

Douglas

MOTOR CYCLES

1928

BARNSTORMERS.CO.NZ



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

1928

Douglas

MOTOR CYCLES



SUPPLIERS TO THE
ROYAL HOUSEHOLD
OF SPAIN.

Telephone—
Kingswood 213.

**Douglas Motors Limited,
Kingswood,
BRISTOL.**

Telegrams—
Douglas, Kingswood.

SHOWROOMS : 39, Newman Street, London, W.1

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SERVICE DEPOT : 10, York Road, King's Cross, London, N.1.

BARNSTORMERS.CO.NZ

Douglas

STILL LEADS THE PACK IN 1928

THERE are very few motorcycle manufacturers to-day who can point to their current models and say "These are a direct development of a design adopted twenty years ago." The tendency in design has in the majority of cases been to experiment with different ideas—to put out a new model one season, run it for another and then decide that it is not quite what is wanted—and at once begin to lay down plans for a totally different kind of machine to replace it.

Though the Douglas of to-day is a vastly improved model when compared to the first ones made, its basic design is the same. It has still the famous horizontally opposed twin cylinder engine which was pioneered by us in 1907, and which, despite the forebodings of technicians of that day, proved itself to be thoroughly practical and astoundingly efficient.

Unless you are fortunate enough to own a six cylinder car, you will never know what vibrationless riding can mean until you have actual experience of a horizontally opposed twin. It is definitely superior in balance to any combination of vertically disposed cylinders less than six, and this balance is achieved by laying-out the component parts of the engine to give "looking glass

symmetry." There can be no vibration because power stroke and idle stroke follow each other in perfect time with a rhythm that it is constructionally impossible to achieve with a single or any other two cylinder arrangement.

This lack of vibration is of the utmost benefit to both machine and rider. It means less wear on moving parts and therefore longer life for bearings, transmission, etc.; it also eliminates fatigue in riding and prevents one arriving at one's destination with jangled nerves.

It is interesting to note that since the Douglas horizontally opposed twin engine was first made, quite half a dozen other manufacturers have experimented with this type of power unit, and all have sooner or later "dropped" it—simply because they were unable to get this silky sweet running. The Douglas engine is the despair of rival designers: it has been dissected, modified, taken to pieces and put together again in the hopes of finding out why a corresponding counterpart made elsewhere does not succeed, but the fact remains that of all horizontally opposed twin engines, the Douglas is quite definitely in a class by itself.

The 1928 range of models reflects the improved manufacturing facilities available at the Works. The Model A/28 is a 350 cc. machine which weighs under 200 lbs., and therefore comes within the 30/- per annum tax in the U.K. No details of specification have been sacrificed to do this, and one has only to examine the model carefully to realise that it offers value *par excellence* at the price asked. The D/28 350 cc. O.H.V. Douglas will be welcomed by many riders who want a lightweight with a fine turn of speed—particularly by those who remember the liveliness of the old 2 $\frac{3}{4}$ h.p. O.H.V. Douglas. Model B/28, with its detachable cylinder heads, strengthened carrier and spring top saddle, has been specially designed for long touring and for overseas riders.

Turning to actual specifications, we cannot too highly stress the importance of the low riding position and low centre of gravity on all models. The former is obtained without resorting to what is commonly known as “saddle or pillion tank”: we can obtain a very low saddle position because of the horizontal Douglas engine without raising the centre of gravity or reducing the ground clearance at all.

The Douglas tank holds two and a-quarter gallons of petrol—considerably more than the majority of tanks. The low centre of gravity is due to the low position of the engine, and this feature, together with the efficient low pressure brakes, makes skidding well nigh impossible. One is constantly reading of accidents occurring through skidding; a Douglas can be ridden on wet tramlines or greasy roads with perfect safety, and can be pulled up on the most treacherous surface without any suspicion of “tail

wag.” Cornering is also greatly facilitated by the low engine position which would invariably mean a spill on many other machines.

The brakes are on the semi-servo system. Douglas pioneered this system, which has since been adopted by a large number of manufacturers. The wheels are interchangeable and the spoking is of equal length on each side of the hub; the brake drums are detachable.

During the past season standard Douglas machines have gained an impressive display of Team Prizes and Premier Awards in the big Reliability Trials. The team riding three 350 cc. Models has been particularly brilliant, and for the first time in the history of any manufacturer has in one year won a Team Prize in the Scottish Six Days, The A.C.U. Stock Machine Trial, and the International Six Days. We would emphasise the fact that these successes were won on standard models—not specially prepared “freaks.”

