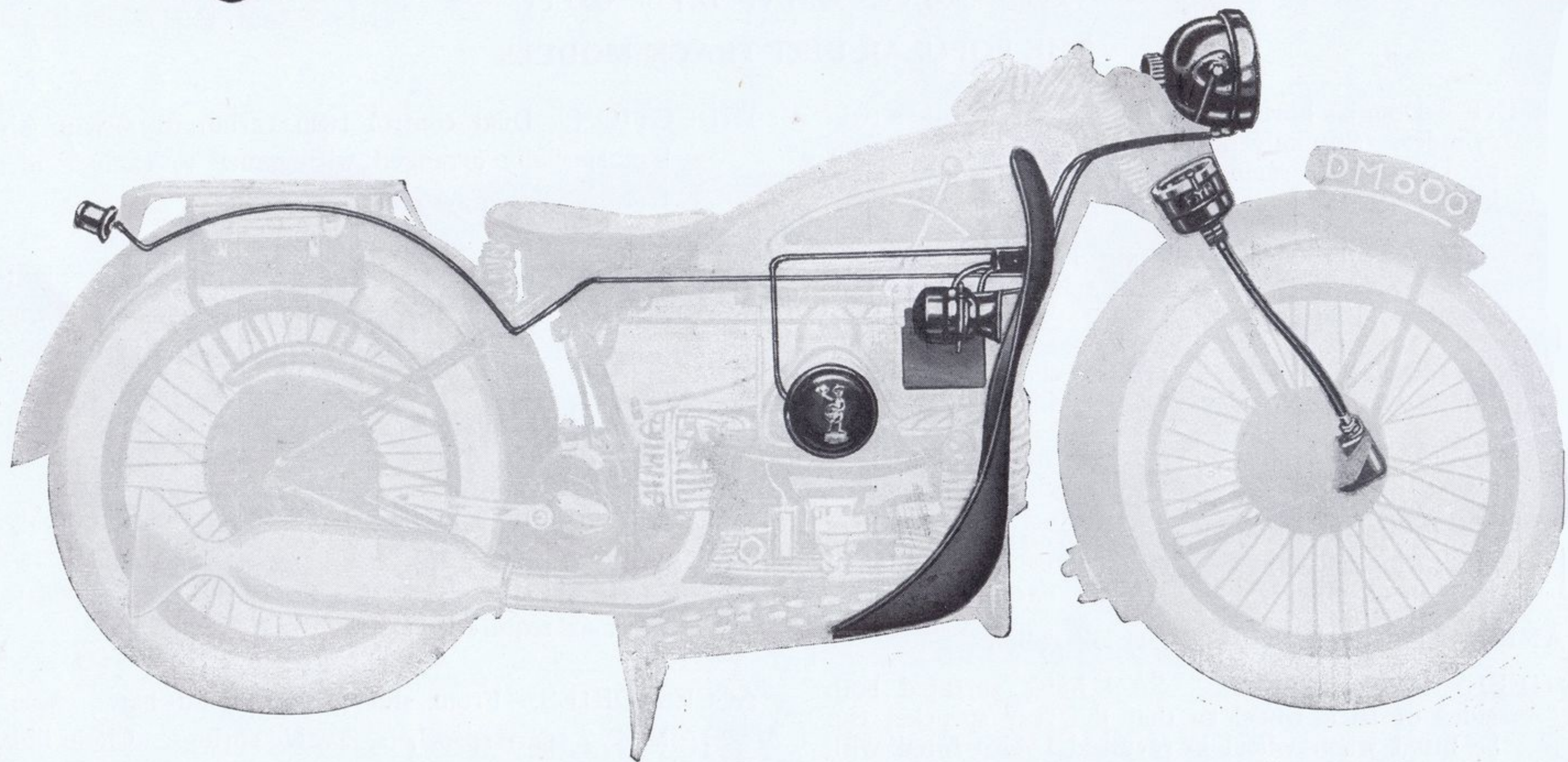
MUDGUARD.—Half guard fitted to back wheel with pushing-off bar.

FOOTREST.—Fitted to right hand side of machine only.

EXHAUST PIPES.—Large plated exhaust pipes, long or short as required.

ACCESSORIES.—Front shield, pushing-off bar. Knee hook, 2 spare sprockets, 2 valve springs. Chain link. Spare jets and tool kit.

Douglas B.T.H SEPARATE DYNAMO LIGHTING



Ghost view of Electric Light layout. Patented Speedometer Drive.

NOTE NEAT LAYOUT AND SIMPLICITY OF WIRING

The Douglas—B.T.H. separate dynamo electric lighting system which can be fitted to Models A/32, B/32, C/32, D/32, E/32, and H/32, is designed as part of the machine and is not, as in many cases, an after-thought.

In conjunction with Messrs. B.T.H. we have been developing and improving this lighting system from its inception several years ago.

The dynamo is provided with a properly designed mounting on the timing cover and is driven by a spur gear. Lugs are provided on the frame for the proper mounting of the battery and cut-out. The wiring is led in a neat manner, the bulk of this being concealed in the tunnel of the tank, making it practically invisible and incidentally well protected from chafing and the weather.

The head lamp has a front diameter of $5\frac{3}{4}$ ins. and is provided with a separate dimming bulb and also an 18 watt main bulb.

The switch for controlling the dynamo output and the lighting is integral with the lamp, mounted in an extremely convenient position for control. An ammeter is fitted at the top side of the lamp, indicating charge and discharge, this being illuminated at night from the interior of the lamp.

Resistance is provided in the head lamp, which comes into operation when the switch is at charge position, without lights being on. The object of this resistance is to lower the output from the dynamo and so avoid damaging the battery by overcharging.

The dynamo, being of a permanent magnet type, cannot injure itself in any way in the event of a connection being broken as is of course possible with other types of dynamos.

We claim that this is the most up-to-date, reliable and simplest lighting system ever produced for a motor cycle and at its extremely low price is wonderfully good value.

SPEEDOMETERS

The Douglas speedometer drive and attachment is the best type in existence. It has enclosed drive, which is lubricated through nipple by grease gun. It is in the best position for the driver to see without taking the eyes from the road: it has the shortest cable and is part and parcel of the front fork, thereby ensuring that no strain takes place on the cable.

LIST OF EXTRAS WHICH CAN BE FITTED TO OUR MACHINES.

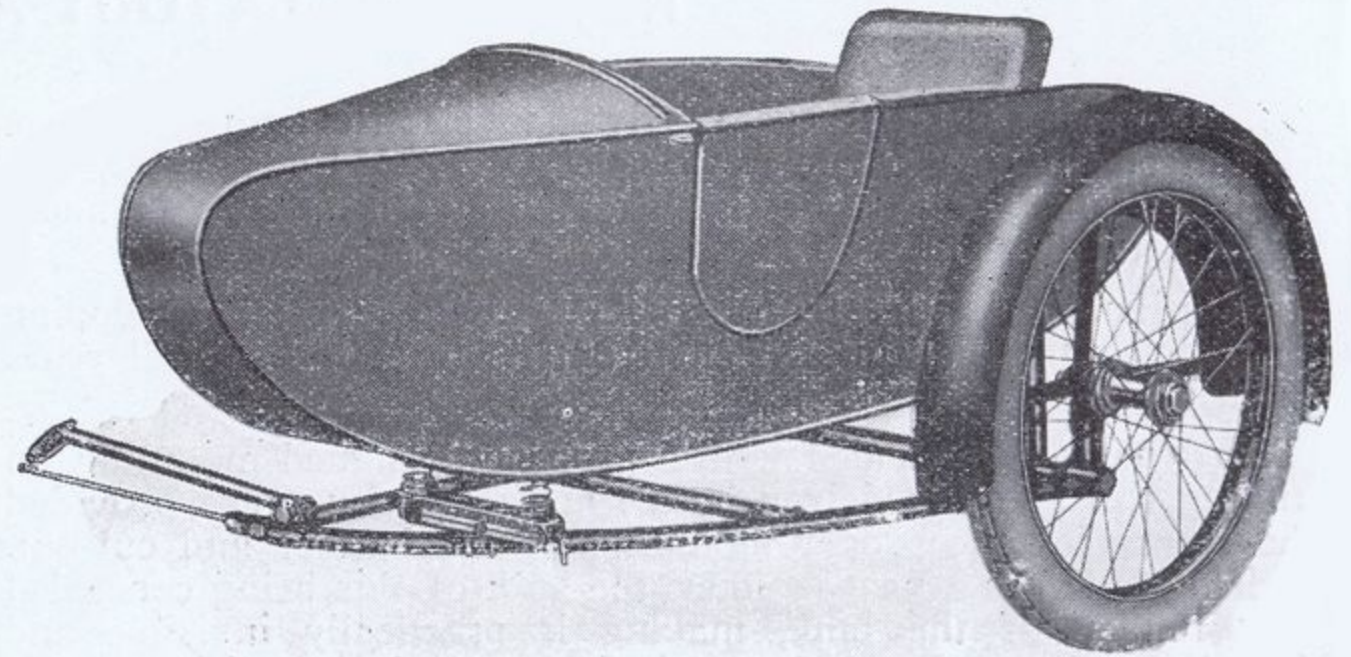
Complete Electric Lighting System (head and tail, except A & C). ...	Carburettor Case and Hot Air Pipe	Magneto Twist Grip Control ...
Ditto A & C	Speedometer enclosed drive ...	Twist Grip on A/32 Model ...
Ditto for Sidecar Outfit (head, tail and side)	Legshields (light)	Red Tank and Wheels
Electric Horn (vibrator type) ...	Legshields—Wellington type for "B" Model	Chromium Plated Guards (350 c.c.) Ditto ditto (500 & 600 c.c.)
Ditto (motor drive type) ...	Legshields (heavy)	Exhaust Lift Control on Models D/32 & E/32
	Bulb Horn	

