
Douglas

Motor
Cycles
1922

Douglas

MOTOR CYCLES

MOTOR CYCLE
MANUFACTURERS



BY APPOINTMENT TO
H.M. THE KING.

1922

DOUGLAS MOTORS LTD.
Kingswood ————— BRISTOL

Barnstormers.co.nz



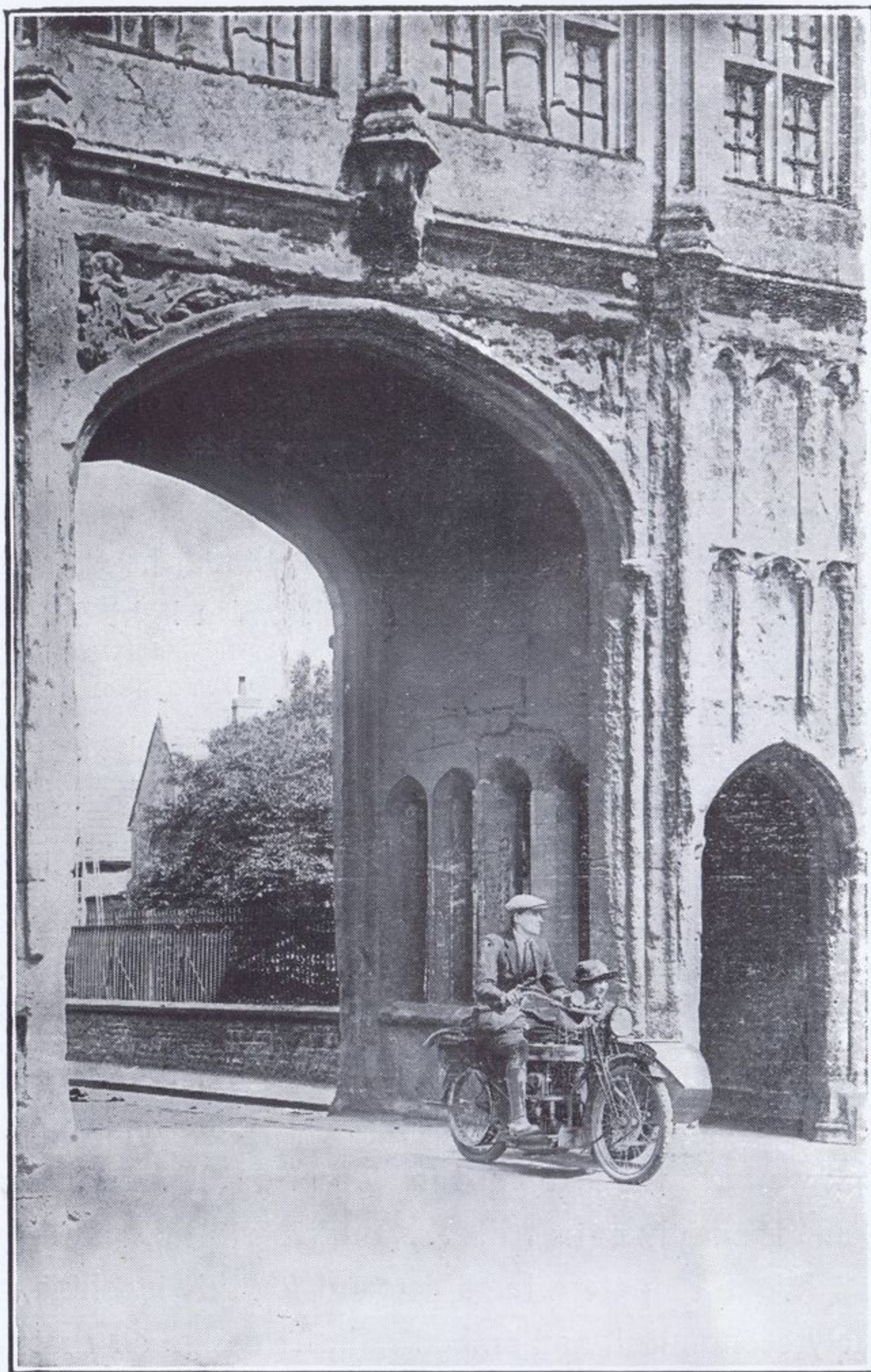
REG. TRADE MARK
No. 393869.

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INTRODUCTION.

The Douglas programme for 1922 will be found to embody a range of machines that should suit all classes of buyers, as it includes the well-known Douglas $2\frac{3}{4}$ h.p. two speed, $2\frac{3}{4}$ h.p. three-speed, with clutch and kickstarter, a new 4 h.p. combination, a new 4 h.p. solo mount with detachable cylinder heads and many other innovations, $3\frac{1}{2}$ h.p. Sports Model, and a light 6 h.p. high-efficiency combination.

The huge demand for the little $2\frac{3}{4}$ h.p. two-speed model has justified the retention of this machine for the coming season. The 4 h.p. combination has been well received, and in its new form will find favour with the many thousands of riders who want an economical means of transportation. The $3\frac{1}{2}$ h.p. Sports Model has already made a name for itself, and has, no doubt, surprised everybody with its turn of speed, yet retaining tractability to such an extent that it is as easily handled as the $2\frac{3}{4}$ h.p. In the 6 h.p. combination we think we have the last word in sidecar outfits. The power of the engine is simply extraordinary, and it will take all hills in its stride. We anticipate a huge demand for this machine, as it is extremely economical, and embodies in its design all that modern practice has proved to be good.



"OLD GATEWAY, WELLS."
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SUMMARY OF MODELS.

$2\frac{3}{4}$ H.P. *LIGHTWEIGHTS.*

These machines have made a name for themselves second to none for economy, comfort and reliability. They are the business man's ideal mount and are possessed of that ease of control and turn of speed which is the making of a perfect touring machine.

4 H.P. *DUAL-PURPOSE MOUNT.*

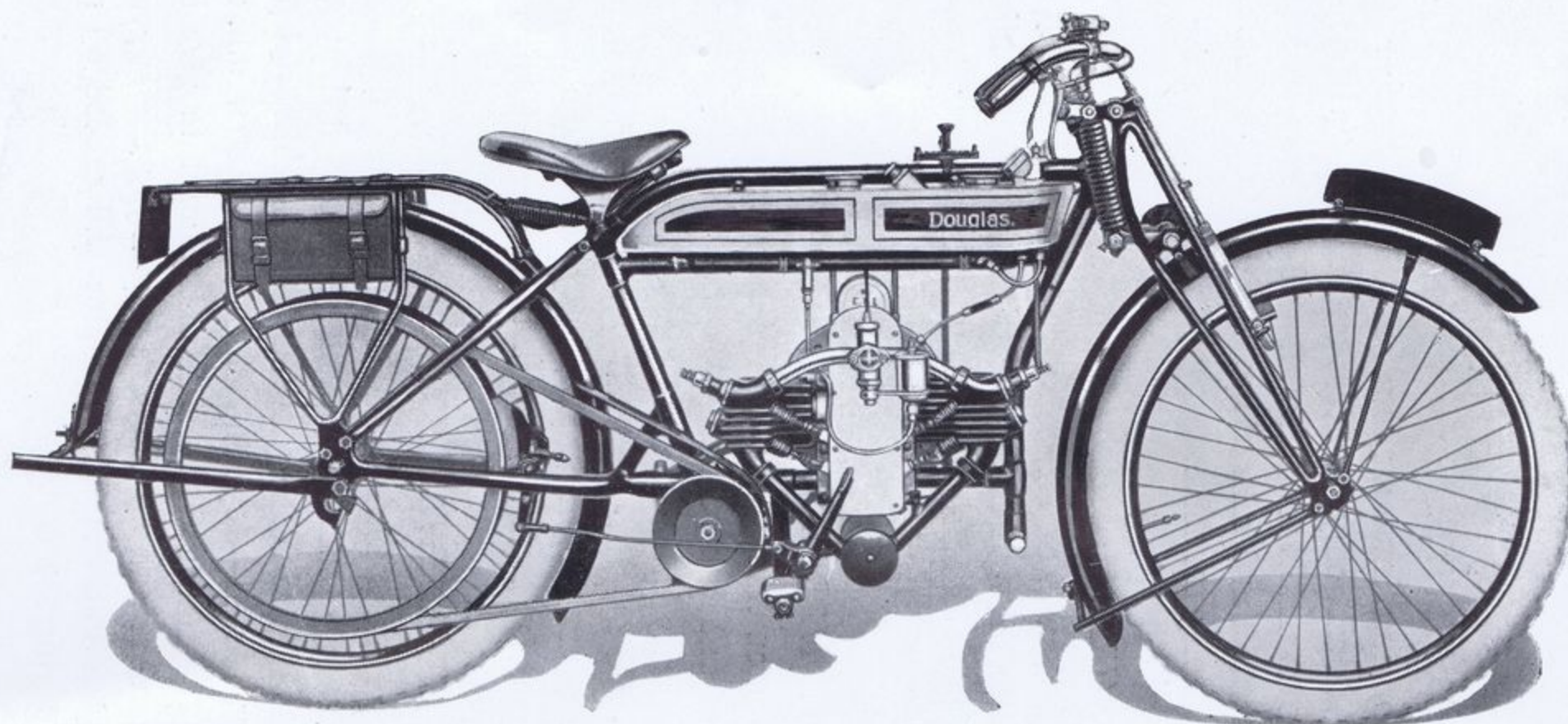
This is, without a doubt, one of the most popular all round machines on the road to-day. Fitted with the Douglas sidecar, it is a combination hard to excel for consistent running, power and speed.

$3\frac{1}{2}$ H.P. *SPORTS MODEL.*

It is common knowledge that this super-excellent sportsman's mount has reached the top rung of competition with a celerity little short of marvellous. It is not only capable of a speed of over 80 m.p.h., but it is noted for exceptional economy and flexibility when running at slow speeds. It is absolutely the last word in fast solos.

6 H.P. *HIGH-EFFICIENCY OUTFIT.*

Following similar lines to the $3\frac{1}{2}$ h.p. model, this outfit is an outstanding example of modern, super-efficient motorcycle design, and for its capacity, it has abnormal powers and turn of speed—anything from 4 to over 80 m.p.h. on top gear. The sidecar is very carefully built to give exceptional comfort and an elegance enhancing the appearance of the combination. This machine will exceed 60 m.p.h. with a touring sidecar.



"Famous for economy and reliability."

BRIEF SPECIFICATION.

ENGINE.—Bore and stroke 60.8 mm. x 60 mm., giving 348 cc.

MAGNETO.—E.I.C. or other British make.

TRANSMISSION.— $\frac{1}{4}$ " x $\frac{5}{8}$ " Renolds (or other first-class) chain and $\frac{3}{4}$ " belt.

TYRES.—26" x 2 $\frac{1}{4}$ " super-studded, extra heavy Hutchinson, or first-class make.