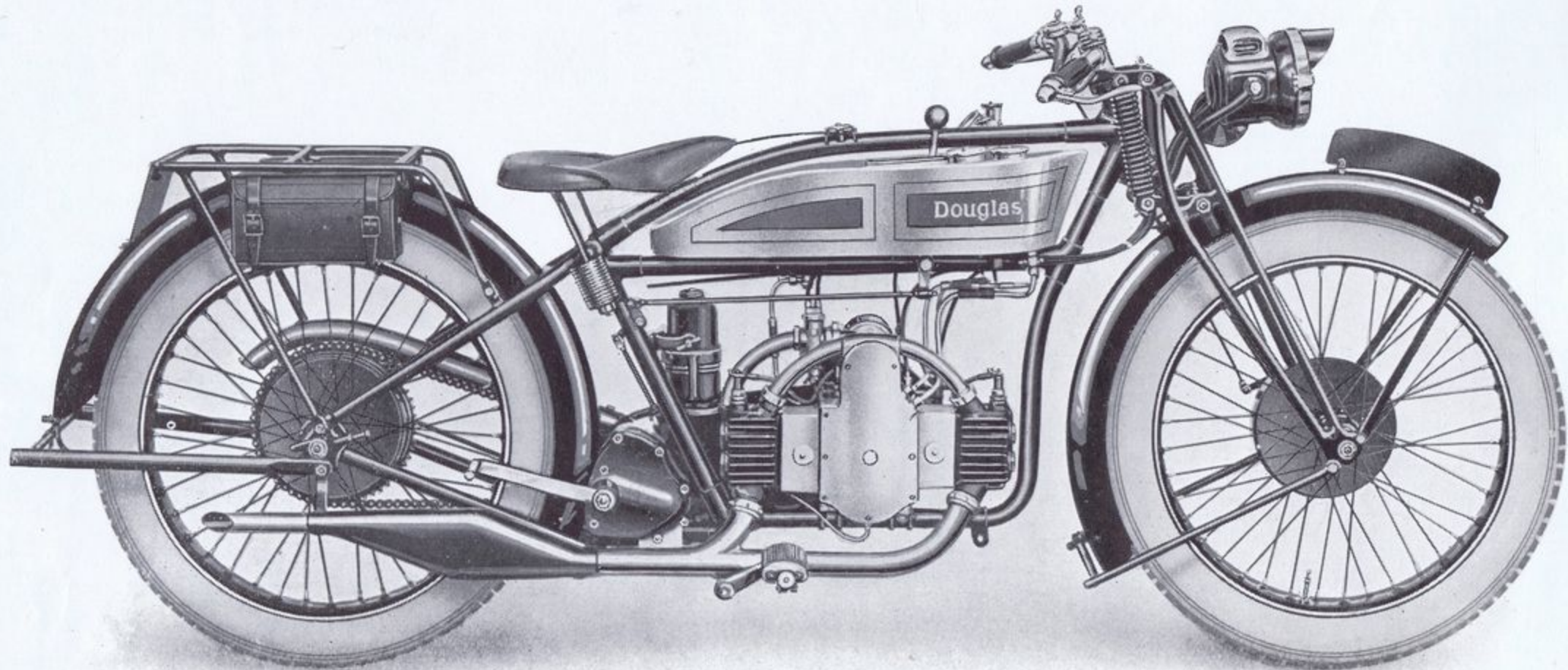
With the exception of a few specialised components such as tyres, magneto, carburettor, etc., a Douglas *is* a Douglas. It is made throughout at the Douglas works and is not assembled from parts supplied by outsiders. Consequently we are able to guarantee the reliability of the machine: every stage of manufacture is closely watched by responsible experts so as to eliminate the possibility of any fault arising.

Running expenses on the 350 cc. models work out at five miles a penny. The full range discloses a model for every class of rider, and we feel confident that you will never regret joining the ranks of the 122,000 satisfied Douglas owners.

BARNSTORMERS.CO.NZ

Douglas

"Leader of the Pack"



350 cc. 3.5 h.p. 1928 MODEL A.28.

WITH FOOTRESTS AND NO UNDERSHIELD. LAMP, GENERATOR AND HORN, EXTRA.
WEIGHT UNDER 200 LBS.

Can be supplied as Sports Model without carrier and with spring top saddle at same price.
BARNSTORMERS.CO.NZ

Douglas "A/28." 3.5 h.p.

ENGINE.

Douglas horizontally opposed vibrationless twin cylinder. Bore 60.8 x 60 mm., capacity 348 cc. approximately. Roller bearing big ends. Built up crankshaft. Cast iron pistons. Mechanical lubrication. Enclosed valves.

GEAR BOX.

Three speed separate unit, anchored to frame, incorporating enclosed kickstarter mechanism and oil retaining device.