Douglas

SIDECARS

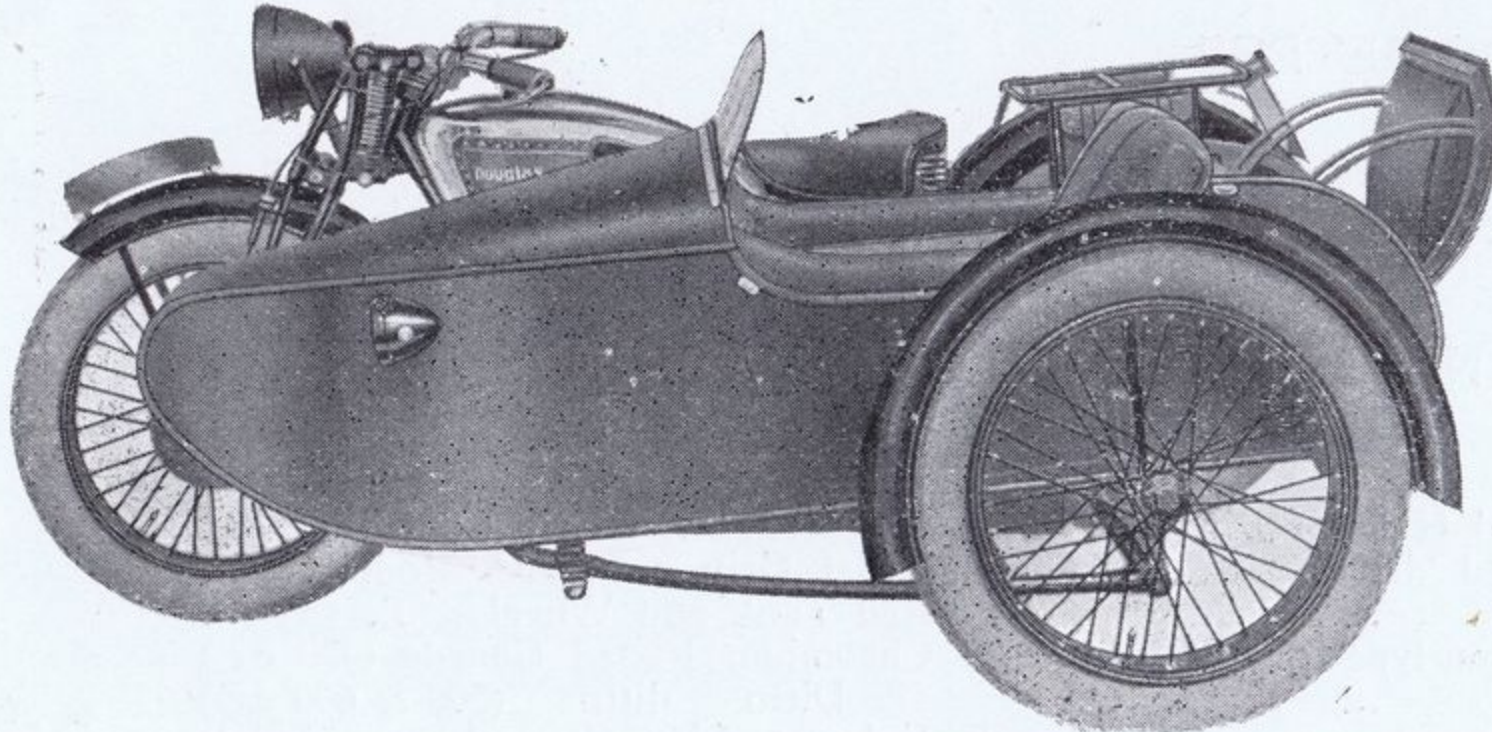
IN choosing a sidecar for your DOUGLAS machine, why not have one that has been designed specially for it? All DOUGLAS machines are provided with suitable lugs to take these sidecars thus enabling fitting and detaching to be carried out in the easiest possible manner.

A sidecar, designed specially for the machine with which it is to be used, will avoid the necessity of having one fixed with all kinds of gadgets, which not only look out of place but put an unnecessary strain on the machine.

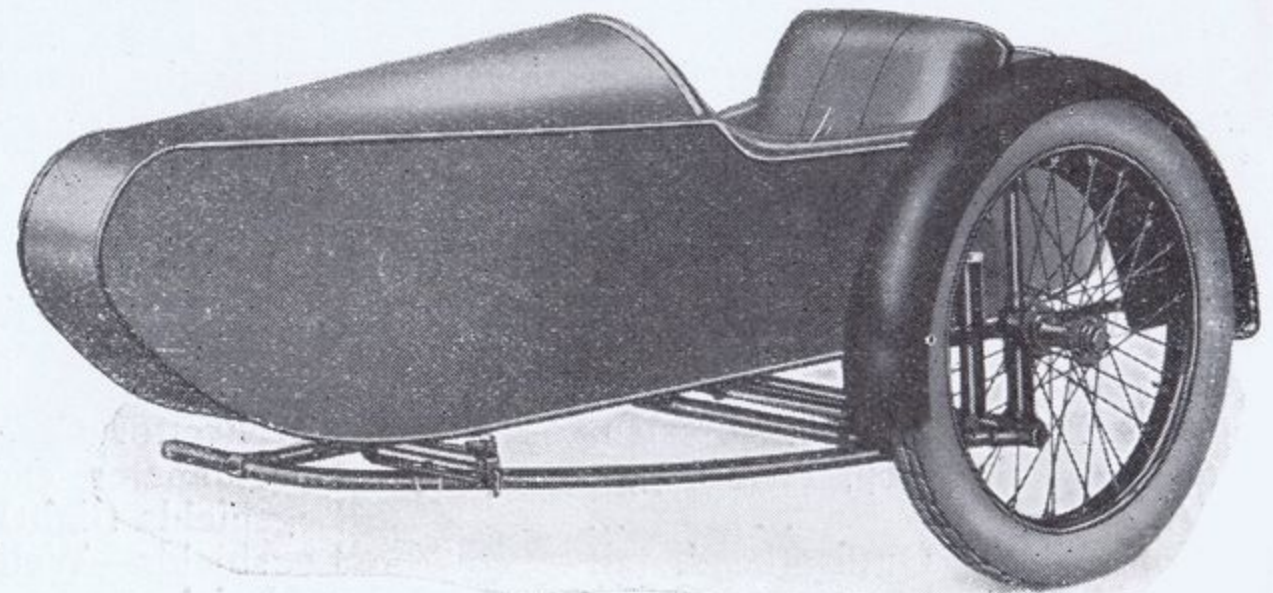


600 c.c. Sports Sidecar with door

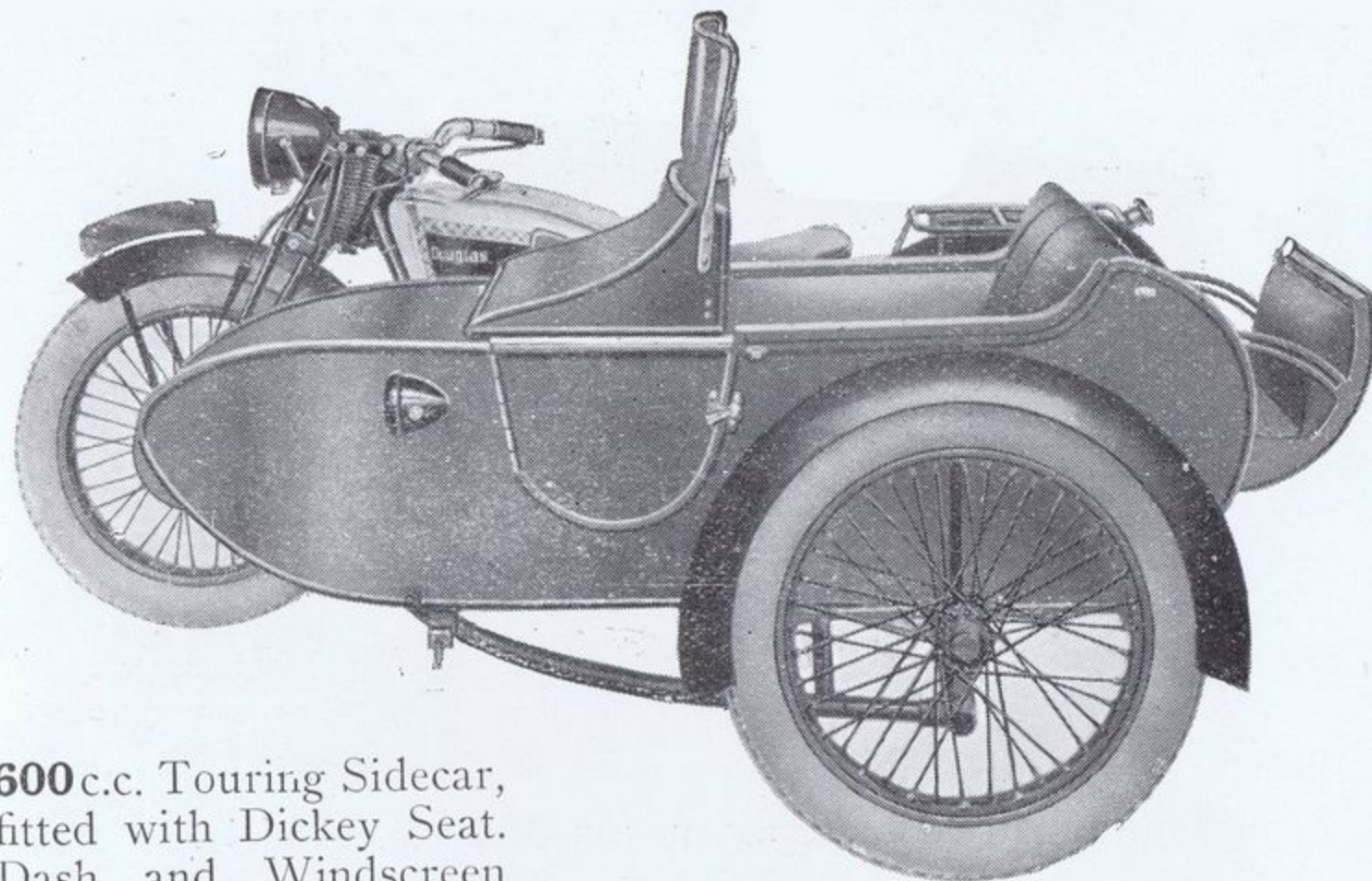
350 c.c. Light Sidecar, similar to above, without door