BRAKES.—Foot-operated "V" block on to rear belt rim, and Bowden hand-operated front rim brake.

EQUIPMENT.—Tool roll, full kit of tools, tyre inflator, oil and grease guns, etc.

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

CARBURETTOR.—Latest type Amac or first-class make.

COUNTERSHAFT UNIT.—Douglas two-speed gear box.

LUBRICATION.—Semi-automatic pump and sight feed.

HANDLEBARS.—1922 special touring or T.T.

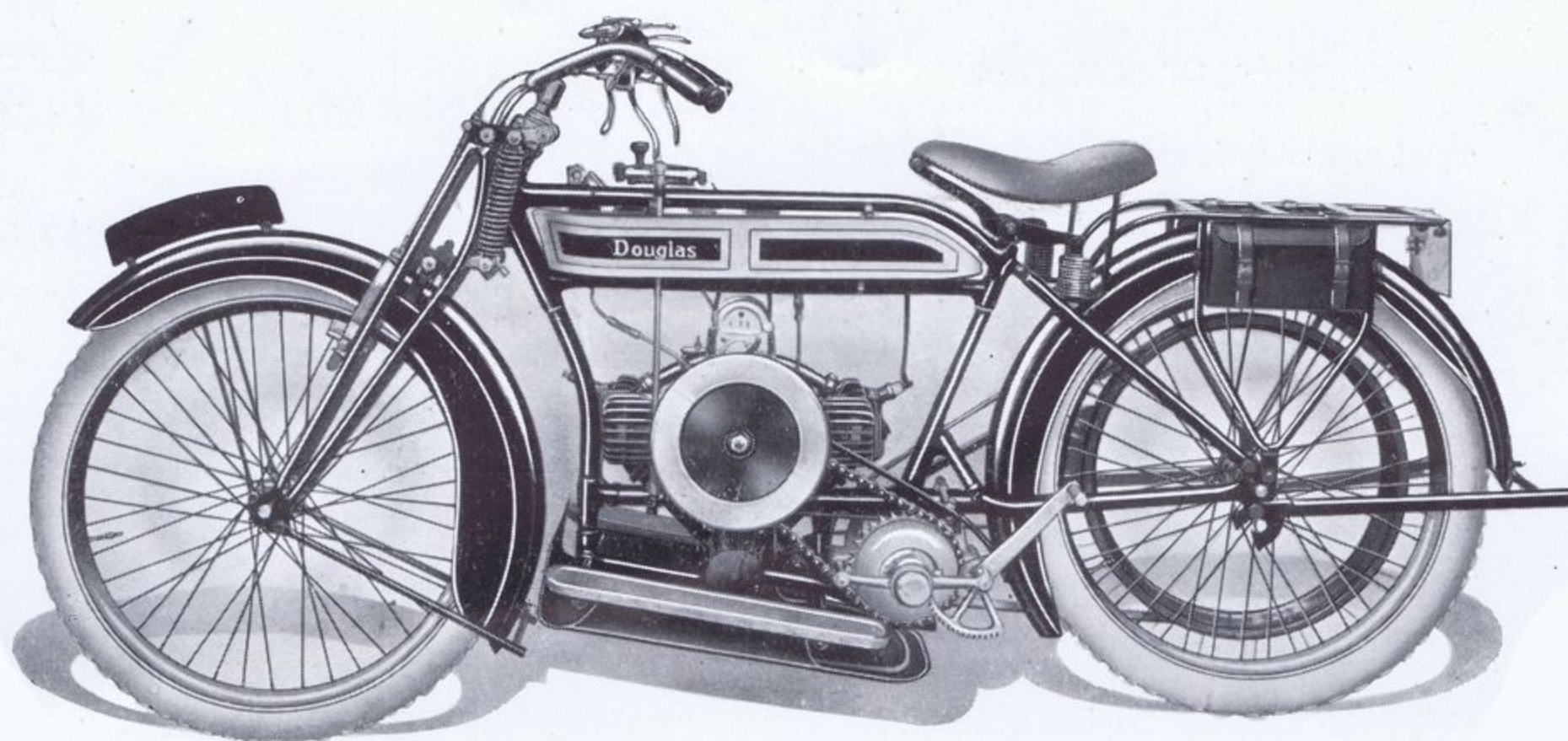
FRAME.—Highest grade weldless steel tubing, with all lugs machined from solid steel.

TANK.—1 $\frac{1}{4}$ galls. petrol; 3 pints oil.

FOOTRESTS.—Heavy rubber pads.

UNLADEN WEIGHT.—175 lbs.

2 $\frac{3}{4}$ H.P. 3-SPEED Douglas



"An ideal mount for business and pleasure."

BRIEF SPECIFICATION.

ENGINE.—Bore and stroke 60.8 mm. x 60 mm., giving 348 cc.

CARBURETTOR.—Latest type Amac or first-class make.

TRANSMISSION.— $\frac{1}{4}$ " x $\frac{5}{8}$ " Renolds (or other first-class) chain and $\frac{3}{4}$ " belt.

TYRES.—26" x 2 $\frac{1}{4}$ " super-studded, extra heavy Hutchinson or first-class make.

BRAKES.—Foot-operated "V" Block on to rear belt rim and Bowden hand-operated front rim brake.

EQUIPMENT.—Tool roll, full kit of tools, tyre inflator, oil and grease guns, etc.

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

MAGNETO.—E.I.C. or other British make.

COUNTERSHAFT UNIT.—Douglas three-speed gear box, clutch and kickstarter.

LUBRICATION.—Semi-automatic pump and sight feed.

HANDLEBARS.—1922 special touring or T.T.

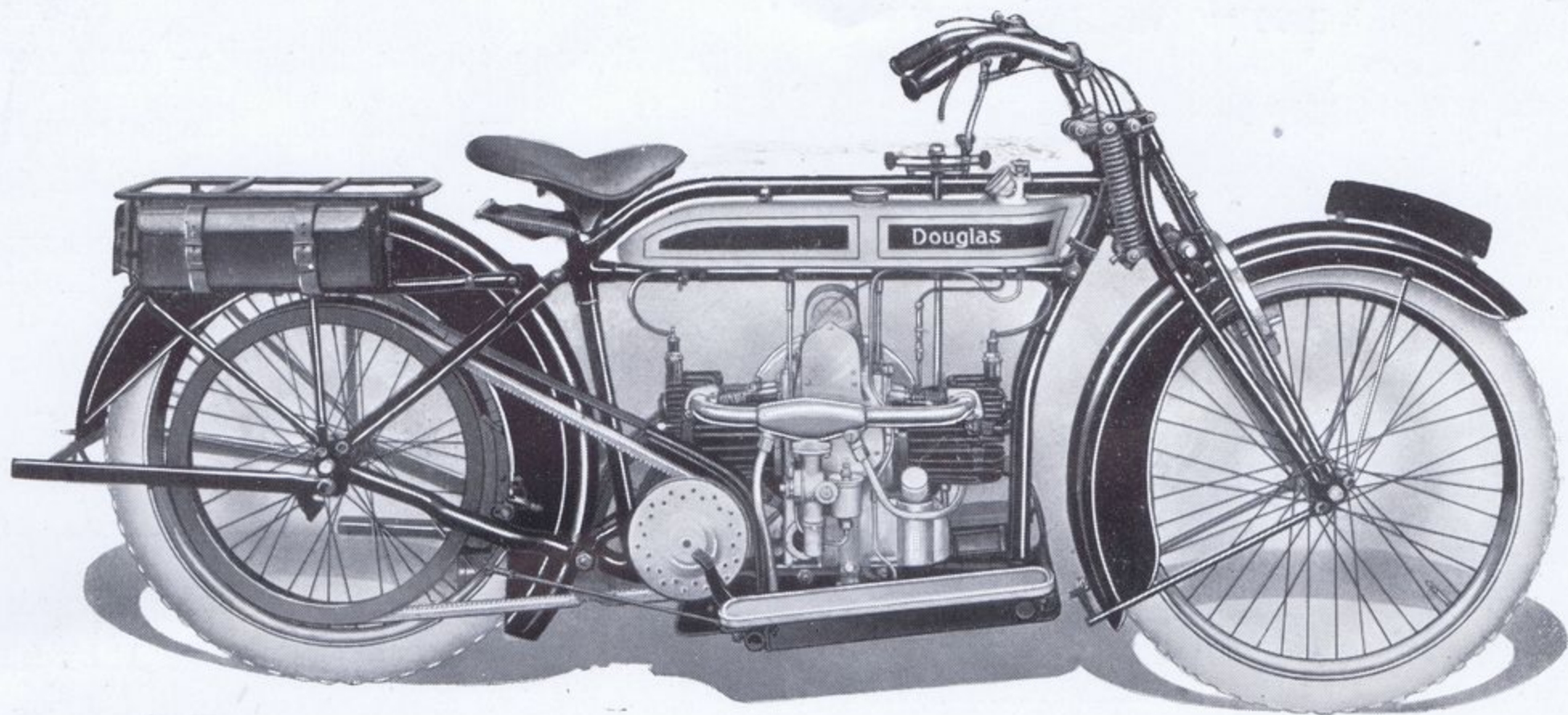
FRAME.—Highest grade weldless steel tubing, with all lugs machined from solid steel.

TANK.—1 $\frac{1}{4}$ galls. petrol ; 3 pints oil.

FOOTBOARDS.—Covered with lino and brass edged.

UNLADEN WEIGHT.—196 lbs.

4 H.P. SOLO **Douglas**



"The ever reliable dual purpose machine."

BRIEF SPECIFICATION.

ENGINE.—Bore and stroke 74.5 mm. x 68 mm., giving 595 cc. Detachable cylinder heads.

MAGNETO.—E.I.C. or other British make.

TRANSMISSION.— $\frac{1}{4}$ " x $\frac{5}{8}$ " Renolds (or other first-class) chain and $\frac{7}{8}$ " belt.

TYRES.—26" x 2 $\frac{3}{8}$ " super-studded, extra heavy Hutchinson or first-class make.

BRAKES.—Powerful compensated rear foot brake of special design. Bowden front rim brake.

EQUIPMENT.—Tool roll, full kit of tools, tyre inflator, oil and grease guns, etc.

CONSUMPTION.—Oil, 1,500 m.p.g.; Petrol, 75—80 m.p.g.

CARBURETTOR.—Latest type Douglas automatic.

COUNTERSHAFT UNIT.—Douglas three-speed gear box, clutch and kickstarter.

LUBRICATION.—Mechanical pump and sight feed.

HANDLEBARS.—1922 special touring or T.T.