GEAR RATIOS.—Standard gear ratios when fitted with a 17 tooth final drive sprocket are as follows:—

Low, 15.12 to 1. Middle, 8.9 to 1. Top, 6.25 to 1.

For exceptionally hilly country, special low reduction pinions giving the following ratios can be obtained from the Spares Department:—

Low, 17 to 1. Middle, 8.9 to 1. Top, 6.25 to 1.

Sidecar machines are sent out with 15 tooth final drive sprocket, giving a top gear of 7.26 to 1.

CLUTCH.

Douglas patent flywheel clutch.

TRANSMISSION.

$\frac{1}{2}$ in. x $\frac{3}{16}$ in. roller chain. Shock absorber incorporated in gear box sprocket.

FRAME.

High grade steel tubes and butted where necessary. Designed to give very low centre of gravity and riding position.

FORKS.

Douglas patent spring fork, with adjustable shackle pins.

HANDLEBARS.

Brazed solid with head clip and bent to convenient shape, carrying inverted levers for valve lifter and front brake.

TANK.

Of heavy plate and of pleasing appearance. Enamelled in Douglas colours. Capacity: $2\frac{1}{4}$ gallons petrol; 3 pints oil.

TYRES.

Medium pressure, 25 in. x 3 in.

BRAKES.

Douglas low pressure controlled action, fitted to front and rear wheels, using 8 in. diameter drums.

SADDLE.

Correctly shaped seat mounted upon Douglas combined flat and coil springs.

WHEELS.

Fitted with taper roller bearings carried on high tensile steel spindles. The wheels are interchangeable, and the spoking is of equal length on each side of the hub; the brake drums are detachable.

PRICE:

Lamps, generator (acetylene) and horn extra.

Douglas—B.T.H. separate unit car type electric lighting system extra. (See description of Electric Lighting Set on page 23)

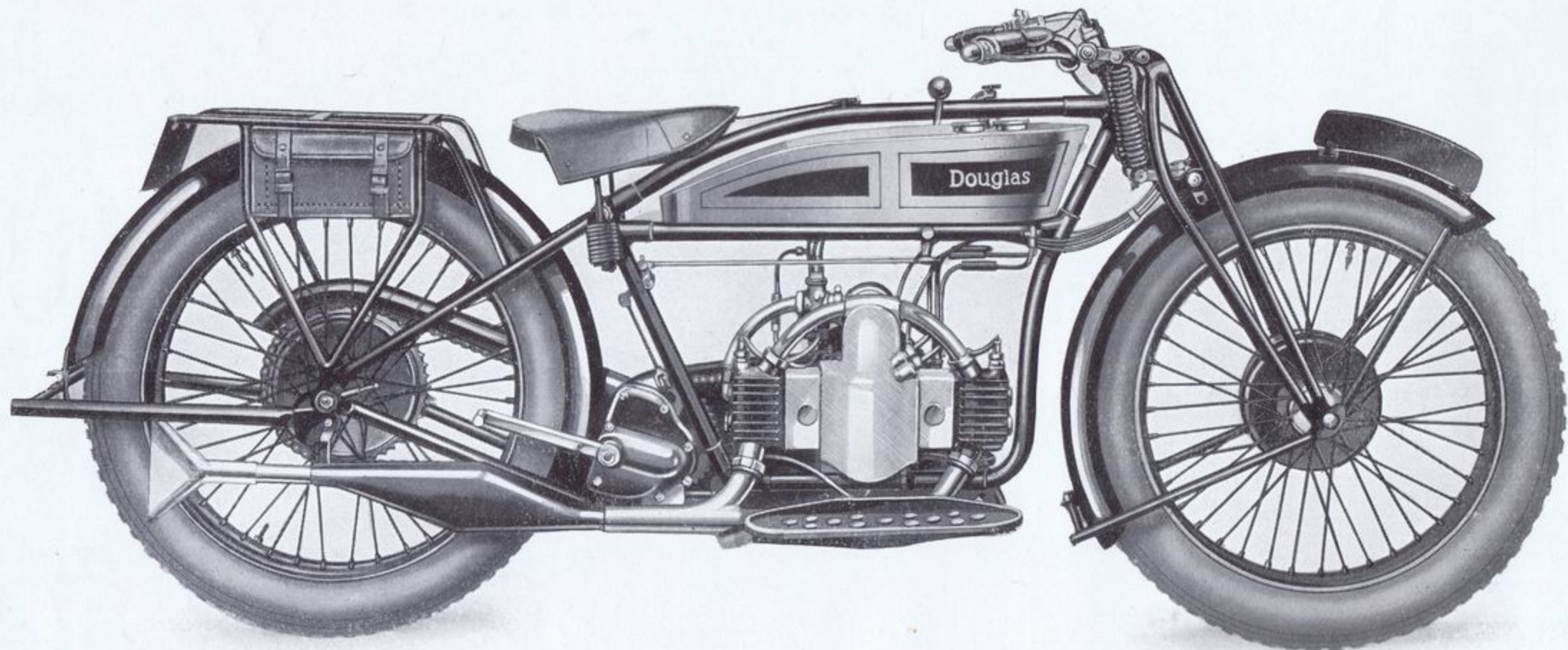
This machine weighs under 200 lbs.