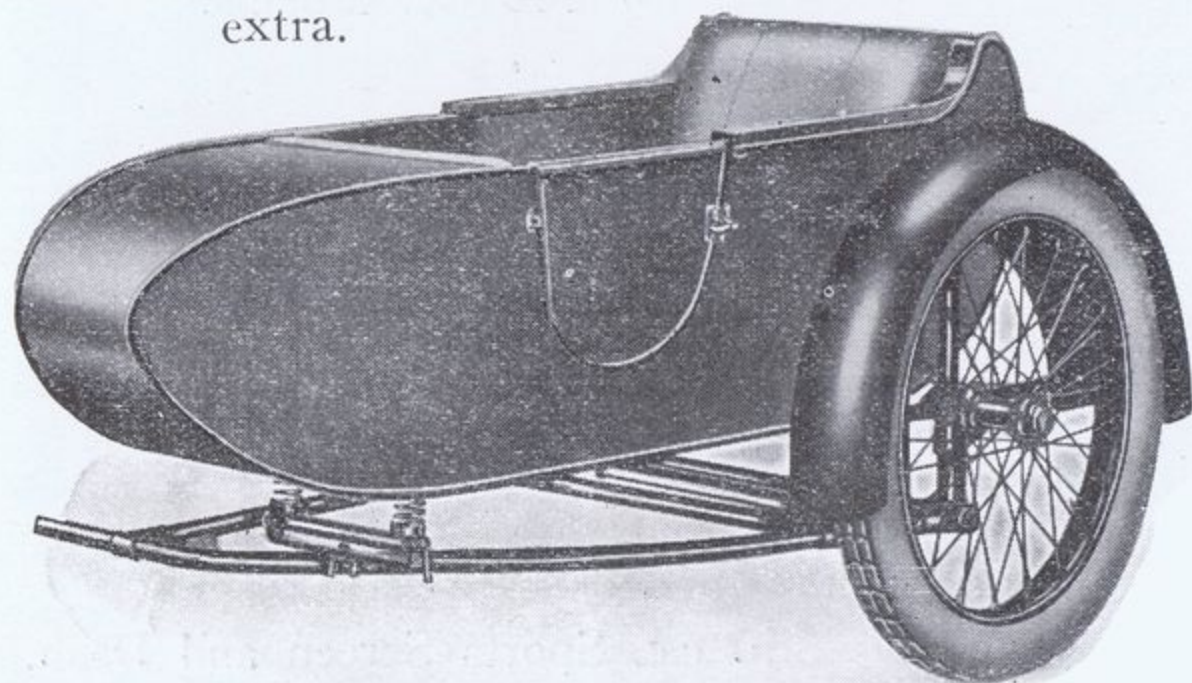
600 c.c. Super Sports Sidecar, fitted with Wicker Seat (Windscreen extra)



600 c.c. Super Sports Sidecar without door.



600 c.c. Touring Sidecar,
fitted with Dickey Seat.
Dash and Windscreen
extra.



600 c.c. Touring Sidecar with door

350 c.c. Sports Sidecar	...	...	...
600 c.c. Sports Sidecar with door	...	...	...
600 c.c. Super Sports Sidecar	...	...	...
600 c.c. Super Sports Sidecar with Dickey Seat	...	...	...
600 c.c. Touring Sidecar with door	...	...	...
600 c.c. Touring Sidecar with Dickey Seat	...	...	...
Racing Sidecar in aluminium suitable for S.W. models	...	...	...
Tradesman's Box Carrier for 350 c.c. and 600 c.c. models	...	...	...

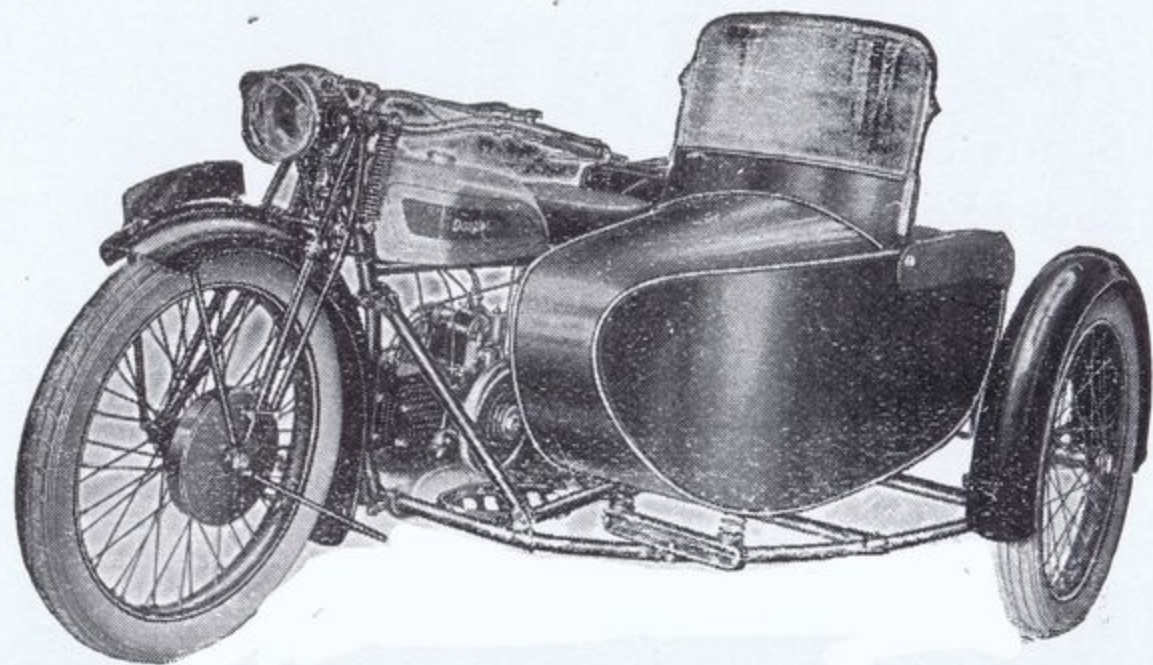
Extras

Windscreen and Dash for Sports models	...	...	...
Windscreen and Dash for Touring models	...	...	...
Luggage Grid	...	...	...
Sidecar Lamp	...	...	...
Hood	...	...	...
Sidecar Stand, 350 c.c.	...	...	...
Sidecar Stand, 600 c.c.	...	...	...

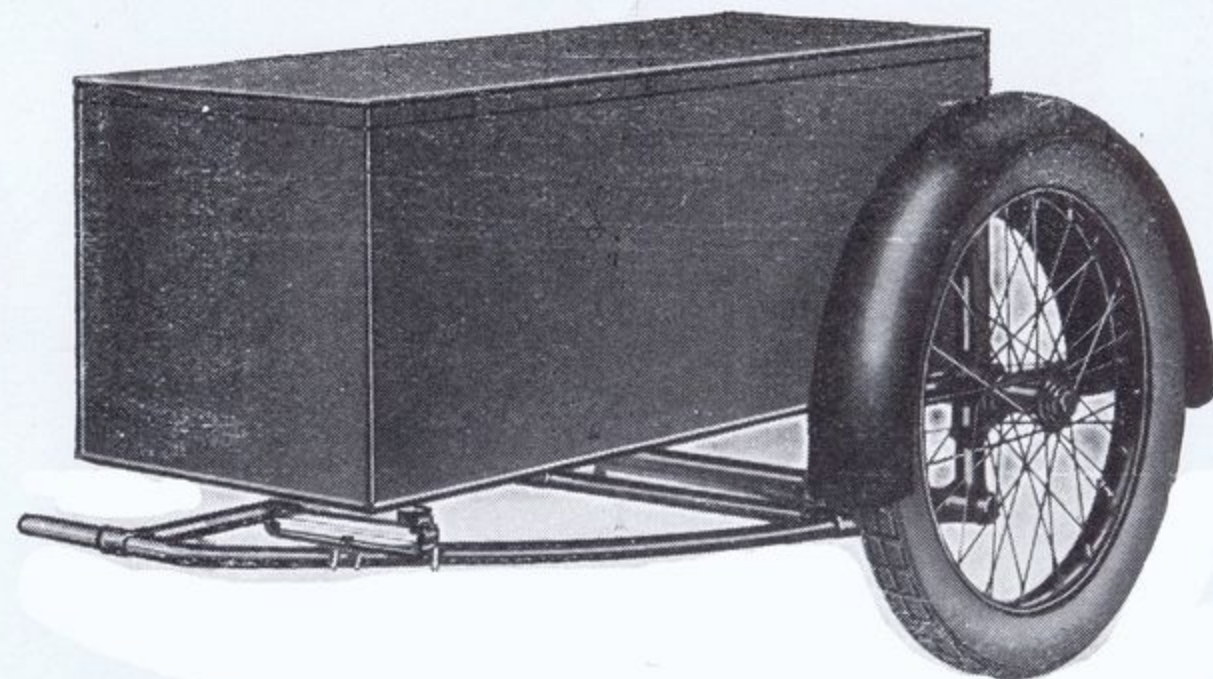
WE MAKE BOX CARRIERS TO SUIT ALL TRADES
AND PURPOSES, AND SHALL BE PLEASED TO

QUOTE FOR YOUR REQUIREMENTS

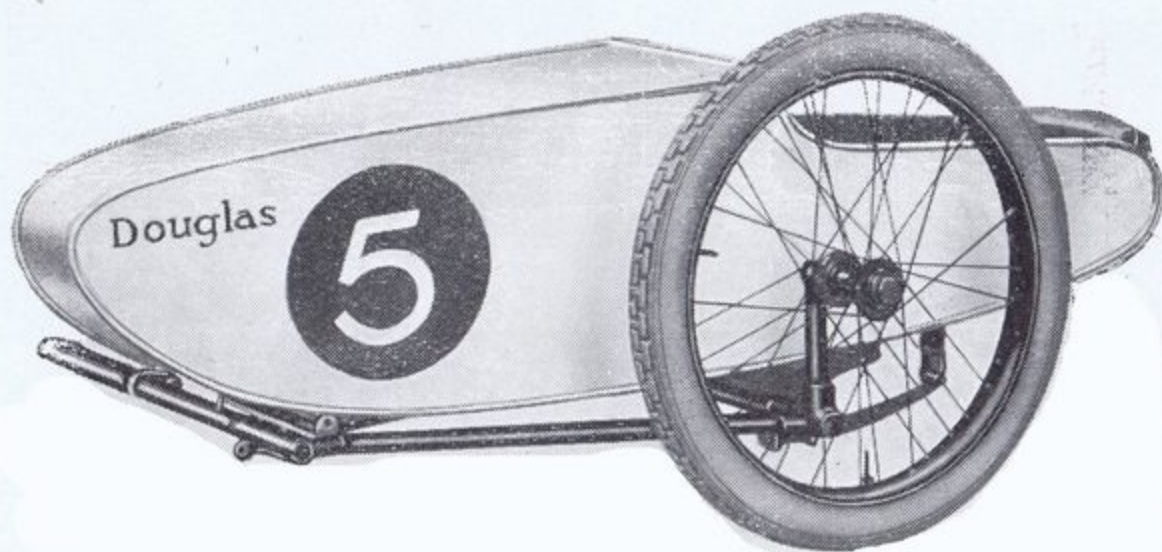
Barnstormers.co.nz



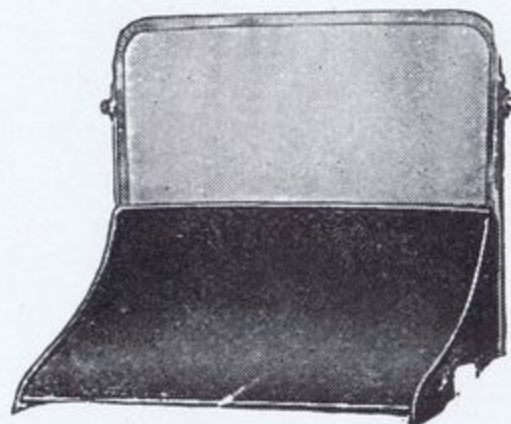
Combination showing Strong Design of Chassis.
Dash and Windscreen extra.