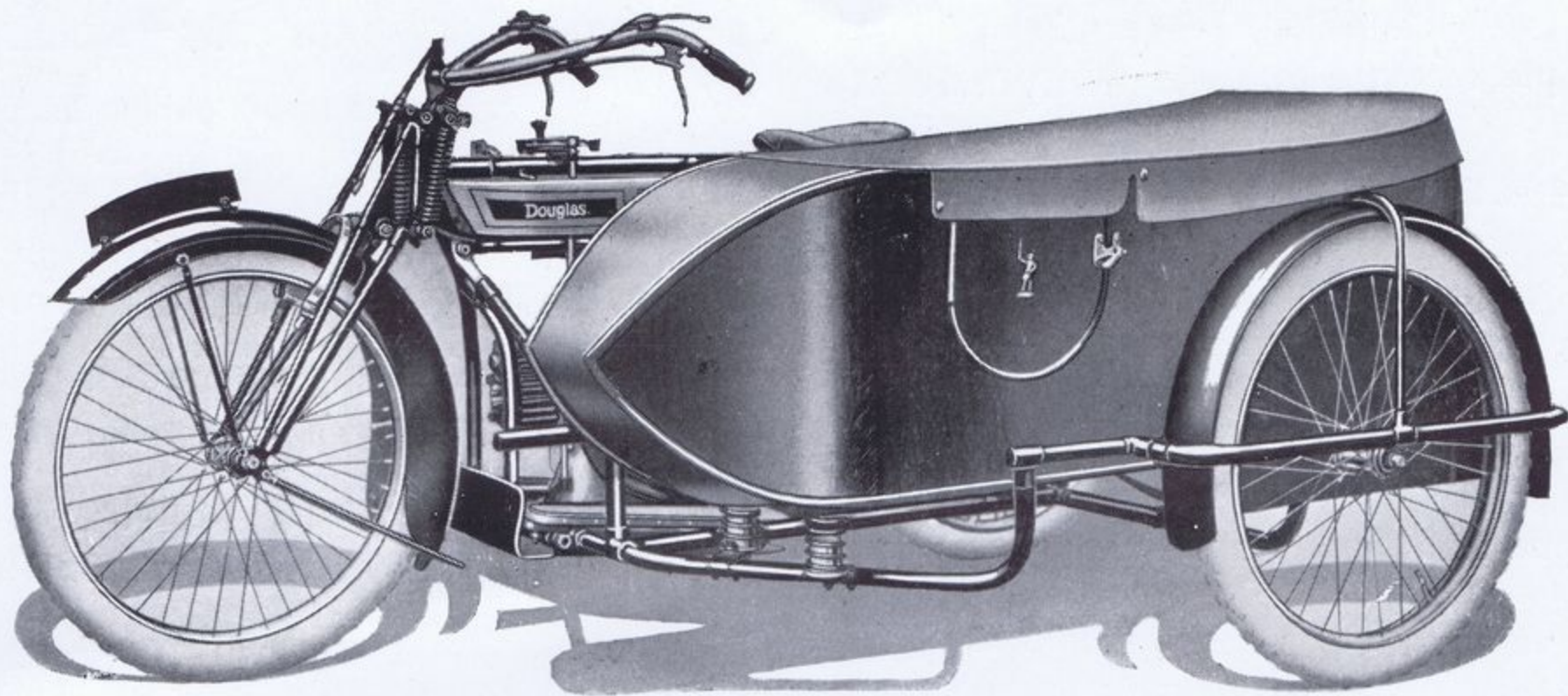
FRAME.—Highest-grade weldless steel tubing, head and all lugs machined from solid steel.

TANK.—2 galls. petrol; 3 pints oil in sump.

FOOTBOARDS.—Covered with lino and brass edged.

UNLADEN WEIGHT.—252 lbs.

4 H.P. **Douglas** SIDECAR COMBINATION.



"Popular among all comers in any sphere."

BRIEF SPECIFICATION.

ENGINE.—Bore and stroke 74.5 mm. x 68 mm., giving 595 cc. Detachable cylinder heads.

MAGNETO.—E.I.C. or other British make.

TRANSMISSION.— $\frac{1}{4}$ " x $\frac{5}{8}$ " Renolds (or other first-class) chain and $\frac{7}{8}$ " belt.

TYRES.—26" x 2 $\frac{3}{8}$ " super-studded, extra heavy Hutchinson or first-class.

BRAKES.—Powerful compensated rear foot brake of special design. Bowden front rim brake.

EQUIPMENT.—Tool roll, full kit of tools, tyre inflator, storm apron for sidecar, etc.

UNLADEN WEIGHT.—394 lbs.

CONSUMPTION.—Oil, 1,500 m.p.g.; Petrol, 65—70 m.p.g.

CARBURETTOR.—Latest type Douglas automatic.

COUNTERSHAFT UNIT. — Douglas three-speed gear box, clutch and kickstart.

LUBRICATION.—Mechanical pump and sight feed.

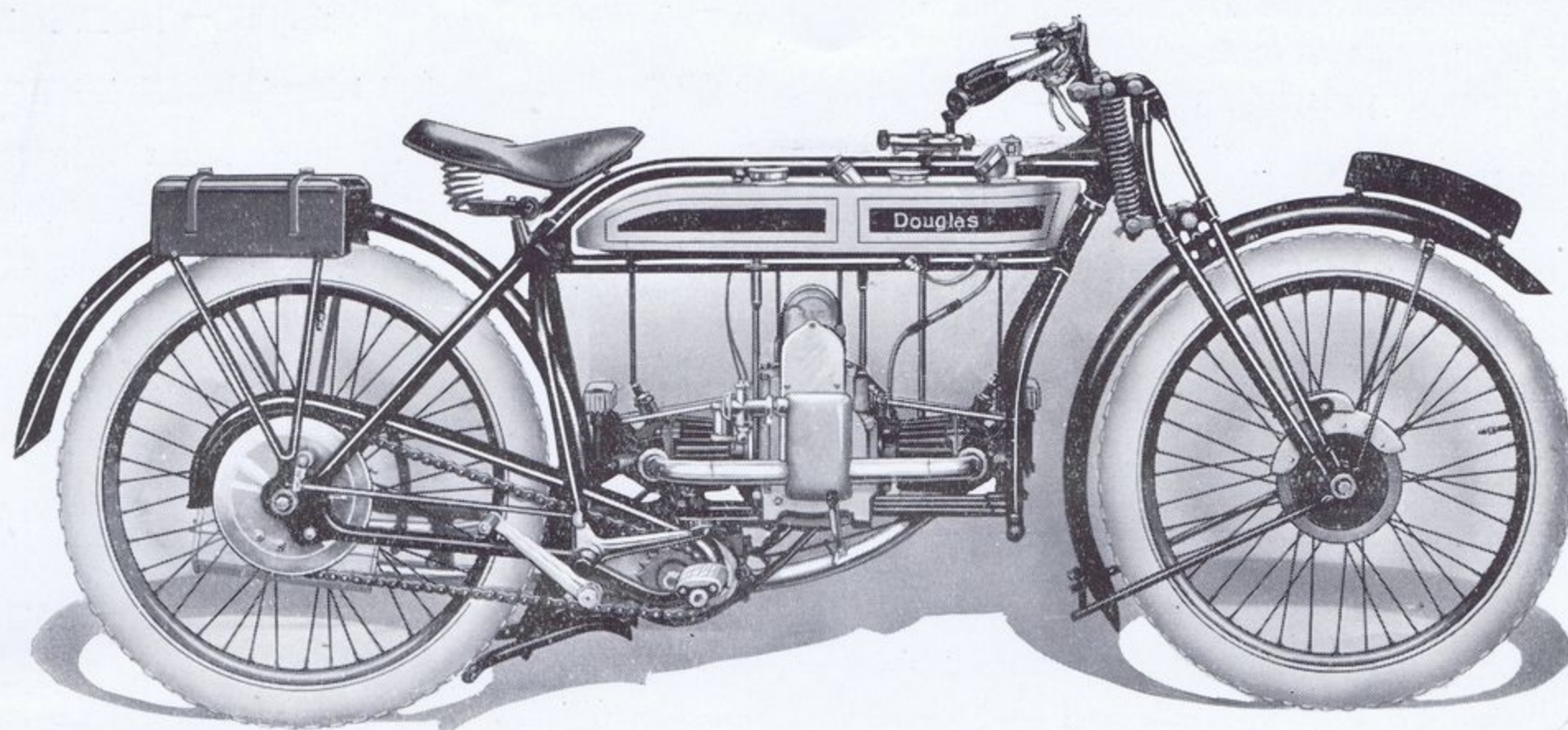
HANDLEBARS.—1922 special touring.

FRAME.—Highest grade weldless steel tubing, head and all lugs machined from solid steel.

TANK.—2 galls. petrol; sump 3 pints oil.

FOOTBOARDS.—Covered with lino and brass edged.

SIDECAR.—Beautifully finished in dark blue, with sprung upholstery to match. Large rear locker and locker under seat, four-point attachment to unbreakable chassis.



"The last word in fast solos."

BRIEF SPECIFICATION.

ENGINE.—Bore and stroke 68 mm. x 68 mm., giving 494 cc. Overhead valves.

MAGNETO.—E.I.C. or other British make.

TRANSMISSION.—Doubly shock absorbed all chain drive, Renolds (or other first-class) make.

TYRES.—650 x 65 super-studded Hutchinson light car (or first-class make) on small car type rims.

SPEED.—4 m.p.h. to over 80 m.p.h. on top gear.

CONSUMPTION.—Oil, 2,000 m.p.g.; petrol, 90 m.p.g.

EQUIPMENT.—Tool roll, full kit of tools, tyre inflator, oil and grease guns, etc.

WHEELS.—Quick interchangeable and detachable —knock-out spindles.

CARBURETTOR.—Latest type first-class make with special heated induction system.

COUNTERSHAFT UNIT. — Douglas three-speed gear box, clutch and right-hand kickstart.

LUBRICATION.—Semi-automatic hand pump and sight feed.

BRAKES.—Front: Douglas patent wedge type; rear: Douglas internal expanding, foot operated.