Hubs, fork links, and other parts finished in best black enamel.

BARNSTORMERS.CO.NZ

Douglas

'Leader of the Pack'



1928
350 cc. 3.5 h.p. MODEL B.28.
OVERSEAS OR HEAVY TOURING.

LAMP, GENERATOR AND HORN, EXTRA.

Engine fitted with cast iron pistons, two jet carburettor, dual mechanical lubrication system. Spring top saddle, new pattern valanced undershield, patent serrated footrest lugs, and detachable cylinder heads. This machine exceeds 200 lbs. in weight.

BARTISCOMMER.CO.LIZ

Douglas "B/28." SIDE VALVE. 3.5 h.p.

ENGINE.

Douglas horizontally opposed vibrationless twin cylinder. Big end roller bearings. Built up crankshaft. Cast iron pistons. Cast iron cylinders fitted with detachable heads to facilitate decarbonising. Lubrication by mechanical pump and hand pump, all the oil passing through adjustable sight feed situated on the tank. Carburettor is fitted with hot air intake pipe.

CLUTCH.

Douglas patent flywheel clutch.

GEAR BOX.

Three speed separate unit, incorporating oil retaining devices and enclosed kickstarter mechanism. Gear operation by lever passing through gate on tank.

GEAR RATIOS.—Standard gear ratios when fitted with a 17 tooth final drive sprocket are as follows:—

Low, 15.12 to 1. Middle, 8.9 to 1. Top, 6.25 to 1.

For exceptionally hilly country, special low reduction pinions giving the following ratios can be obtained from the Spares Department:—

Low, 17 to 1. Middle, 8.9 to 1. Top, 6.25 to 1.

Sidecar machines are sent out with 54 tooth sprocket on back wheel, giving top gear ratio of 7.2 to 1.

TRANSMISSION.

By $\frac{1}{2}$ in. x $\frac{3}{16}$ in. roller chain to gear box, thence by $\frac{5}{8}$ in. x $\frac{1}{4}$ in. roller chain adequately guarded. Shock absorber incorporated in gear box sprocket.

WHEELS.

Of special heavy overseas pattern, fitted with new type detachable brake drums, built up with 9 gauge spokes and rims to take 25 x 3 tyres. The hubs accommodate taper roller bearings carried on high tensile steel spindles. The wheels are interchangeable and the spoking is of equal length on each side of the hub.

BRAKES.

Douglas patent low pressure braking system fitted to front and rear, 8 in. diameter drums.

FRAME.

High grade steel tubes and butted where necessary. Designed to give very low centre of gravity and riding position. Frame strengthened to particular needs of overseas riders.

TANK.

Constructed from heavy plate, enamelled in Douglas colours. Capacity $2\frac{1}{4}$ gallons petrol and 3 pints oil.

FORKS.

Douglas patent spring fork, constructed of extra heavy tube, and fitted with easily adjustable shackle pins.

HANDLEBARS.

Firmly brazed to head clip and bent to convenient shape.

MUDGUARDS.

Of deep section, giving ample protection from mud and providing necessary clearance for overseas roads.

SADDLE.

Spring top saddle with Douglas patent front springing.

CARRIER.

Specially made from heavy gauge seamless tube, capable of carrying heavy loads with ease. Accommodates tool bag on both sides.

FOOTRESTS.

Aluminium rubber studded footboards, but rubber footrests fitted at option. Ground clearance has been carefully studied and the machine is capable of being ridden over Colonial roads.

SILENCER.

Two large plated exhaust pipes discharge the gases into suitable container and thence to the atmosphere through tail pipe.

CONTROLS.

By usual throttle and air levers on right-hand bar. Heel pedal for back brake, inverted handlebar lever for front. Twist grip can be fitted.