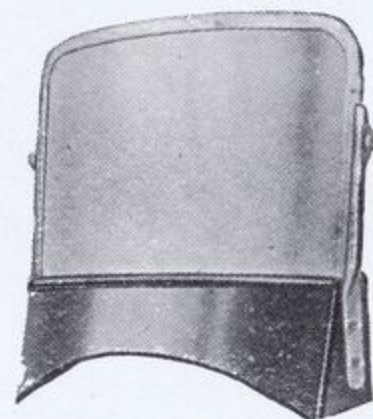
Tradesman's Box Carrier, for **350** c.c. Models.
for **600** c.c. Models.



Aluminium Racing Sidecar, suitable for
S.W. **5** or S.W. **6**

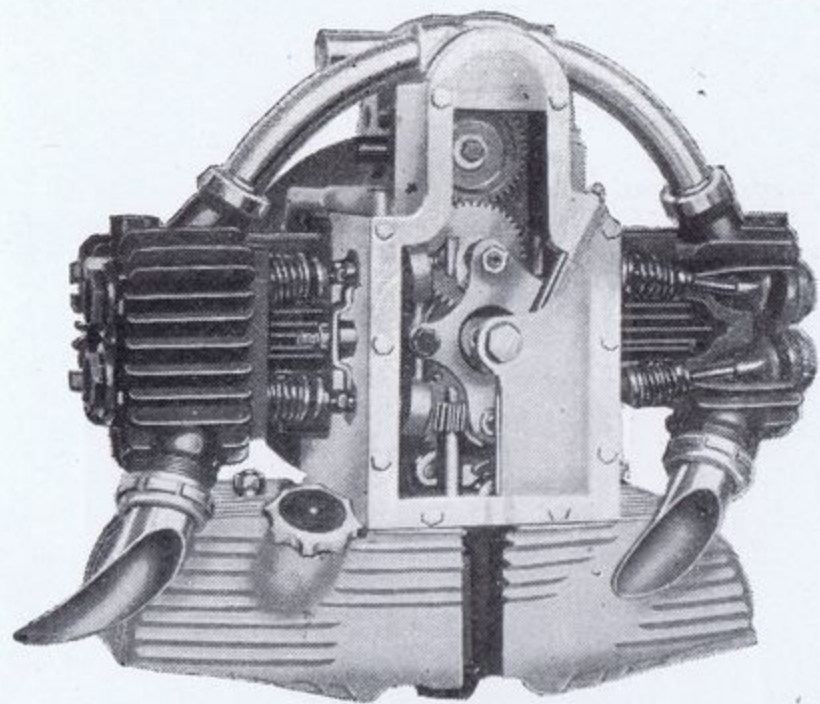


600 c.c. Touring Screen and Dash



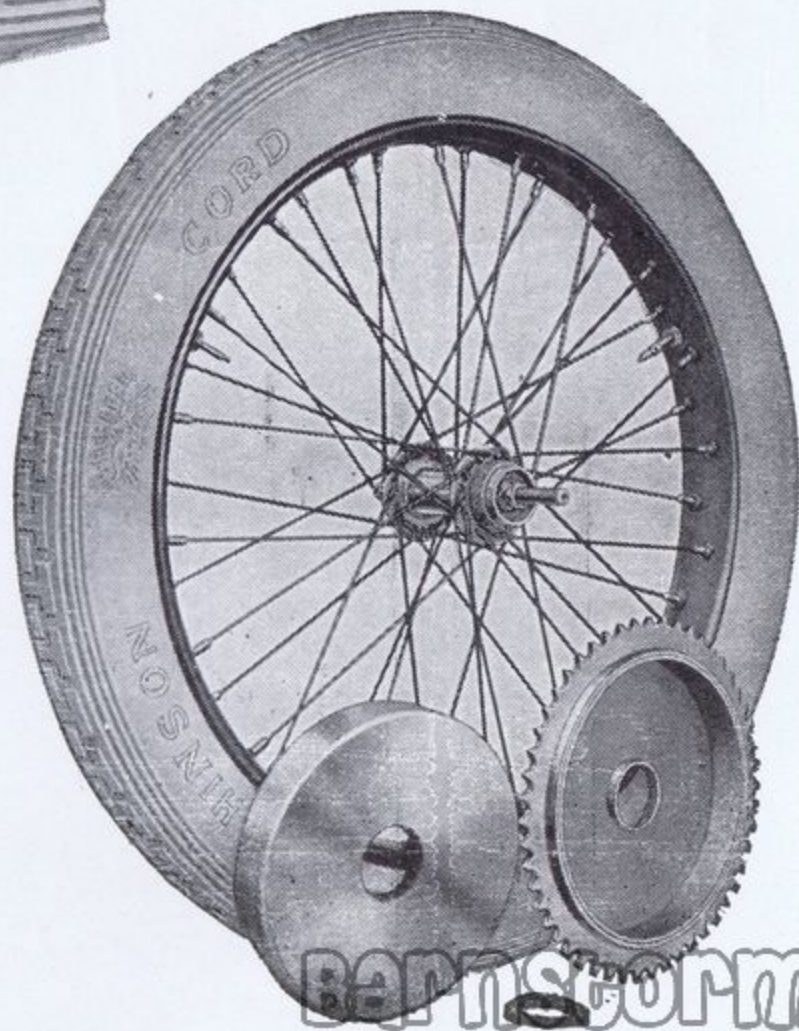
350 c.c. Sports Screen and Dash.
600 c.c. Sports Screen and Dash.

POINTS IN DESIGN.



350 c.c. Engine showing method of lubrication

Detachable brake drum and sprocket.



For 1932 the improvements in the Douglas models have been those of details only. Careful inspection of the machine have been made from all angles, and improvements have been made everywhere it has been thought desirable in the light of the past year's experience. Two new models only of the side valve class have been introduced, namely, Models C and H. Of these two Models details are given on pages 9 and 17. The Model C is a development of the well tried Model A of 1931, and Model H is a machine which has been designed as a result of heavy police work and passenger service.

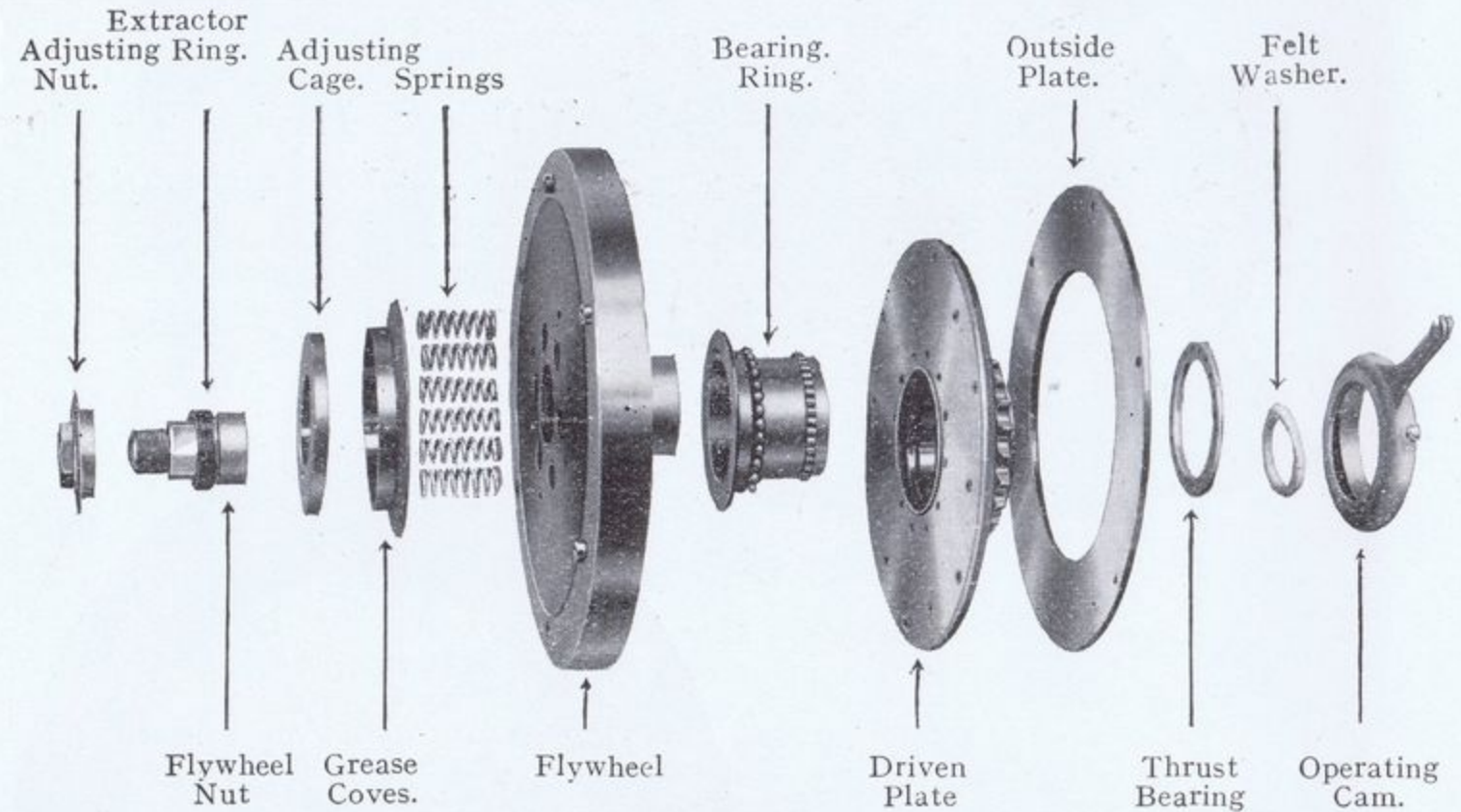
ENGINE. All machines are built throughout with Douglas vibrationless opposed twin cylinder engines. It may be useful to mention here the many advantages which this engine has over any other type of engine used for motor cycle vehicles. The cylinders are placed horizontally and opposite each other; perfect balance is obtained by having the pistons and connecting rods the same weight. It will be obvious that this being so, the moving pistons are at all points of their travel, perfectly balanced. It is this perfect balance which gives smooth, vibrationless running for which Douglas machines, and Douglas machines alone, are so well known. It is impossible to obtain this perfect balance on either the single or the Vee cylinder engine. A careful study of the above explanation will show, without any doubt, the tremendous advantages enjoyed by the use of the Douglas engine.