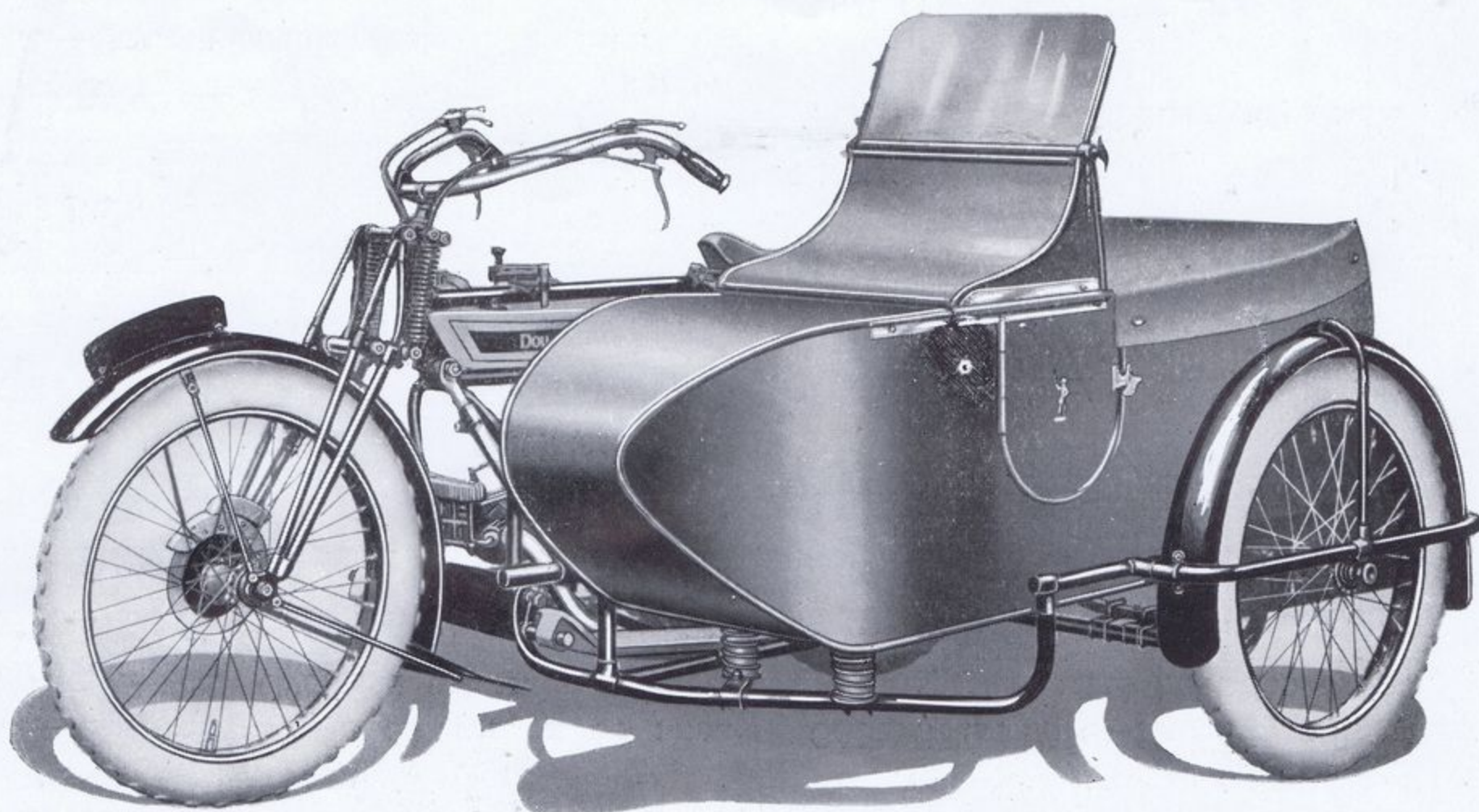
HANDLEBARS.—Special sporting T.T.

TANK.—2 galls. petrol; ½ gall. oil.

FOOTRESTS.—Infinitely adjustable heavy rubber pads.

UNLADEN WEIGHT.—246 lbs.

6 H.P. LIGHT **Douglas** HIGH-EFFICIENCY OUTFIT.



"The essence of modern autocyce design."

BRIEF SPECIFICATION.

ENGINE.—Bore and stroke 83 mm. x 68 mm., giving 733 cc. Overhead valves.

MAGNETO.—E.I.C. or other British make.

TRANSMISSION.—Doubly shock absorbed all chain drive (Renolds or other first-class make).

TYRES.—710 x 85 super-studded light car type Hutchinson or other first-class make, on small car rims.

SPEED.—4 m.p.h. to 60 m.p.h. with touring sidecar ; and over 80 m.p.h. solo.

CONSUMPTION.—Oil, 2,000 m.p.g. ; petrol, 80–85 m.p.g.

EQUIPMENT.—Tool roll, full kit of tools, tyre inflator, oil and grease guns, storm apron for sidecar, etc.

WHEELS.—Quick interchangeable and detachable —knock-out spindles.

CARBURETTOR.—Latest type first-class make with special heated induction pipe.

COUNTERSHAFT UNIT. — Douglas three-speed gear box, clutch and right-hand kickstart.

LUBRICATION.—Semi-automatic hand pump and sight feed.

BRAKES.—Front : Douglas patent wedge type ; rear : Douglas internal expanding, foot operated.

HANDLEBARS.—Special sporting T.T. or 1922 special full touring.

TANK.—2 galls. petrol ; $\frac{1}{2}$ gall. oil.

FOOTBOARDS.—Cast aluminium.

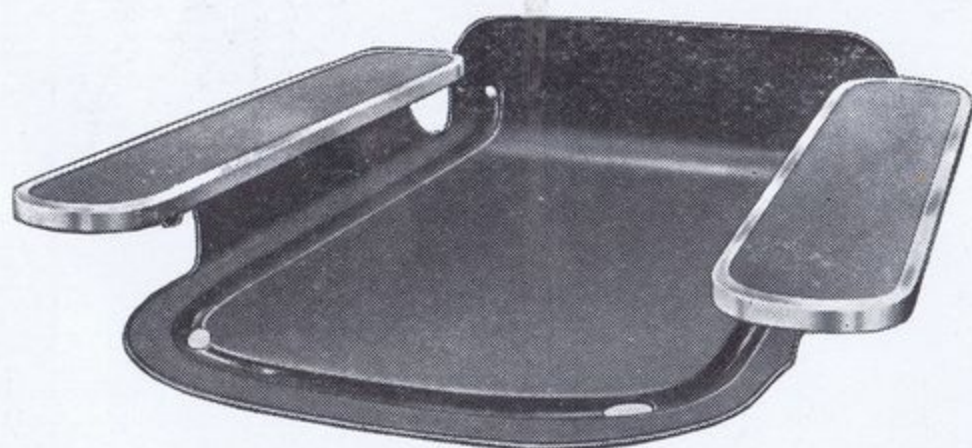
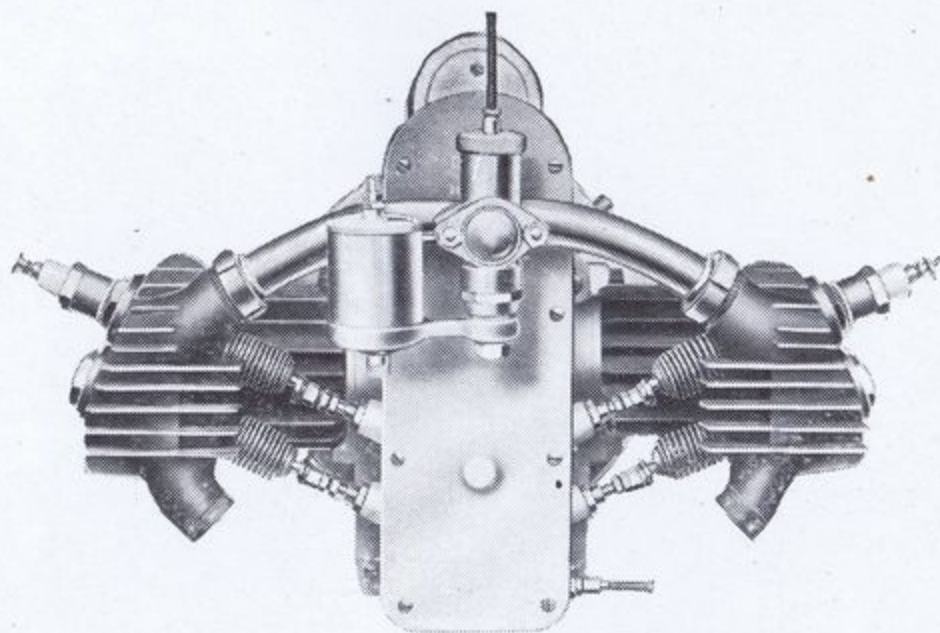
SIDECAR.—Special springing and roomy body, scuttle dash and wind screen, large lockers, etc.

UNLADEN WEIGHT.—425 lbs.

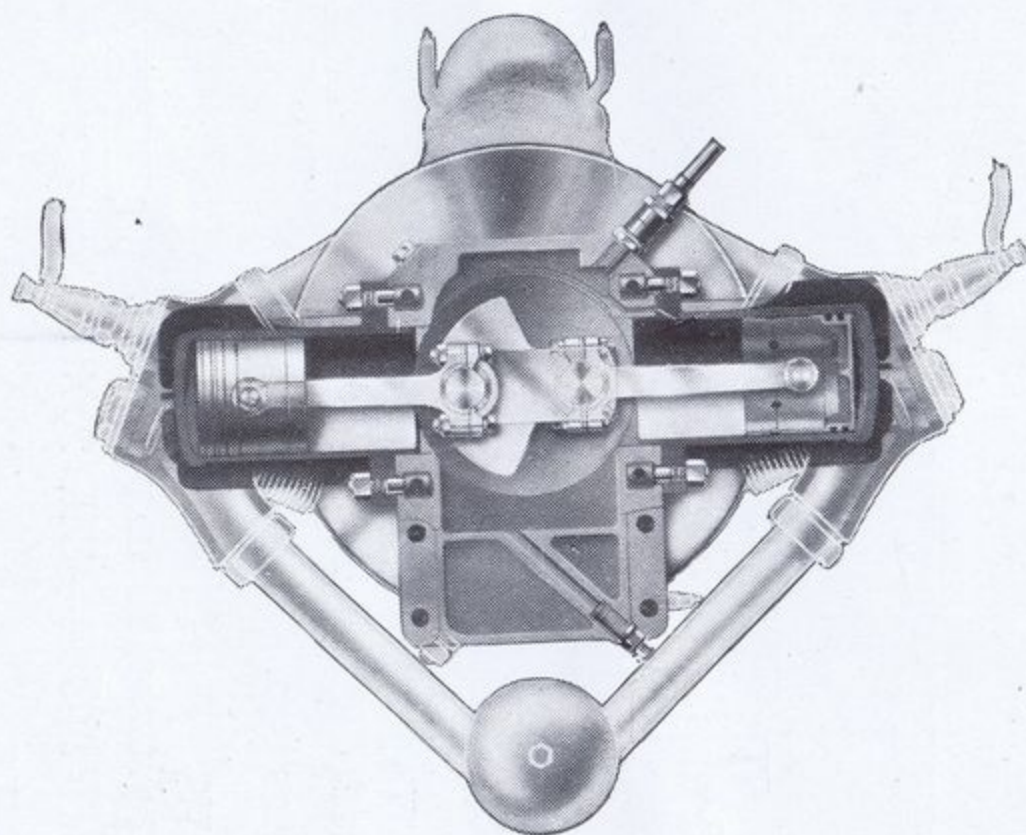
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2 $\frac{3}{4}$ -H.P. DETAILS.