PRICE:

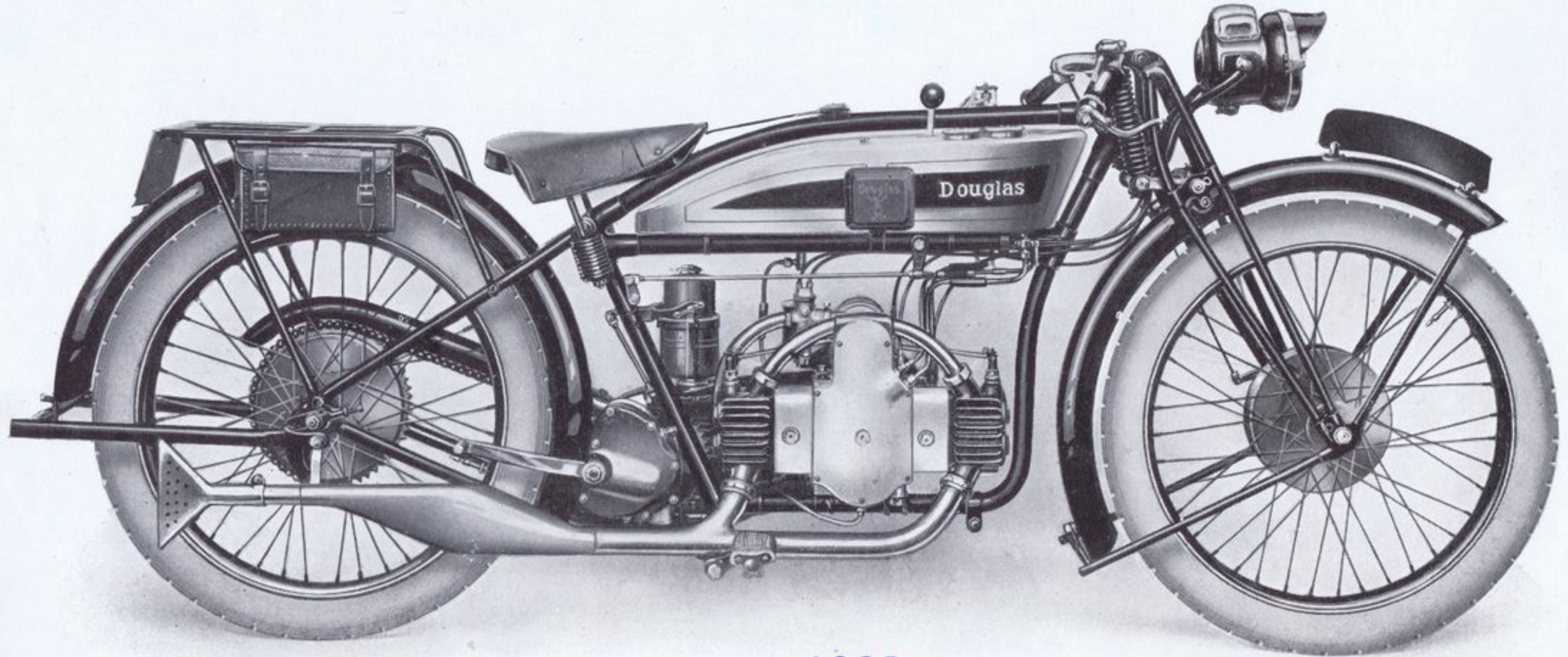
Lamps, generator (acetylene) and horn unit car type electric lighting system, *Lighting Set on page 23).*

extra. Douglas-B.T.H. separate extra *(see description of Electric*

BARNSTORMERS.CO.NZ

Douglas

"Leader of the Pack"



1928

350 CC. 3.5 h.p. SIDE VALVE SPORTS MODEL C. 28.

LAMP, GENERATOR AND HORN, EXTRA.

Fitted with aluminium pistons, specially tuned engine and carefully road tested. Dual mechanical lubrication system, sports pattern handlebars, special steering head damper, Douglas pattern adjustable knee grips, sports footrests and twist grip control to throttle, plated silencer and fish tail, patent serrated pillion footrest lugs and detachable cylinder heads.

BARNSTORMERS.CO.NZ

Douglas "C/28." 3.5 h.p. SIDE VALVE.

ENGINE.

Douglas horizontally opposed vibrationless twin cylinder. Bore 60.8 x 60 mm., capacity 348 cc. approximately. Roller bearing big ends. Built up crankshaft. Cast iron cylinders with detachable heads. Aluminium pistons. Mechanical lubrication and hand pump. All the oil passes through the sight feed mounted upon the tank.

GEAR BOX.

Three speed separate unit, rigidly mounted in frame, a convenient operating lever being provided on top of the petrol tank.

GEAR RATIOS.—Standard gear ratios when fitted with a 17 tooth final drive sprocket are as follows :—

Low, 15.12 to 1. Middle, 8.9 to 1. Top, 6.25 to 1.

For exceptionally hilly country, special low reduction pinions giving the following ratios can be obtained from the Spares Department :—

Low, 17 to 1. Middle, 8.9 to 1. Top, 6.25 to 1.

Sidecar machines are sent out with 15 tooth final drive sprocket, giving a top gear of 7.26 to 1.