POINTS IN DESIGN.

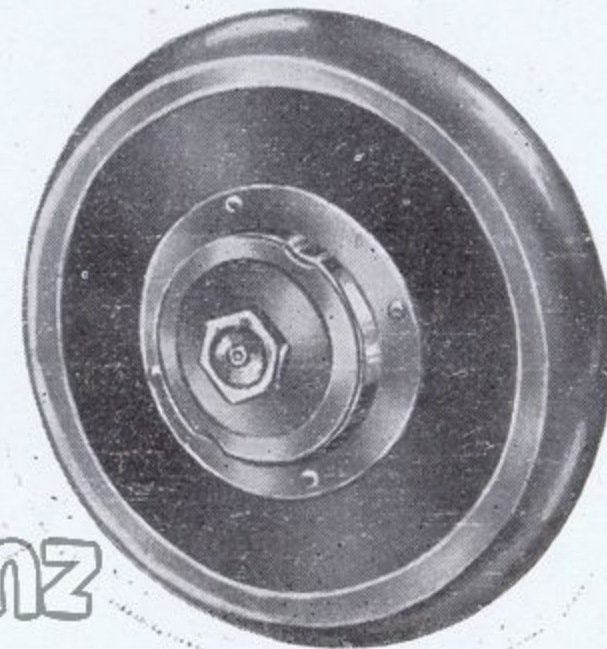
FLYWHEEL CLUTCH. The flywheel clutch is one which we have fitted for many years, and follows very closely on the flywheel car clutch design. Its smooth, easy action is perfect and only a light spring pressure is required to give easy operation.

LIGHTING SYSTEM. The lighting system of the Douglas machine is most up-to-date and reliable, and the simplest ever produced. Careful study of the diagram on page 24 will explain how neat, simple and reliable it is.

LUBRICATION. The lubrication on Models A, B, C, F, G, K, and M, is that of controlled dry sump. A brief reference to the drawing on page 34 will explain. It will be noted that the oil is contained in a container, which is situated in the petrol tank itself, where it is kept cool by the petrol in the tank; it then passes from the tank to the pump where it is pumped through the sight feed to the engine, and from the engine to the sump, and from the sump back again to tank; it returns drop by drop and is therefore adequately cooled before again going back in the engine. This system of lubrication was introduced on our Model A in 1931, in order to keep this Model under the 30/- tax. The removal of the oil container in no way impairs the efficiency of the controlled dry sump lubrication system.

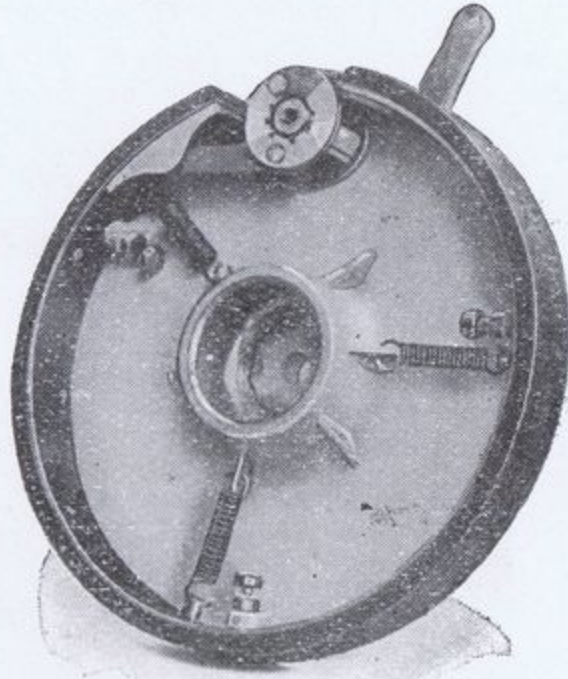


Douglas Patent

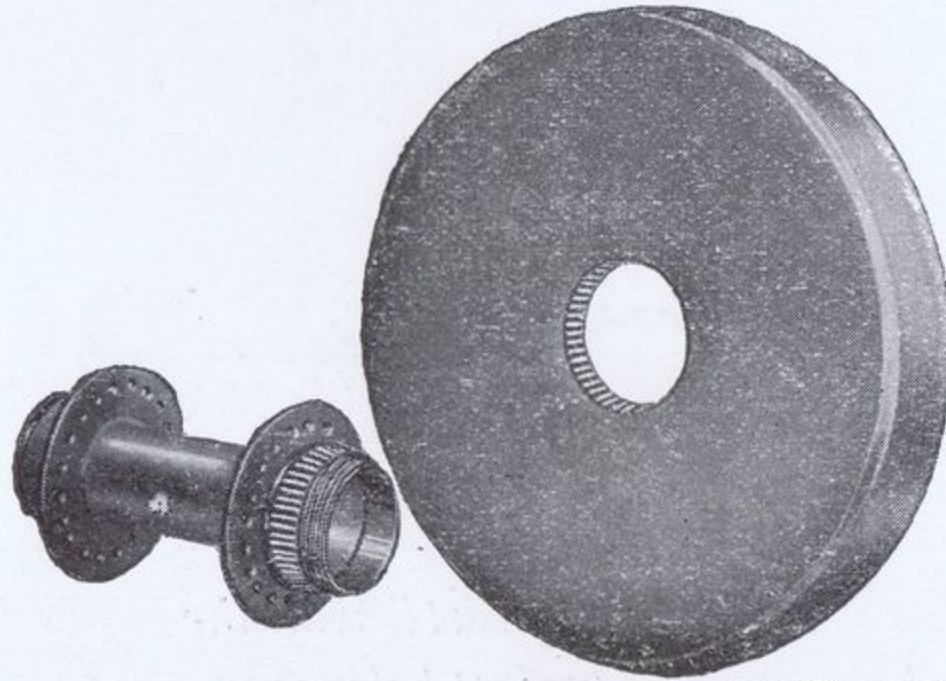


Flywheel Clutch

POINTS IN DESIGN.



Brake Anchor Plate



Brake drum and hub showing method of attachment

WHEELS. Special notice should be taken of the Douglas wheels. These wheels are now built with spokes of equal length on both sides, and the brake drums are detachable, whilst the wheels are carried upon taper roller bearings. The hubs are turned from solid steel stampings. The brake drums are fitted to the one end on tapered serrated bosses, secured thereon by means of suitable lock nuts.

BRAKE DRUMS. The brakes are of the semi-servo type. They are extraordinary efficient and the semi-servo action becomes more efficient the faster the rider is travelling. Over 24 inches of frictional material is used on each brake and all braking strains are taken by the frame tubes, eliminating anchor plates and torque arms. A quick hand adjustment is provided for all brakes and no tools are required.

STEERING HEAD BEARINGS. Special note should be taken of the steering head bearings. These are of extra large roller type, which we claim to be superior to any other type of bearing used in steering heads.

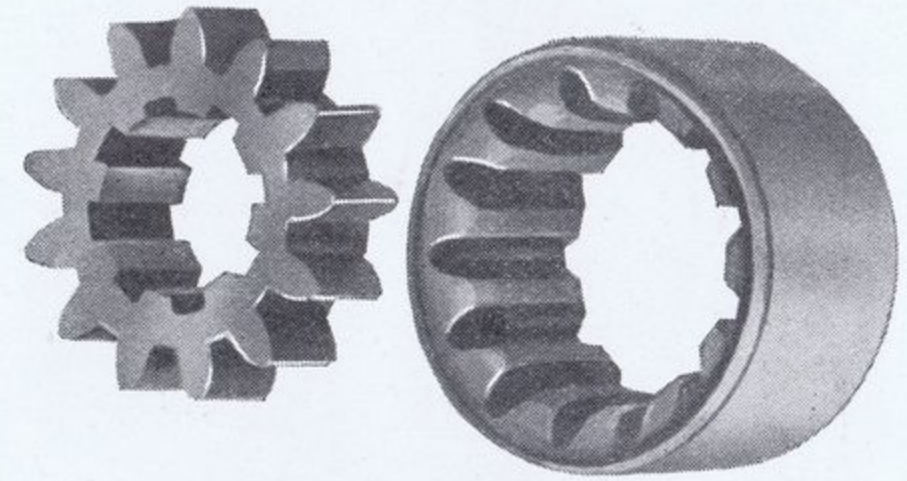
POINTS IN DESIGN.

PETROL TANK. The Douglas petrol tank is steel welded and chromium plated, and during the past season we have had no complaints of any sort or kind with reference to these tanks. They carry over two gallons of petrol. The Douglas finish is pleasing to the eye, very attractive and extremely durable.