Latest type 2 $\frac{3}{4}$ -h.p. unit
with extra cooling fins.

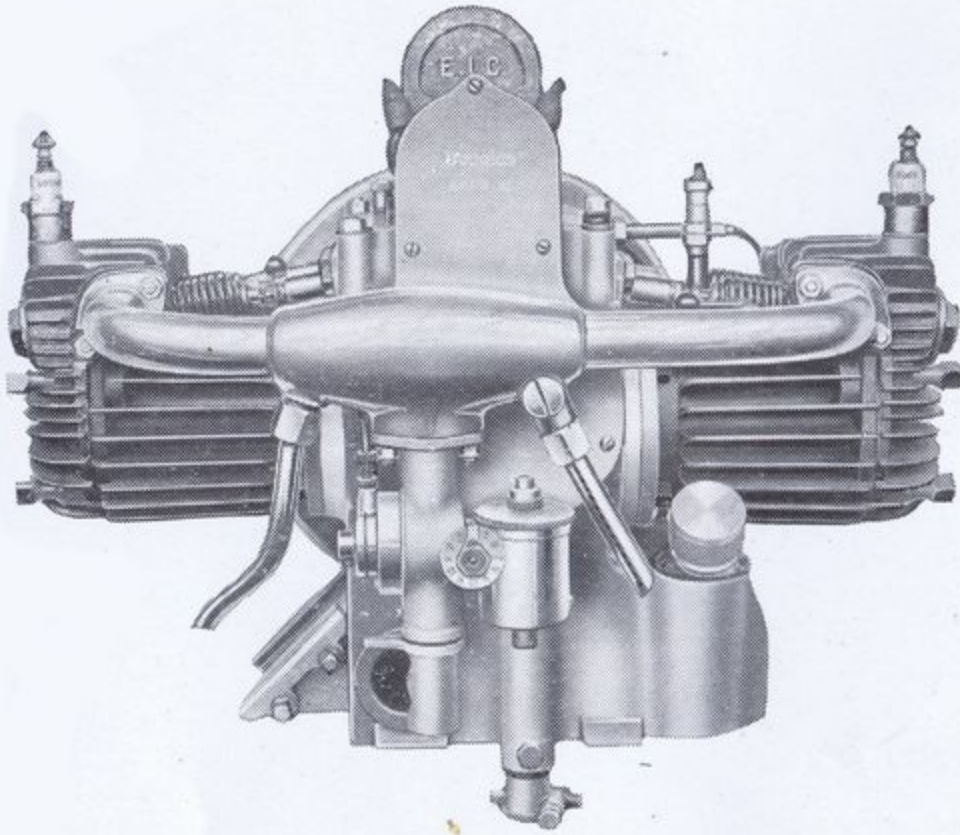


Undershield optional and
footboards of the
2 $\frac{3}{4}$ 3-speed.



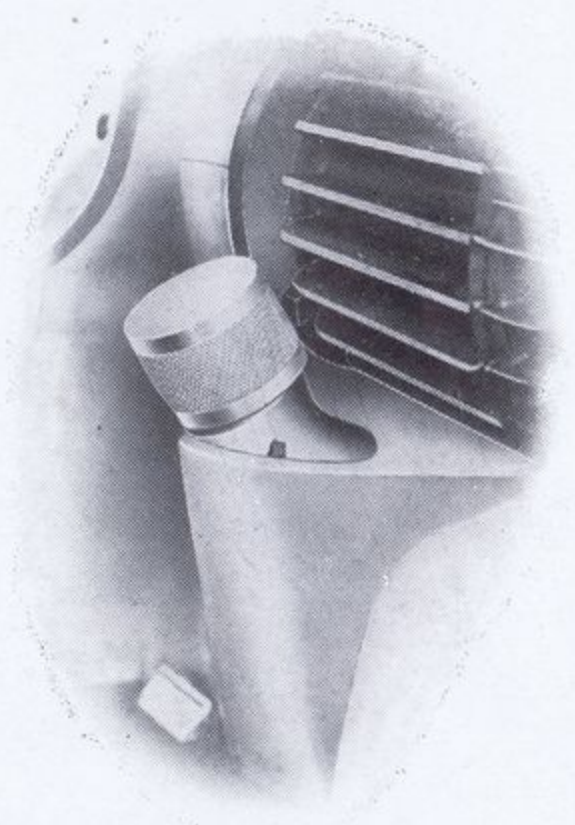
Sectional view of
the 2 $\frac{3}{4}$ -h.p. engine.

4-H.P. DETAILS.

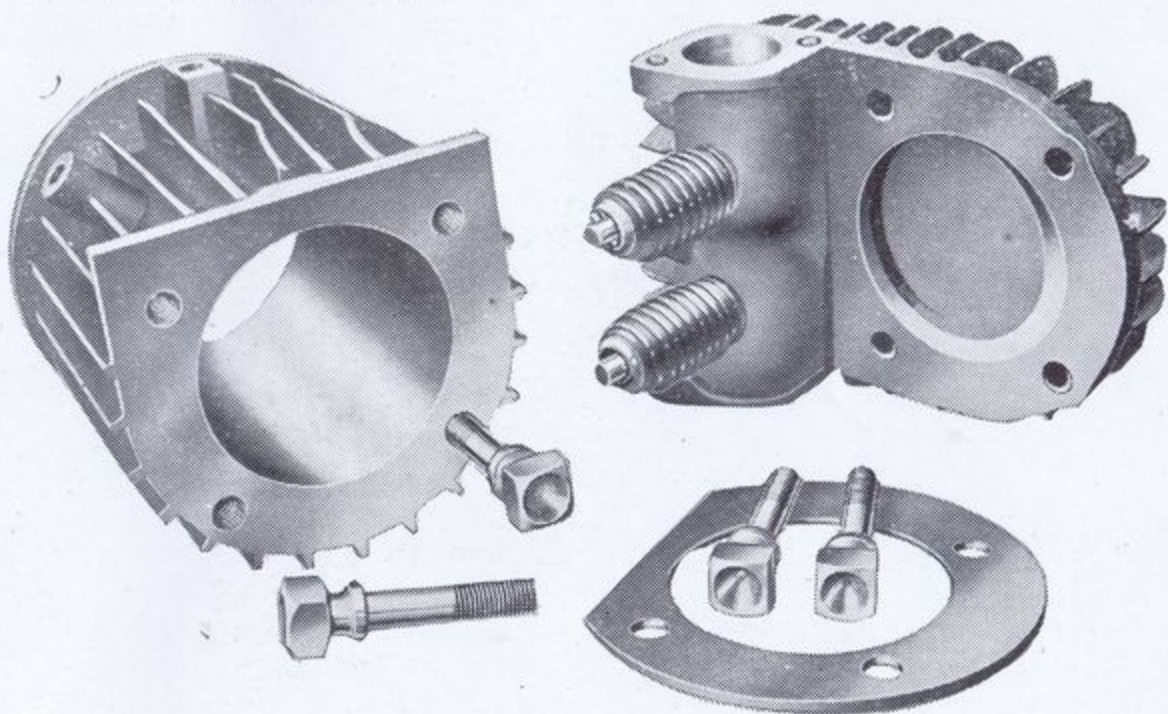


Carburettor side of the latest 4-h p. engine.

New type telescopic oil sump filler and cap.

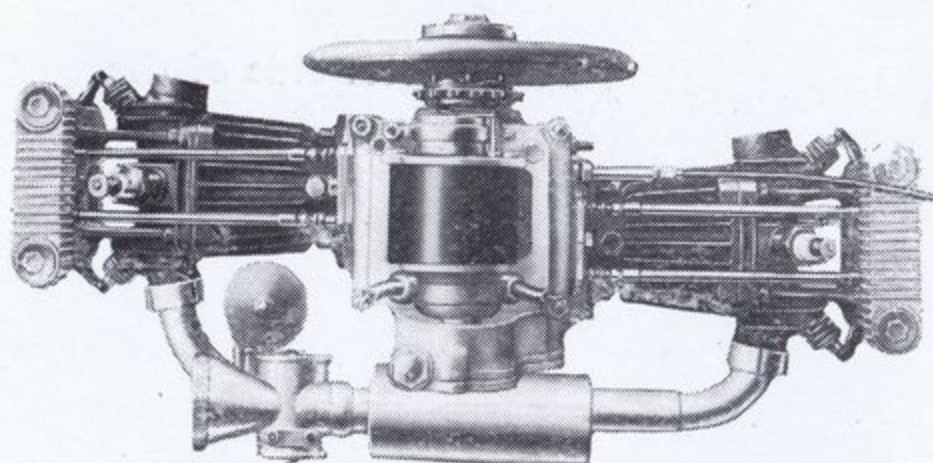


Detachable head and cylinder barrel with valves *in situ*.



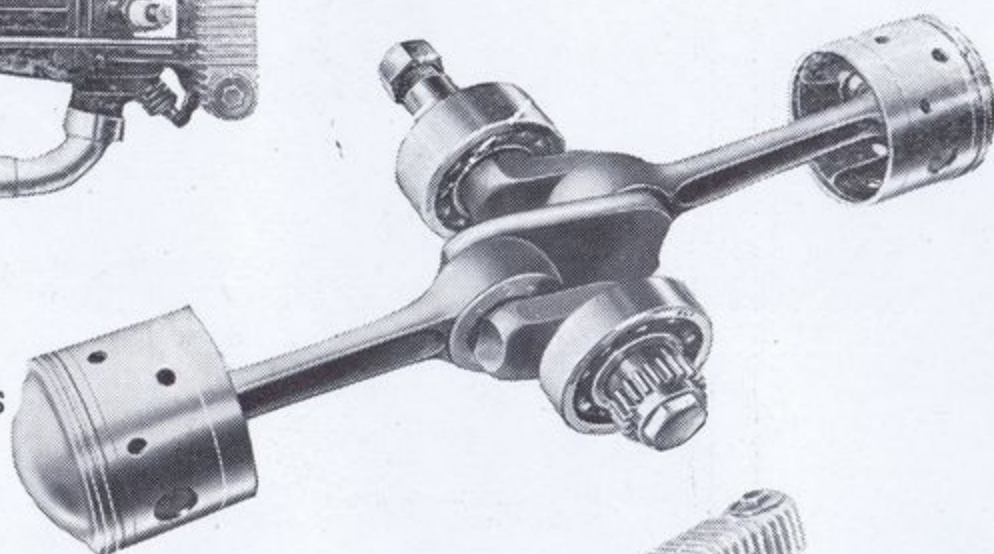
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3½-H.P. DETAILS.