CLUTCH.

Douglas patent flywheel clutch.

TRANSMISSION.

By $\frac{1}{2}$ in. x $\frac{3}{16}$ in. roller chain, adequately guarded. Shock absorber incorporated in gear box sprocket.

FRAME.

Built of steel tubes and butted where necessary. Designed to give low centre of gravity and riding position.

FORKS.

Douglas patent spring fork, with adjustable shackle pins.

HANDLEBARS.

Brazed solid with head clip, bent to a sporting shape. Steering damper is incorporated in steering head.

TANK.

Constructed from heavy plate and enamelled in Douglas colours. Capacity : $2\frac{1}{4}$ gallons petrol ; 3 pints oil.

BRAKES.

Douglas controlled self acting low pressure braking system is used on front and rear wheels with 8 in. diameter drums.

WHEELS.

Built up with 24 x $2\frac{1}{4}$ rims to take 25 x 3 medium pressure balloon tyres. Larger wheels to take 26 x 3 or 710 x 85 can be supplied. The wheels are interchangeable and the spoking is of equal length on each side of the hub ; the brake drums are detachable.

CONTROLS.

By Douglas twist grip mounted on right-hand bar. Foot brake by heel pedal, front brake by inverted handlebar lever.

FOOTRESTS.

Adjustable, rubber padded.

KNEE GRIPS.

Douglas patent adjustable grips, arranged to sit close to tank sides.

SADDLE.

Spring top saddle with Douglas patent front springing.

SILENCER.

Large efficient exhaust pipes discharge into a container and thence by tail pipe and fish tail to atmosphere. Highly plated and of pleasing note and appearance.

PRICE :

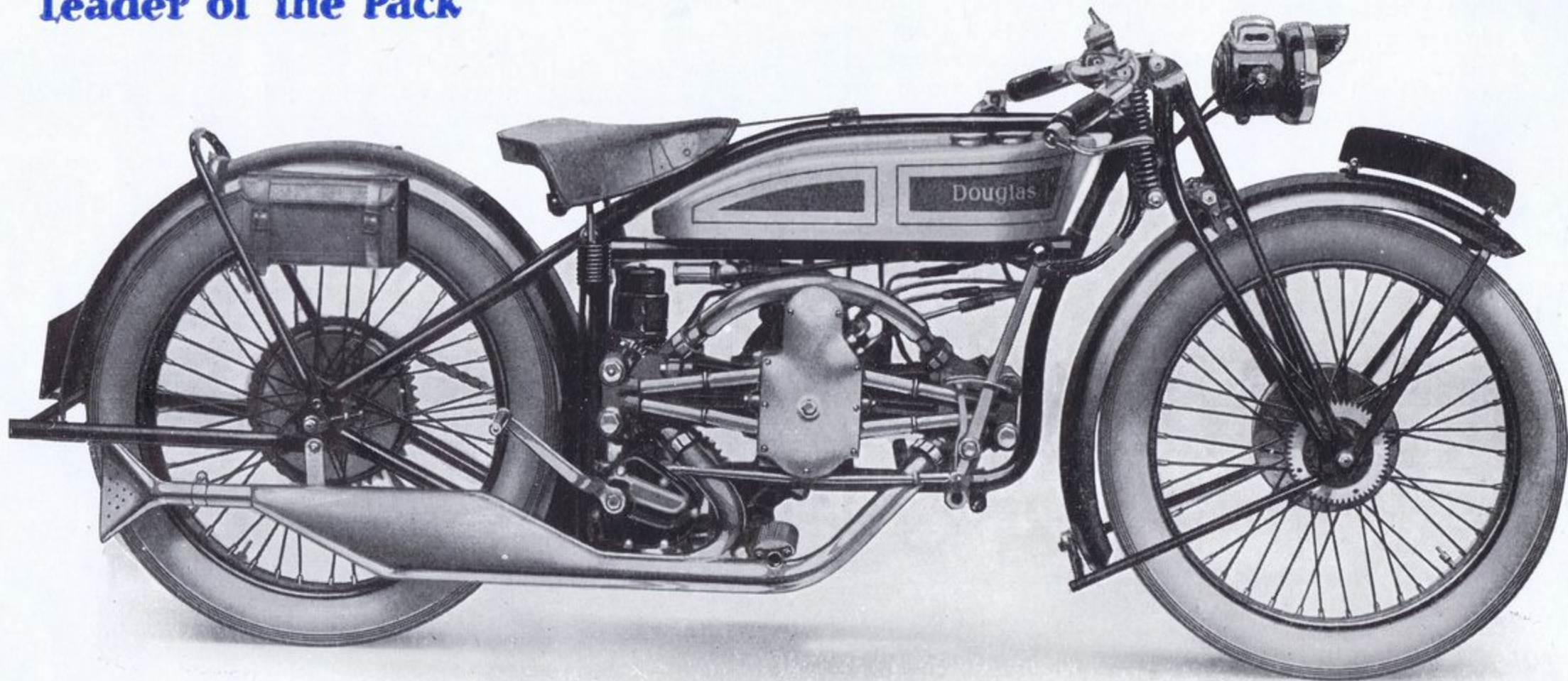
Lamps, generator (acetylene) and horn extra.
Douglas—B.T.H. separate unit car type electric lighting system extra. See description of Electric Lighting Set on page 23.