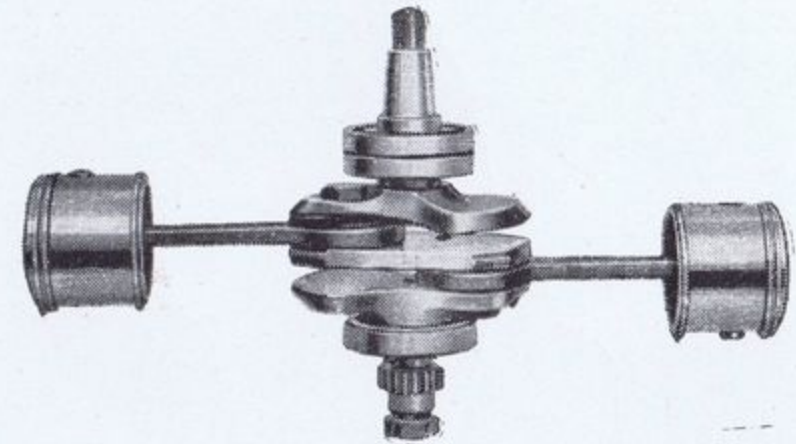
FOUR SPEED GEARBOX. A four speed gearbox has been introduced this year, and can be supplied to Models B, D, E, and H, at an extra cost. This gearbox has been well tried out, is very efficient and easily manipulated.

CENTRE STAND. The centre stand has been retained. It has been found so handy and easy to operate that it has been decided to retain this most useful device.

GEAR CONTROL. Special attention is drawn to the method of the gear control on Models A, B, and C. The gear lever is incorporated in the knee grip where a suitable and adequate gate has been provided. During the 1931 season season, this control was used entirely on Model A, and was found most reliable, and therefore, it has been decided to use this method on the above mentioned Models.

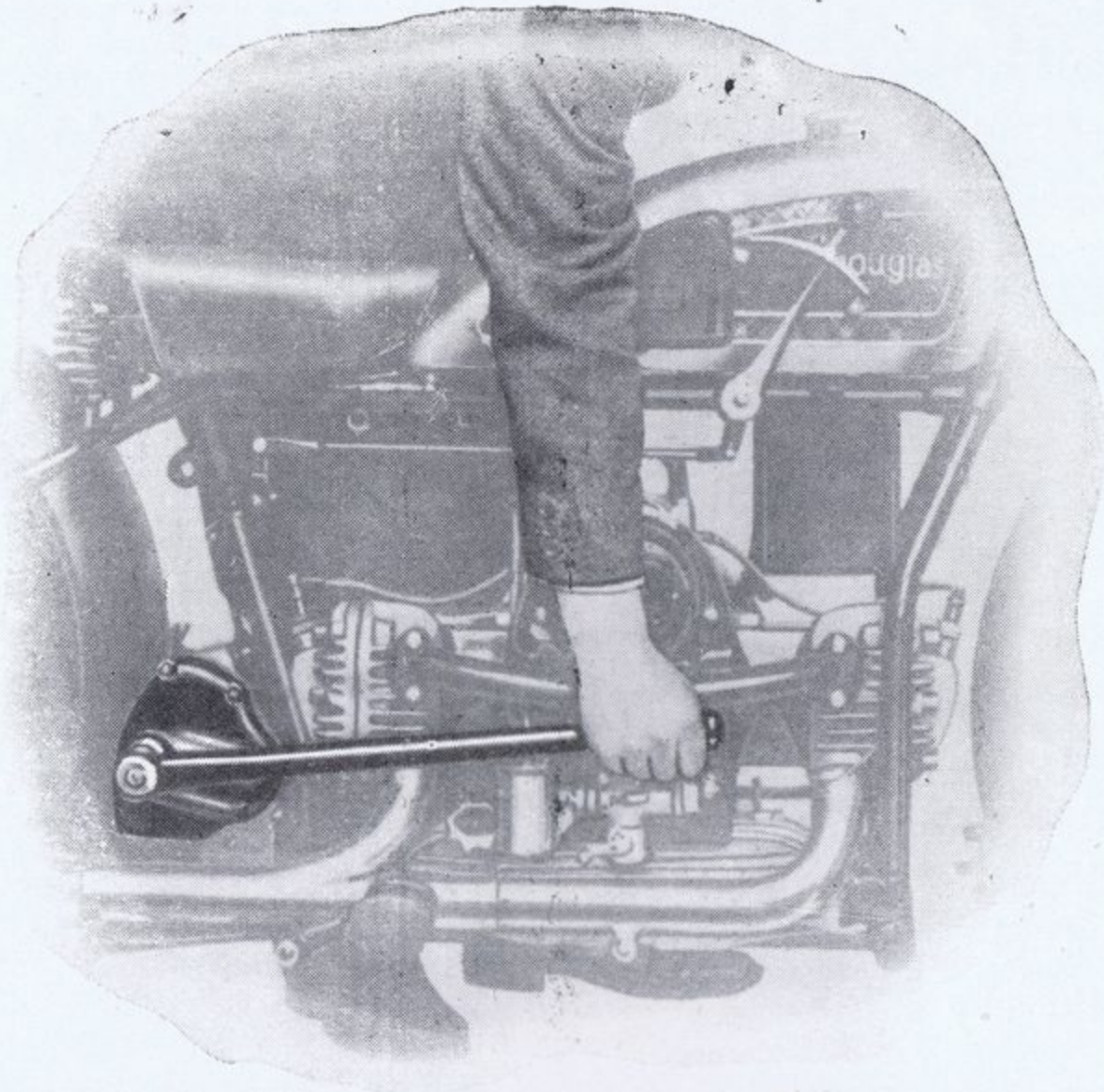


Coupling for Generator Drive.



The "Heart" with the perfect balance

POINTS IN DESIGN.



Read what "Carbon" says in "Motor Cycling":—

"I have been running a 600 Douglas combination lately, and a very sweet and pleasant outfit it is. Its most intriguing feature is the hand-starter; one gives a leisurely sort of pull at the lever, either sitting in the saddle or standing by the machine, and the motor begins to tick over. Its existence should be more widely known than seems to be the case. My Douglas is dead quiet and vibrationless, and with this starting gadget it is a mount that should appeal to a huge public."

MODELS K AND M. Special attention is drawn to Models K and M. These are of entirely new design and are of the overhead valve type of engine. We have been repeatedly asked to put machines of this type on the market, and Models K and M are the result. Both are the touring type of overhead valve Models.

It should be noted that the gearbox is mounted under the saddle which practice has been common in our racing models for many years.

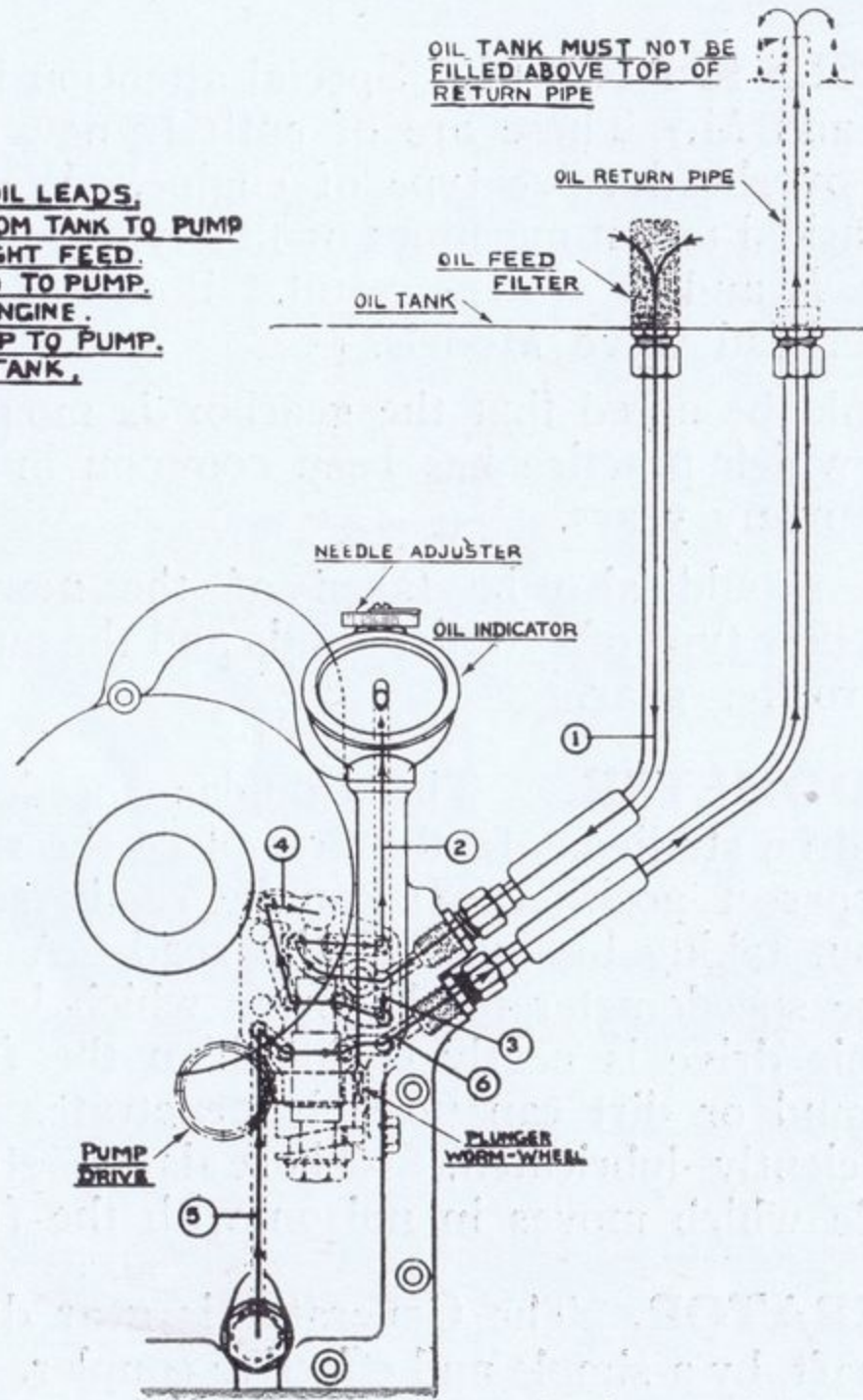
Notice should also be taken of the new induction system, the new type of cylinder heads and the automatically lubricated rocker gear.

SPEEDOMETER. The Douglas speedometer and drive should be studied. In the first place the speedometer is in the correct position. It can be easily seen by the rider without taking his eyes off the road. A short cable connects the speedometer to the drive which is a Douglas patent. This drive is neatly enclosed on the front wheel where no mud or dirt can possibly penetrate. The drive can be efficiently lubricated. There is no strain at all on the cable which moves in unison with the front forks.

GENERATOR. The Generator is gear driven from the crankshaft, by a simple and effective coupler. We claim that this is without doubt, the most efficient and positive method of driving a generator as yet on the market. It is only to be found on Douglas machines.