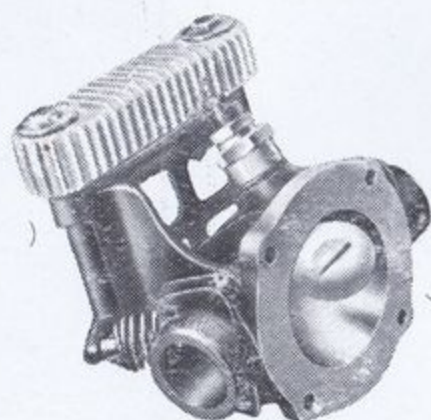


Plan view of 3½-h.p. over-head valve engine

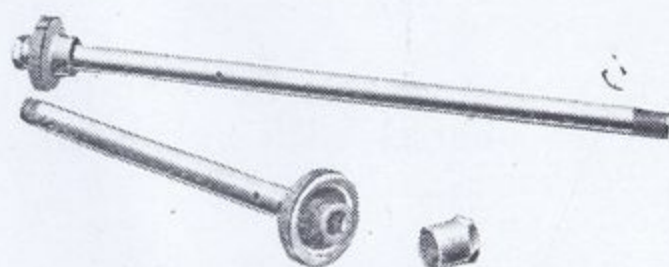
Crankshaft, pistons and rods of the 3½-h.p. engine.



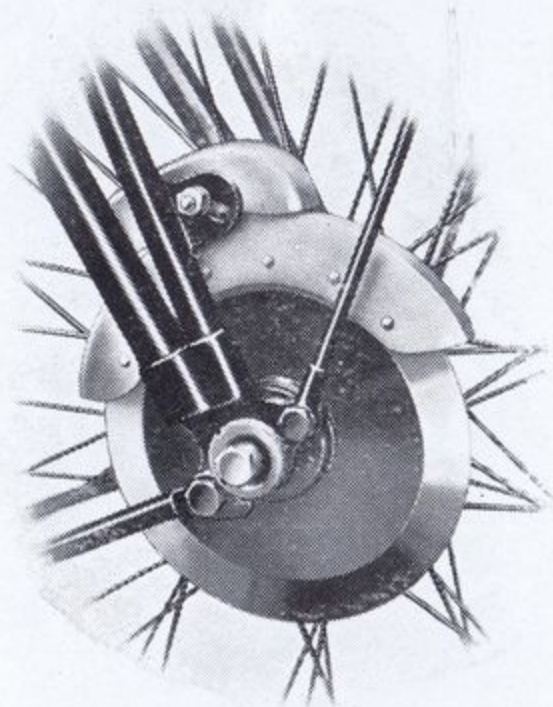
Detachable cylinder head and oil trough with valves *in situ*.



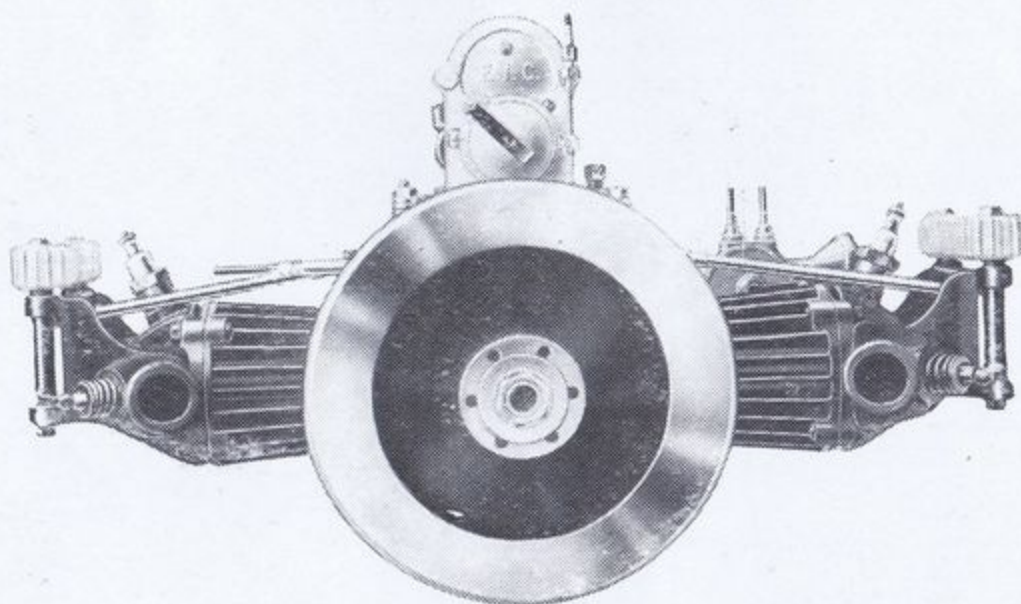
Knock-out hub spindles for detachable wheels.



Patent front brake used on 3½-h.p. and 6-h.p. models.



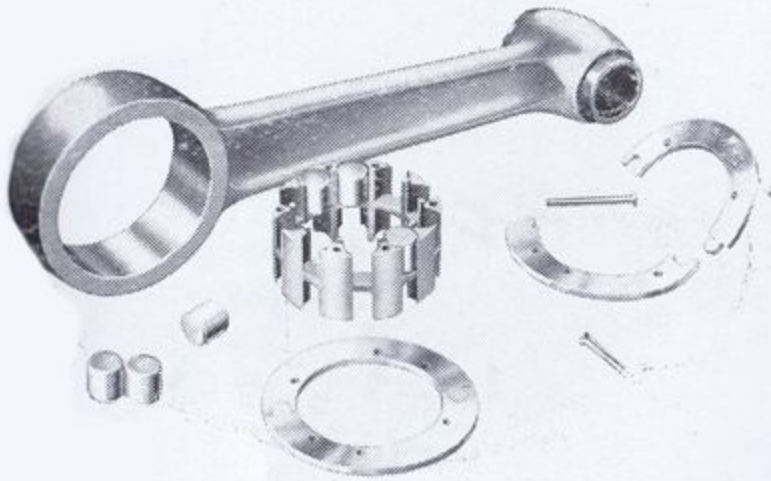
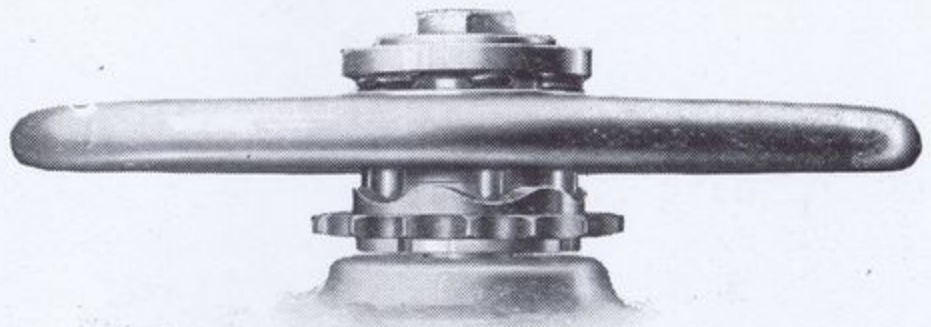
Flywheel side of the 3½-h.p. engine.



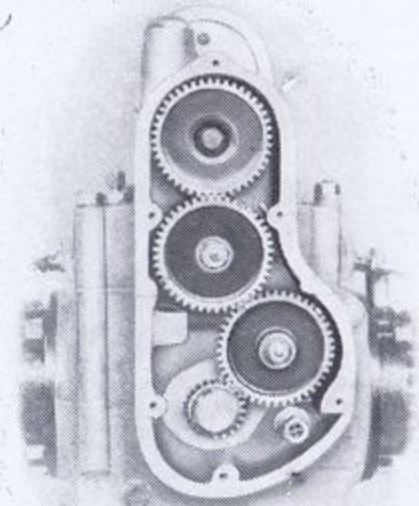
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6-H.P. DETAILS.

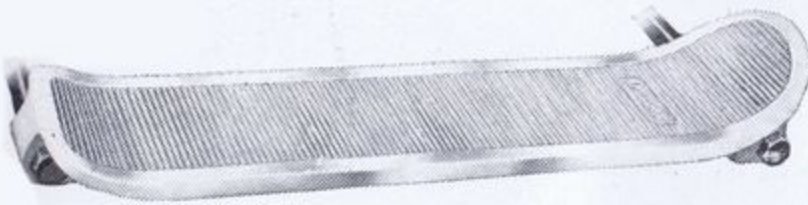
Shock absorber used on the 6-h.p. and 3½-h.p. engines.



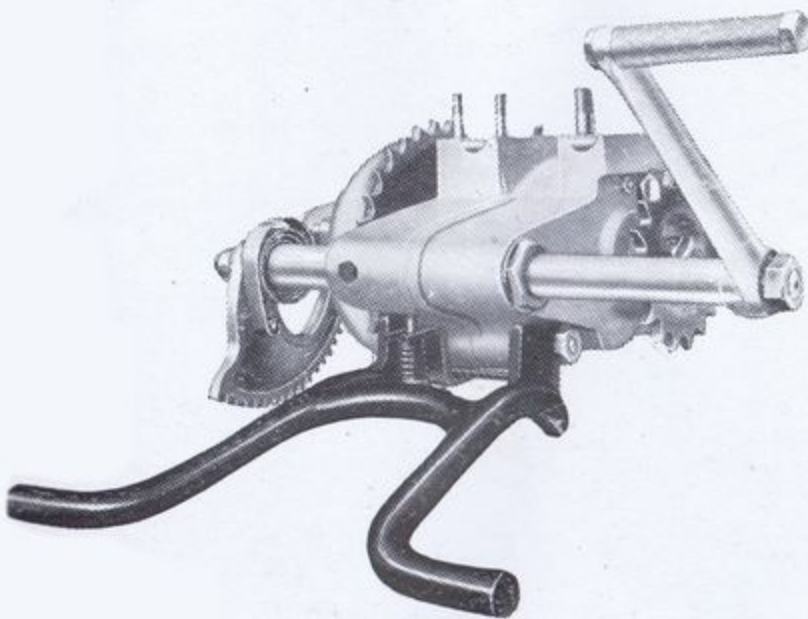
Connecting rod and big end components.



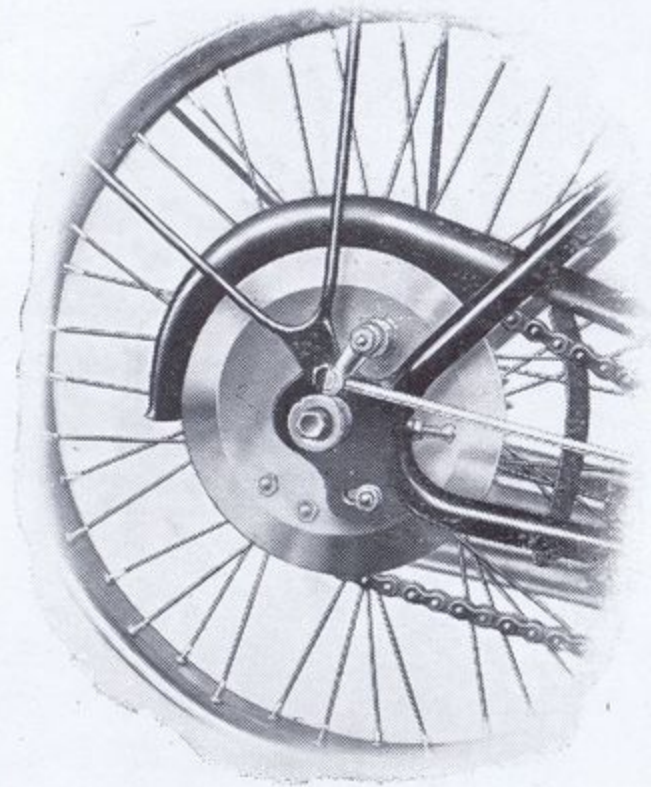
Interior of 6-h.p. and 3½-h.p. timing case.