Weight under 200 lbs.

BARNSTORMERS.CO.NZ

Douglas

'Leader of the Pack'



1928

350 cc. 3.5 h.p. O.H.V. SPORTS MODEL D. 28.

LAMP, GENERATOR AND HORN, EXTRA.

An ideal light sports model, capable of a good turn of speed, with pleasing lines and a very comfortable riding position. Weight over 200 lbs.

Douglas "D/28."

O.H.V. 3.5 h.p.

ENGINE.

Douglas horizontally opposed vibrationless twin cylinder. Bore 60.8 x 60 mm., capacity 348 cc. approximately. Roller bearing big ends. Built up crankshaft. Aluminium pistons. Cast iron cylinders fitted with detachable cylinder heads, incorporating complete closure for the rocker gear, being operated by tubular steel push rods carried in telescopic covers. The rockers are mounted upon ball bearings and are detachable. Induction pipe jacketed and heated. Mechanical lubrication with auxiliary hand pump.

GEAR BOX

Three-speed. Controlled by hand lever on right-hand side of machine. Gear box, gate change, carries totally enclosed kickstarter mechanism.

GEAR RATIOS. — Solo: 5.47 to 1; 7.8 to 1; 10 to 1.
Sidecar: 6.3 to 1; 8.9 to 1; 15.2 to 1.

CLUTCH.

Douglas patent flywheel clutch.

TRANSMISSION.

By $\frac{1}{2}$ in. x $\frac{3}{16}$ in. roller chain to gear box and $\frac{5}{8}$ in. x $\frac{1}{4}$ in. roller chain for rear drive. Shock absorber incorporated in gear box.

FRAME.

Semi duplex design, a low centre of gravity with low riding position.

FORKS.

Douglas patent spring fork with adjustable shackle pins.

HANDLEBARS.

Brazed solid with head clip and bent to convenient sporting shape.

TANK.

Constructed from heavy plate to hold $2\frac{1}{4}$ gallons of petrol and 3 pints oil.

BRAKES.

Douglas controlled low pressure braking system is used on front and rear wheels with 8 in. diameter drums.

WHEELS.

Built up with 24 x $2\frac{1}{4}$ rims to take 25 x 3 tyres. Fitted with taper roller bearings carried on very high tensile steel spindles. The wheels are interchangeable, and the spoking is of equal length on each side of the hub; the brake drums are detachable. 26" x 3" wheels and tyres can be supplied at extra cost.

CONTROLS.

Twist grip mounted upon right handlebar. Back brake, heel pedal; front brake inverted handlebar lever.

SILENCER.

Large pipes discharge into suitable container and thence by tail pipe to atmosphere.

SADDLE.

Spring top saddle with Douglas patent front springing.

The machine can be obtained as illustrated, with footrests and tool bags, or can be equipped with footboards, carrier and tool bags at

KNEE GRIPS.

Fitted as standard.