POINTS IN DESIGN.

- KEY TO OIL LEADS.**
1. GRAVITY FROM TANK TO PUMP
 2. PUMP TO SIGHT FEED.
 3. SIGHT FEED TO PUMP.
 4. PUMP TO ENGINE.
 5. ENGINE SUMP TO PUMP.
 6. PUMP TO TANK.



Special attention is drawn to the above diagrams. It will be seen that this controlled dry sump lubrication is fool-proof and insures a supply of cold oil to the engine at all times.

SILENCER. Note should also be taken of the efficient silencer and of the heavy primary chain drive on all models.

SIDECARS. Special attention is drawn towards the sidecar chassis, as supplied by us to Douglas machines. These chassis are designed and built with the machines. They form an integral part of the combination; they are easily fitted and detached. We strongly advise that the Douglas chassis be used with Douglas machines. In many cases sidecar chassis have to be manipulated and altered to suit the fittings already provided on the machine for the attachment of a sidecar. To do this, methods have to be adopted which makes not only the attachment insecure, but unsightly, and the general appearance of the combination thereby suffers.

MODEL B.32. The Model B, which is introduced this year, is an entirely redesigned model. It has been redesigned in the light of experience obtained by results of a similar machine used by His Majesty's Army at home and abroad. It is a machine which is particularly suited for

Douglas

PETROL-DRIVEN TRUCKS.

SUITABLE FOR DOCKS, RAILWAYS, PASSENGER STATIONS AND GOODS WAREHOUSES, FACTORIES, IRON AND STEEL WORKS, ENGINEERING SHOPS, FOUNDRIES, ETC.

Will transport a load up to 25 cwt. efficiently and economically.

The capital outlay is moderate.

Running and maintenance costs are very low.

Full reserve of power is provided for all loads.

The platform is low, ensuring quick and easy loading.

It is easy to drive and to manipulate.

It will turn in its own length.

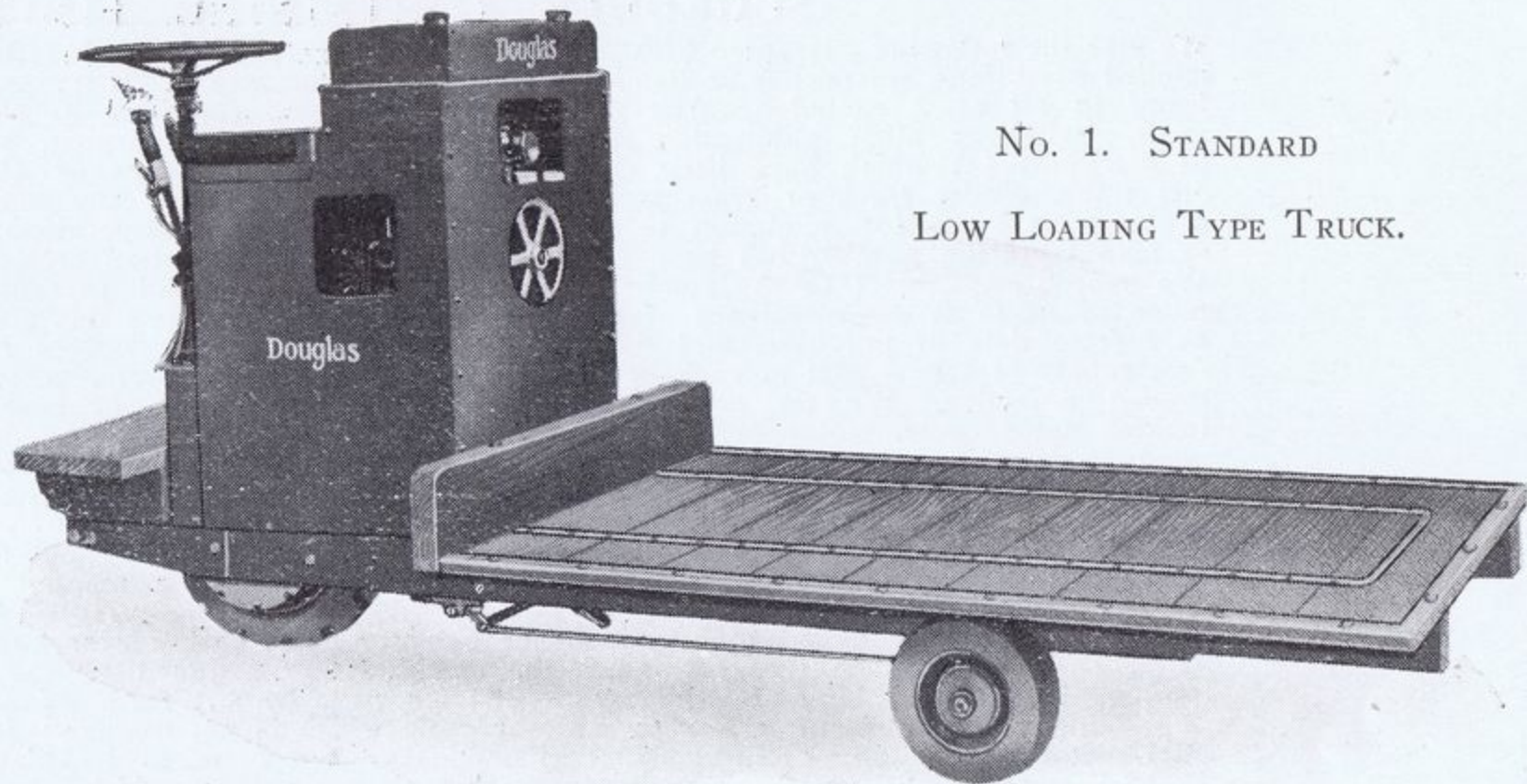
Forward and reverse movements are obtained without the necessity of the driver leaving his seat.

ADVANTAGES.

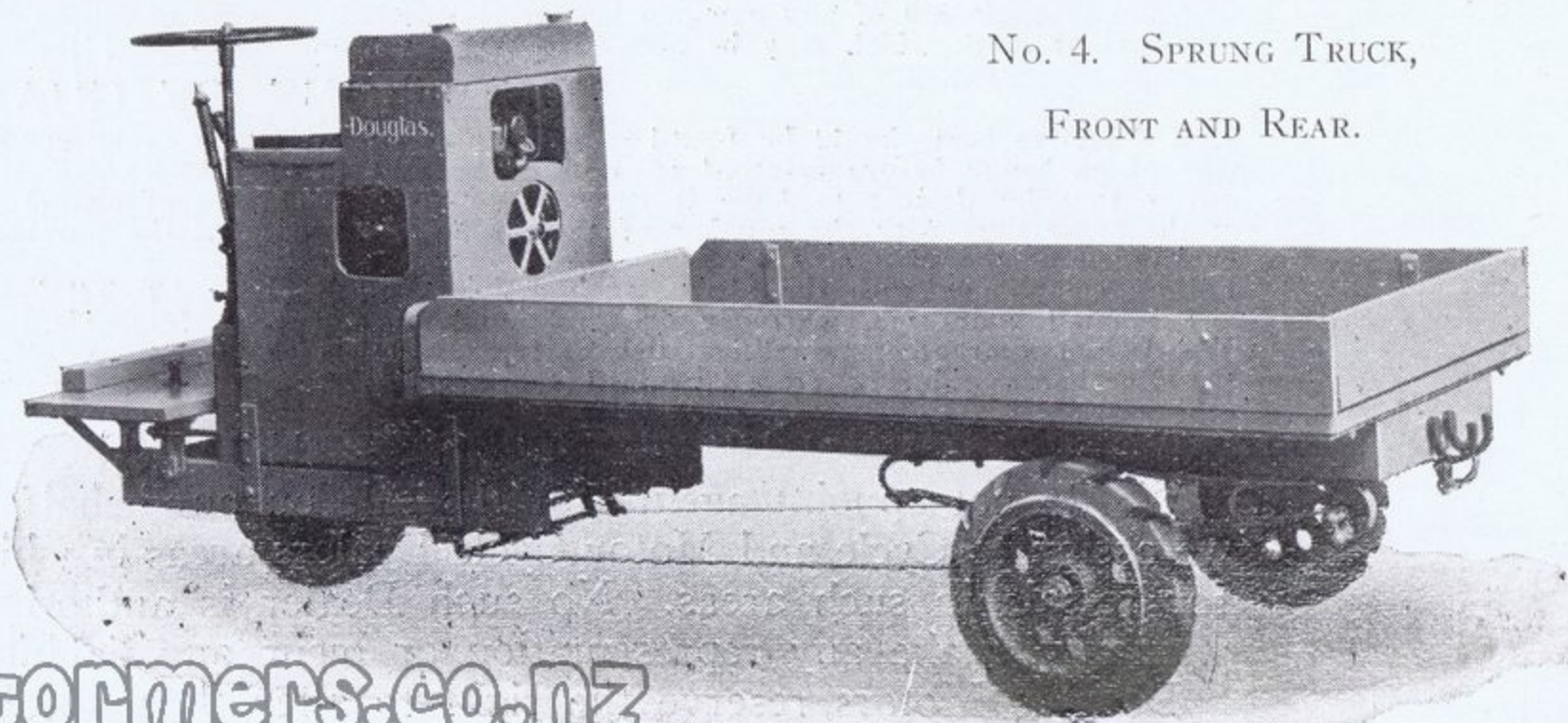
The economy and flexibility of the Douglas engine is well known, quicker acceleration being possible than with any other engine of similar capacity. Every spare part for the engine is obtainable from stock, the unit being of standard production. Extreme mobility and moderate overall width of the truck permit its use in factories where space is limited, and simplicity of control enables it to be handled with safety after very little experience.

A few of the many using Douglas Industrial Trucks:—
GREAT WESTERN RAILWAY, BRISTOL CORPORATION, H.M. ADMIRALTY, AUSTIN MOTOR CO., HUMBER, LTD., CHELTENHAM GAS CO., S. SUBURBAN GAS CO., LONDON, DUTCH STATE RAILWAYS, AMSTEL BREWERIES, DORDRECHT CORPORATION, HUNTLEY & PALMER, McVITIE & PRICE, KLEEN-E-ZE BRUSH CO., LTD., DENNIS BROS.

We make Trucks for all purposes, including Flaying Trucks and Stillages. Send for complete list.