Aluminium footboards on the 6-h.p. outfit



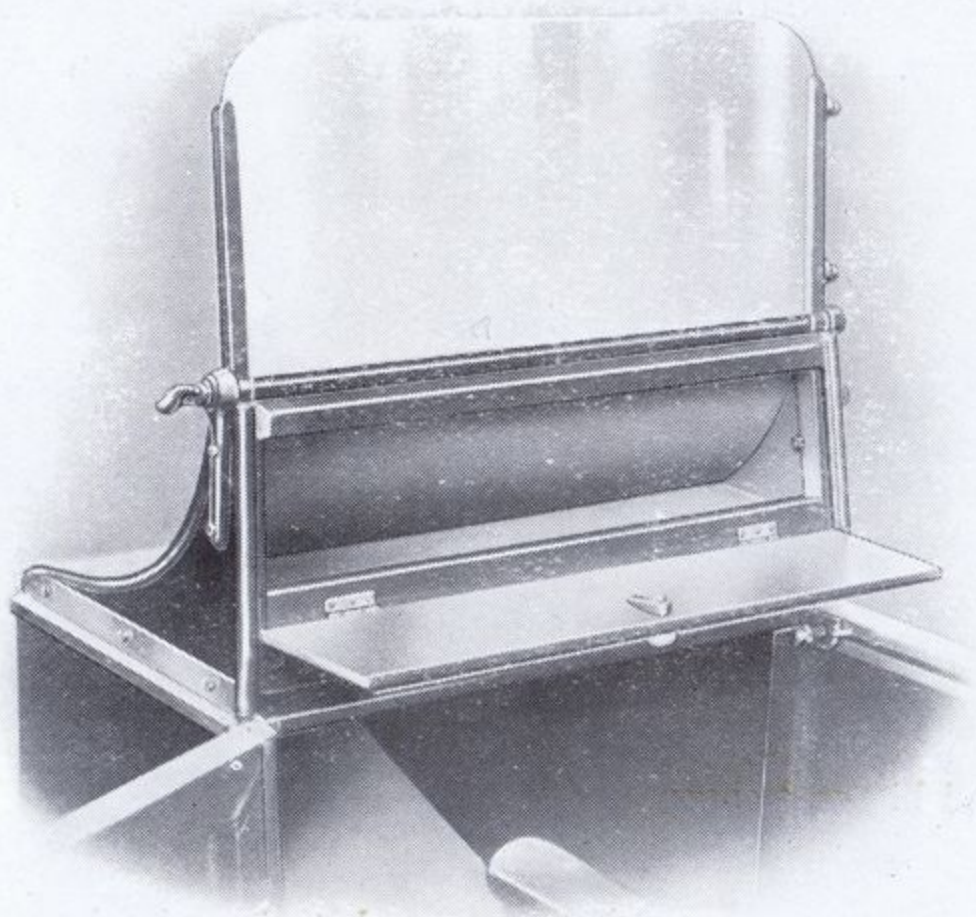
3-speed gear-box, clutch and kickstarter on the 6-h.p. and 3½-h.p. models



Rear internal expanding brake and shock absorber unit.

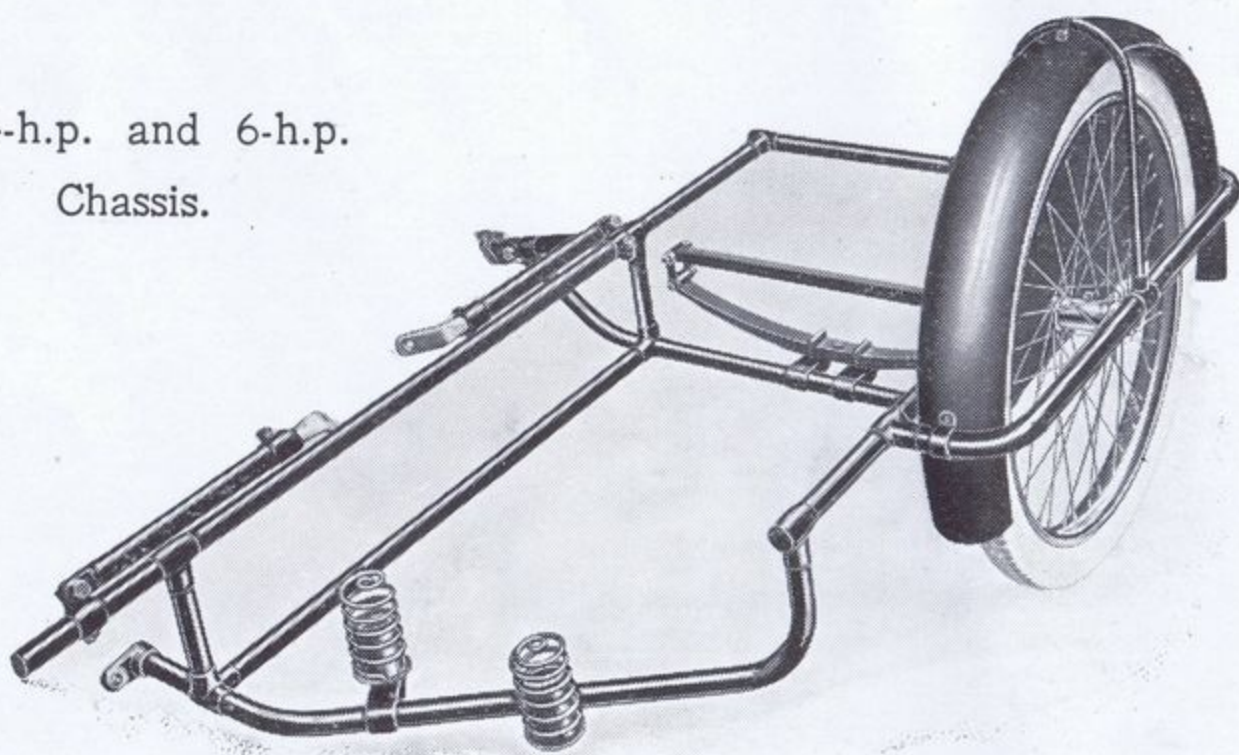
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SIDECAR DETAILS.



Interior view of 6-h.p. Sidecar, Dash, Locker and Windscreen.

New 4-h.p. and 6-h.p.
Chassis.



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A BRIEF HISTORY OF THE SPORTS MODEL

Pioneers of the horizontally opposed engine, we have experimented for many years to a vast degree with every possible design of this type of motor. The original Douglas 2 $\frac{3}{4}$ h.p engine, with side-by-side valves, revealed the great possibilities of the design, possessing perfect balance and high revolutionary speeds. As air-cooled engine design developed, so did the practice of overhead valved motors, and after inexhaustible tests, the firm offered to the public, in November, 1920, the 3 $\frac{1}{2}$ h.p. o.h.v. Sports Model Douglas as a standard mount.

Even in an experimental stage, this design of motorcycle broke World's Records on Brooklands Motor Track, and conveyed signs of being an extremely fast machine.

Then came the competition season of 1921, and a glance at the record of successes elsewhere in this issue will show the celerity with which the 3 $\frac{1}{2}$ h.p. Sports Model rose to fame in its maiden year. In the hands of the public, as well as experts, it consistently met with huge success throughout the season, and on standard Sports Models, Messrs. J. L. EMERSON and TUDOR THOMPSON have put up marvellous speeds for many World's Records, among them being the coveted 500 cc. Hour Record, accepted by all to be the best contested record, and one of the most difficult to break.

To-day, the machine, which is marketed as a standard production, is capable of over 80 m.p.h., and is, without a doubt, one of, if not *the* fastest hill-climber, in its class on record.

Notwithstanding the fact, it has every feature of a touring machine, should it be desired as such, possessing a flexibility and ease of control for which the lightweights are so famed, and extreme economy withal.

The essential kickstarter and hand-control clutch of the touring mount are incorporated, and the whole design appertains to modern practice. Hence, it is now generally accepted that this machine is the last word in standard sporting motorcycles.

DOUGLAS MOTORS LTD.

A FEW 1921 SUCCESSES.

Some of the most important successes of the Douglas machines are set down below.

During the period of testing and racing at Brooklands, in the hands of Mr. S. L. Bailey, the following records were set up on a $2\frac{3}{4}$ h.p. machine of the o.h.v. type :—

Class B.—Flying, 5 miles in 4 mins. 32 secs.=66.18 m.p.h.
Standing, 10 miles in 9 mins. 16 secs.=64.65 m.p.h.
World's Record, Class B.

On November 17th, T. Thompson beat the 1 hour record, putting it up to 63.39 miles. A week later, with sidecar attached, he broke the following records : 50, 100, 150 miles ; 1, 2, and 3 hours.

Bristol Open Hill Climb, 1920.—Nine firsts, three seconds and a third, and a further six firsts in other classes were not awarded as the machine was ruled to be "not standard."

Bath M.C.C. 12 Hour Trial, 1920.—Lynmouth and back. E. Kickham tied for first place with a perfect score on all points.

Scottish Championships, 1920.—A. H. Alexander, two firsts and in winning team.

Western M.C.C. (Scotland) Open Hill Climb.—Four firsts and two seconds.

Gaillon Hill Climb, France, 1920.—Four firsts, defeating machines of twice its power.

M.C.C. London-Exeter Trial, 1920.—P. W. Moffat, Gold Medal.

M.C.C. London-Land's End, 1921.—P. W. Moffat, Gold Medal ; E. Kickham, Gold Medal.

Scottish Championships, 1921.—First and third.

Scottish Six Days' Trial, 1921.—Two Gold Medals, and one Bronze.

Grand Prix Race, France, 1921.—Second, third, fourth, fifth and tenth places.

In September Tudor Thompson broke ten World's Records in Class "B"—from 150 to 400 miles, and from 3 to 6 hours. His mean speed was over 60 m.p.h. for all records.

Mr. C. G. Pullin won the Solo Championship Race in November at Brooklands, at a speed of 76 m.p.h.