No. 1. STANDARD
LOW LOADING TYPE TRUCK.



No. 4. SPRUNG TRUCK,
FRONT AND REAR.

Bannstormers.co.nz

SCHEDULE CONTAINING LIMITED GUARANTEE.

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in the place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding this guarantee. 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 removed, no guarantee, condition or warranty of any kind is given or is to be implied.

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, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. 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.

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 or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, 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.

CONDITIONS OF GUARANTEE.

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, 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 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.

We do not guarantee specialities such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the Purchaser differing from standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

NOTICE

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to Cycle and 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.

Douglas Motors reserve the right to alter their specifications without notice.

WHAT DOUGLAS RIDERS SAY.

The following are a few of the thousands of unsolicited testimonials we have received:—

“I hate writing letters in any form, but I feel it nothing less than my duty to you in return for the excellence of the machine you produce. In July, 1928, I took delivery of a D.28 O.H.V. 350 c.c in Torquay, Devon. People who intend buying ‘bikes’ often ask me what to get, and naturally I say O.H.V. Douglas if you want something really fast (and they usually do). I ran the bike up to a year ago in S. Devon with all its hills and twisting roads. Down there among the band of friends who knew something about motor cycling (O.H.C. Nortons, Rudge T.T. Models included) it was considered one of the fastest 350’s in Devon, and definitely accepted as the hottest on acceleration. I take good care of it and, believe it or not, it is still good for an honest 60 in second, and 75 in top. I shall be only too pleased to offer proof of all I have said to anybody who wants it. Thanking you, Gentlemen, from the bottom of a keen motor cyclist’s heart (and a deep one, too), for the finest thing on two wheels.”

(Signed) J.R., N. WEMBLEY.

* * * * *

“I must once again congratulate you on the very fine production of this 600 c.c. Douglas. It attracts attention everywhere and people are amazed when I tell them I have travelled 3,420 miles and, although it hasn’t yet been decarbonised, will tick over as slowly as a really high grade car.

(I have yet to hear it knock). I have, as you are aware, owned Douglas machines since your first E.W. 350 c.c was put on the market, and am now the very satisfied owner of the sweetest running machine on the road.”

(Signed) J.E.M.D. CHELMSFORD.

* * * * *

“An idea of the silence and smooth running may be gauged by the fact that several policemen on point duty were unaware of my presence until I sounded my horn. Everywhere I go, there are admiring eyes to a beautiful machine. If there is any part of this letter of which you would care to make use for publicity, I should be only too glad to feel I could help such a well designed lay-out.”

(Signed) D.O. SLOUGH.

* * * * *

“I have much pleasure in informing you how well pleased I am with the performance of my 350 c.c. L.3 machine. I have been running it for nine months under all conditions of weather, drenching rain, snow and frost. It has never let me down and runs beautifully. With the fly-wheel clutch it gets away as smoothly as a car, there is not the slightest tendency to skid, and the steering without a damper is as steady as could be desired. The 8” brakes are extremely powerful with quite light pressure and although I have on more than one occasion changed gear by mistake without declutching the gearbox has suffered no ill-effect, and I must congratulate you on turning out such a fine machine at such a moderate figure.”

(Signed) H.L.B., W. CROYDON.

"I have just purchased one of your 350 c.c machines. It is a revelation to ride after years of 'singles,' and your claims for no vibration is fully justified."

(Signed) E.R.. BOOTLE.

* * * * *

"I might add that I am a satisfied user of your machines, having just exchanged a B.28 Model (350 c.c), which served me in all weathers for over 26,000 miles. Feeling confident that the present model will give as much satisfaction."

(Signed) H.M., SUTTON, SURREY.

* * * * *

"Just a line to say how pleased I am with my DOUGLAS T.6 (600 c.c. side valve) model. I took delivery on May 1st, 1931, and it is running beautifully. The machine is a wonderful piece of motor cycle engineering. It has been parked in seaside places in Yorkshire and Lancashire, and everybody has exclaimed, 'What a beauty.' My wife has nothing but praise for the comfort and springing of sidecar—in fact she says she wants 'nowt' better."

(Signed) R.H., LIVERIDGE, YORKS.

* * * * *

"It might interest you to know that since I bought my first 'Duggie' a year or two ago, I have bought no other make of machine. I have had three since then, and have been thoroughly satisfied in every case with the long life and even pulling of the wonderful twin engine, and the most remarkable qualities of the steering of any machine I have ridden."

(Signed) R.W., LEICESTER.

"I am the proud owner of a 1930 600 c.c. Douglas machine, and although I have not done a big mileage up to the time of writing, I should like to congratulate you on the sound design incorporating so many excellent features into one machine."

(Signed) A.L., DENMARK HILL, LONDON.

* * * * *

"I should like to express my extreme satisfaction with the T.6 600 c.c machine. It is undoubtedly the finest thing on the road. Mileage to date is 19,327, in all weathers (6,000 in winter), and this with heavy sidecar and usually two passengers. I have never had an involuntary stop, and never had any mechanical trouble. The machine to-day is running better than ever."

(Signed) A.J.E., DENTON, MANCHESTER.

* * * * *

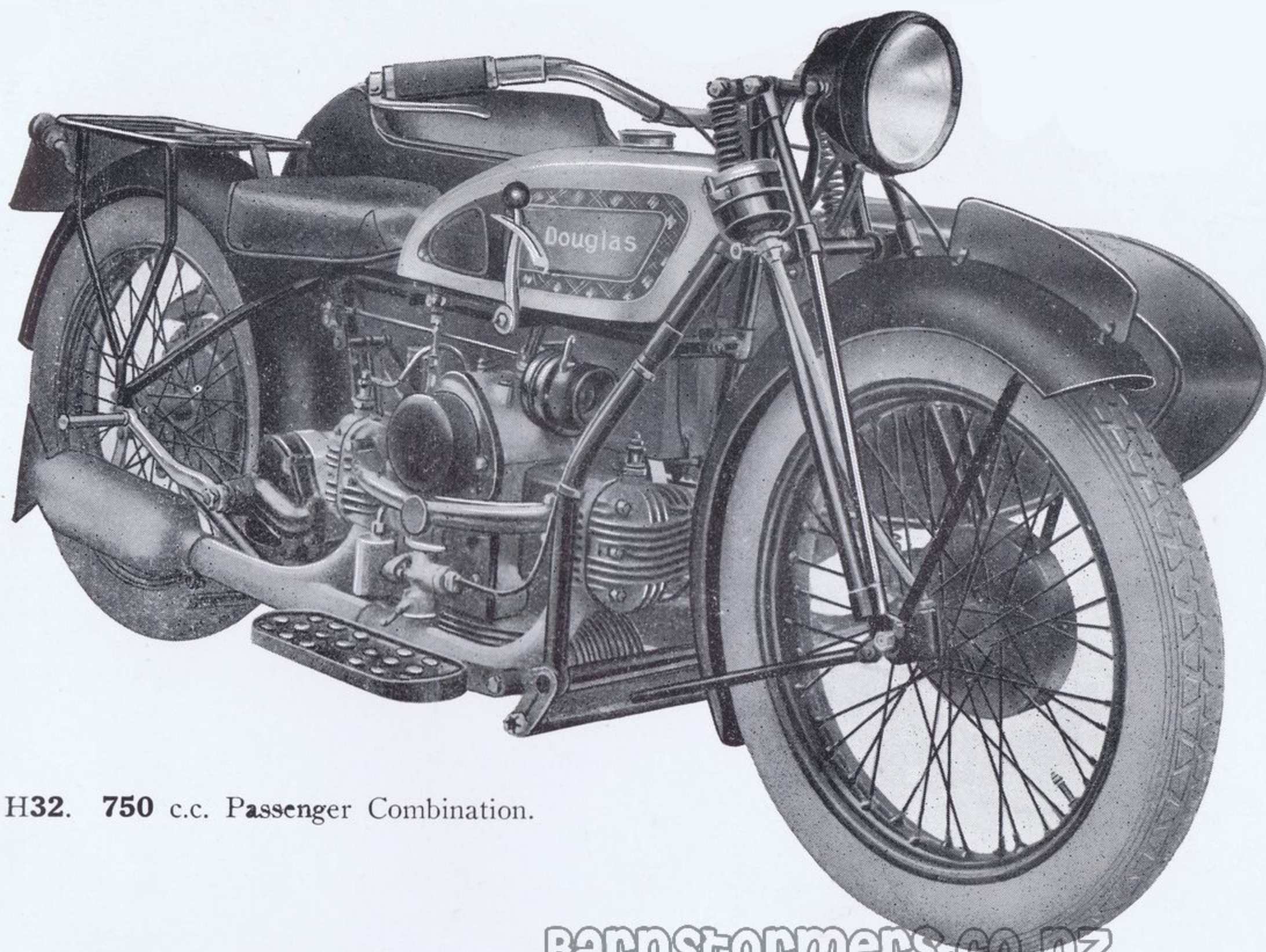
"I have one of your 1930 350 c.c. de Luxe side valve models which is giving me absolute satisfaction. I have been a motor cyclist for some eight years, and have ridden most makes of machines. I have at last found the 'bus' I have been searching for and feel that I could kick myself for not finding it before."

(Signed) R.W.P., LUTON, BEDS.

* * * * *

"I cannot conclude without an expression of pleasure at the wonderful performance of the machine. Having ridden a 550 c.c. single for the past five years, the amazing ease of control, acceleration and absence of vibration of my new Douglas was a revelation to me."

(Signed) A.A.C., HOUNSLOW.



H32. 750 c.c. Passenger Combination.

The illustration shewn on this page, is without doubt, the passenger outfit de l'uxe for the family man.

Its large, roomy comfortable sidecar will accommodate two full grown men, or alternately wife and child. The horizontally approved twin engine, with its even firing and absence of vibration gives absolute perfect sidecar performance. No other type of engine can possibly give this unique performance.

Douglas

SPARES

TRADE



MARK



Spare parts for Douglas motor cycles are frequently offered at very low prices. They do not bear the Douglas Spares Trades Mark—they are not of Douglas manufacture and cannot hope to give you the same satisfaction as the genuine article.

Such spares are cheap to buy and dear to use since they can very easily spoil a good engine. Douglas parts may cost a penny or two more but you have the knowledge that they are made from first class materials to exceptionally fine limits.

A Douglas is worthy of genuine spare parts when they are needed. Look for the Trade Mark when buying them.

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