International Six Days' Trial, Switzerland, 1921.—Gold Medal and fastest time in Speed Trials.

Essex M.C.C. Brooklands Meeting.—C. Pearson first, Essex Long Handicap, J. L. Emerson third, Essex Long Handicap.

On August 24th, 1921, J. L. Emerson, riding a standard $3\frac{1}{2}$ h.p. Sports Model, broke the WORLD'S HOUR RECORD (Class C), at a speed of 72.87 m.p.h. Continuing he also took the 50 mile Record at a speed of 73.99 m.p.h., and the 100 mile at a speed of 72.18 m.p.h.

A.C.U. Western Centre, Open Hill Climb.—Three firsts, two seconds and four thirds.

Tredegar M.C.C. Speed Trials.—Fastest time of day, solo and sidecar, three firsts in open classes.

A.C.U. South Eastern Centre, Brighton Hill Climb.—Four firsts, two seconds, and a third.

Middlesbrough & District M.C.C. The President's Reliability Trial.—A. V. Buttress, 4 h.p. Douglas, first. Silver Challenge Cup and Silver Presentation Cup, also first in Scoon Trial (silver bowl won outright), first in McAdams Trial (Silver Challenge Cup and Gold Medal) and first in 45 miles Trial. (Gold Medal.)

Glasgow Western Open Hill Climb.—A. H. Alexander, riding a $3\frac{1}{2}$ h.p. Sports Douglas, gained six firsts and fastest time in 600 cc. class.

At Brooklands, 30th September, 1921, Tudor Thompson, riding a Standard $3\frac{1}{2}$ h.p. Sports Model and Sidecar, broke the 100 mile Sidecar Record at an average speed of 55.29 m.p.h.

The Anglo-Dutch Trial.—J. A. Newman, 6 h.p. Douglas and Sidecar, was in winning team and gained a Gold Medal, as also did W. B. Gibb on a $2\frac{3}{4}$ h.p. Douglas.

In South Africa.—P. Flook captured the Triumph Cup, making a wonderful performance in so severe a trial.

Brooklands Championship Meeting.—500 cc. 5-lap Scratch Race—J. L. Emerson, first; C. G. Pullin 2nd, won from standing start at a speed of 79.5 m.p.h. Pullin covered a lap at a speed of 82 m.p.h.

10 Mile (Standing) World's Record.—On October 8th, at Brooklands, J. L. Emerson covered 10 miles from a standing start at the record speed of 79.5 m.p.h. on a Standard Sports Model.

In Ireland at the Belfast and District Motor Cycle Club's Speed Trials, T. Stewart, on a $3\frac{1}{2}$ h.p. Douglas made fastest time of the day, D. A. Gregg gained a first, and J. A. Braid a second. Stewart's performance following up that in the Magilligan Sand Race proves that he has one of the fastest machines, if not the fastest machine, in Ireland.

In Switzerland. Jean Schlee, on a $3\frac{1}{2}$ h.p. Douglas and sidecar, gained first place in the 600 cc. expert class and established a new Swiss record with sidecars up to 600 cc.

WORLD'S HOUR RECORD.—Again put up by Mr. J. L. Emerson on November 11th, to 74.26 m.p.h. At the same time he broke the World's 50 Mile Record, at 75.26 m.p.h.; the World's 100 Mile Record, at 73.32 m.p.h.; and the World's Two Hour Record, at 72.31 m.p.h.

PUBLIC OPINION.

EALING, W. 5.

I bought the machine (4 h.p.) from your London Depot, in May, 1919, and have covered 12,500 miles, without once failing to get through. All this mileage has been with a Standard Douglas Sidecar, and includes a Gold Medal run in the London-Exeter, 1919, and a Silver Medal in the London-Edinburgh, 1920.

(Signed) A. MILWARD.

CAIRO, EGYPT.

After having used a Douglas 2 $\frac{3}{4}$ h.p. for some time, I have waited patiently for one of your 4 h.p. outfits from your Agent here, and in the interval have refused many other American machines. I have just received a new machine, and I am glad that I had patience to wait for it. It is certainly the best that money can buy.

(Signed) H. VAN DER HIGHT,

Traffic Manager, Cairo Tramways.

KITSILANO, VANCOUVER, B.C.

The machine (1913, 2 $\frac{3}{4}$ h.p. Model) is still giving excellent service, in fact, I do not see that it could be better if new, except for appearance and some slight signs of wear in one or two parts. It is really a marvellous engine, and I would not have any other make of motorcycle.

(Signed) A. GILBERT.

ROMSEY, HANTS.

I would like to express my appreciation of the 1919 4 h.p. Combination, which has given me such good service—20 miles a day in all weathers, and a splendid holiday tour of 600 miles in 3 weeks, with passenger and all our luggage. The machine gave no trouble of any kind, and averaged between 80-90 miles per gallon of petrol. Expenses for oil and petrol worked out at 44s. 6d.

(Signed) VALENTINE G. HODGES.

CENTRAL WORKS,
CRICKLEWOOD, LONDON, N.W. 2.

I have often wondered why you had a little "Scotchman" for your trade mark, but after three months continual use of the machine I purchased from you. I have come to the conclusion that it is because the Scot is notoriously economical—bred in him, so to speak.

On long runs I get 115 miles per gallon and about 90 m.p.g. in town, which I think is really extraordinary. I have just finished 3,000 miles, and have not touched the machine in any way whatsoever beyond removing the air shield on the carburettor intake and replacing it with a trouser guard, which enables me to get cleaner running and better consumption.

I must admit that until I took delivery of my own machine I looked upon the "Douglas" as only being suitable for pottering about; but my own experience, using it every day for business purposes, has been that one could not want a more reliable and trouble-free mount.

(Signed) A. H. HILBERTT.
Aviation and Marine Manager, S. Smith & Sons (M.A. Ltd.)

HULL.

I have ridden your models of 1914, 1916, 1919 and 1920, and they have given every satisfaction. I shall never ride any other make but a Douglas. They are really wonderful machines.

I used my machine regularly throughout the year for business and pleasure purposes.

(Signed) G. T. R.

ZOMBA, NYASALAND.

This photo is of a 1915 Douglas on the Zomba plateau, 6,000 feet up. For three months every day this machine has run up the 7 miles of steep gradient where any fair speed is impossible, owing to many sharp and dangerous corners. It has never failed, and it has never been necessary to use the low gear. (Photograph enclosed with letter.)

(Signed) H. BARLOW.
Camberley, Surrey.

REMEMBER

- THAT the Douglas has proved its reliability the world over since 1908.
- THAT 25,000 Douglas machines served their country on all fronts in the Great War.
- THAT Douglas won the T.T. race, I.O.M., in 1912, and 2nd, 4th and 8th places in the same race.
- THAT Douglas has won the Johannesburg-Durban race two years in succession.
- THAT there is no more successful machine in Club or Open Competition.
- THAT every post brings sincere praise from satisfied owners of Douglas machines.
- THAT the Douglas is the fastest Standard Sports Model on the road—capable of over 80 m.p.h.
- THAT the Douglas gained, *in 1921 alone*, the following World's Records :—

Standing 10 Miles (500 cc.) 79.9 m.p.h.

Standing 10 Miles (750 cc.) 79.9 m.p.h.

Class C. 500 cc.

1 Hour	..	74.26 m.p.h.	50 Miles	..	75.26 m.p.h.
2 Hours	..	72.31 m.p.h.	100 Miles	..	73.32 m.p.h.

Class D. 750 cc.

1 Hour	..	74.26 m.p.h.	50 Miles	..	75.26 m.p.h.
2 Hours	..	72.31 m.p.h.	100 Miles	..	73.32 m.p.h.

Class C. 500 cc., and Class D. 750 cc.

50 Miles	..	73.99 m.p.h.	1 Hour	..	72.87 m.p.h.
100 Miles	..	72.18 m.p.h.			

Class B. 350 cc.

150 Miles	..	62.52 m.p.h.	3 Hours	..	62.28 m.p.h.
200 Miles	..	62.29 m.p.h.	4 Hours	..	61.48 m.p.h.
300 Miles	..	61.00 m.p.h.	5 Hours	..	61.02 m.p.h.
400 Miles	..	60.44 m.p.h.	6 Hours	..	60.45 m.p.h.

Class F. (Sidecars) 600 cc.

100 Miles	..	55.29 m.p.h.
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350 cc. Sidecars.

50 Miles	..	49.16 m.p.h.	1 Hour	..	49.17 m.p.h.
100 Miles	..	48.38 m.p.h.	2 Hours	..	48.35 m.p.h.
150 Miles	..	43.27 m.p.h.	3 Hours	..	49.90 m.p.h.

Guarantee.

We give the following guarantee with our motorcycles instead of the guarantee implied by statute, or otherwise, as to the quality or fitness of such machines for the purpose of motorcycling ; any such implied guarantee being in all cases excluded. In the case of machines which have been used for " hiring out " purposes or from which our Trade Mark or manufacturing number has been removed, no guarantee 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 material and workmanship ; but this guarantee is to extend and be in force for three months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective.

WE UNDERTAKE, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As motorcycles 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 :—

- I. The attaching of a sidecar to the motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
- II. The use of a motorcycle, or of a motorcycle and sidecar combined, when carrying more persons, or a greater weight than that for which the machine was designed by the manufacturers.

Any motorcycle sent to us to be plated, enamelled, or repaired, whether the repairs are required for the purpose of making good the defect before referred to or otherwise, 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 material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of any common law or statute warranty, 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 motorcycles or in any part replaced it must be sent to us, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased, and the date of the purchase, or the date when the alleged defective part was replaced, as the case may be.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders ; and this guarantee, and any implied guarantee, shall not be enforceable.

We guarantee only those machines which are bought either direct from us or from one of our duly authorised agents, and under no other conditions.

We do not guarantee the specialities of other firms, such as tyres, saddles, chains, lamps, etc., or of any component part supplied to the order of the purchaser differing from our standard specification, supplied with our motorcycles or otherwise.

The Term " Agent " is used in a complimentary sense only, and those firms whom we style our agents are not authorised to advertise, incur any debt, or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us ; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.

Terms : Payment. Our terms are nett cash. **Delivery :** At our works. **Orders** should be accompanied by remittance. **Cases** are charged at cost, and are not returnable. **Packing :** free.

Conditions of Sale. All Douglas motorcycles are sold under the guarantee and conditions mentioned on this page, and the specialities of other firms, such as tyres, belts, electrical fittings, etc., are outside our warranty.

DOUGLAS MOTORS LTD., KINGSWOOD, BRISTOL.



"CHEDDAR GORGE."

Barnstormers.co.nz

CARRIAGE AND CRATE.

The cost of carriage and of packing crates
for despatching our Models is an extra charge.

Produced by the
PICTORIAL PUBLICITY Co.,
15-16 Floral Street, London, W.C 2.
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