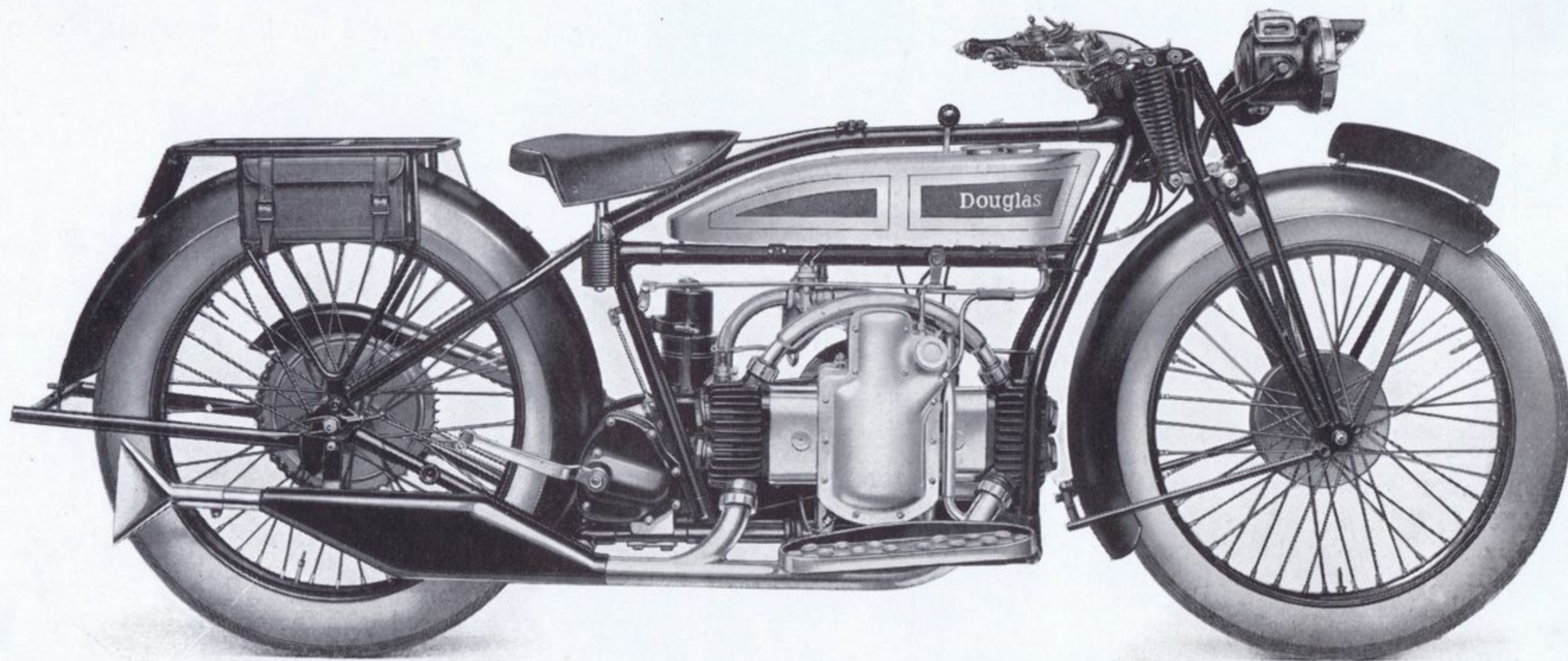
PRICE:

Lamps, generator (acetylene) and horn extra.
Douglas—B.T.H. separate unit car type electric lighting system extra. See description of Electric Lighting Set on page 23.

BARNSTORMERS.CO.NZ

Douglas

"Leader of the Pack"



1928

600 cc. 5.9 h.p.

MODEL E.28.

Barnstormers.co.nz
LAMP, GENERATOR AND HORN, EXTRA.

Douglas "E/28." SIDE VALVE. 5.9 h.p.

ENGINE.

Douglas horizontally opposed vibrationless twin cylinder engine. Bore 68 x 82 mm., capacity 596 cc. Roller bearing big ends. Built up crankshaft. Cast iron cylinders, carrying well finned detachable heads. Valves totally enclosed by detachable covers and induction pipe jacketed for exhaust heating. Mechanical lubrication with adjustable sight feed situated on timing gear case. Hand pump is also fitted.

GEAR BOX

Three speed separate unit, fitted with special oil retaining device. Totally enclosed kickstarter mechanism.

CLUTCH.

Douglas patent flywheel clutch.

TRANSMISSION.

By $\frac{5}{8}$ in. x $\frac{1}{4}$ in. roller chain throughout, adequately guarded. Shock absorber sprocket incorporated in gear box.

FRAME.

Duplex cradle pattern, giving considerable clearance for Colonial conditions. Steering head is carried upon taper roller bearings with integral steering damper.

FORKS.

Douglas patent spring forks with adjustment for shackle pins.

TANK.

Constructed of heavy plate and enamelled in Douglas colours. Capacity, $2\frac{1}{4}$ gallons petrol, 3 pints oil.

BRAKES.

Douglas low pressure braking system fitted front and rear, incorporating 8 in. diameter drums.

WHEELS.

Built up with 650 x 65 rims and fitted with 710 x 85 tyres. The hubs accommodate taper roller bearings and are carried upon very high tensile steel spindles. The wheels are interchangeable, and the spoking is of equal length on each side of the hub; the brake drums are detachable.

SADDLE.

Spring top saddle with Douglas patent front springing.

MUDGUARDS.

Deep section giving adequate protection.

CARRIER.

Seamless steel tube, housing on both sides a capacious tool box.

SILENCER.

Large efficient exhaust pipes conduct the gases to an expansion chamber and thence by tail pipe and fish tail to atmosphere.

FOOTBOARDS.

In cast aluminium fitted with flat rubber studs.

PRICE :

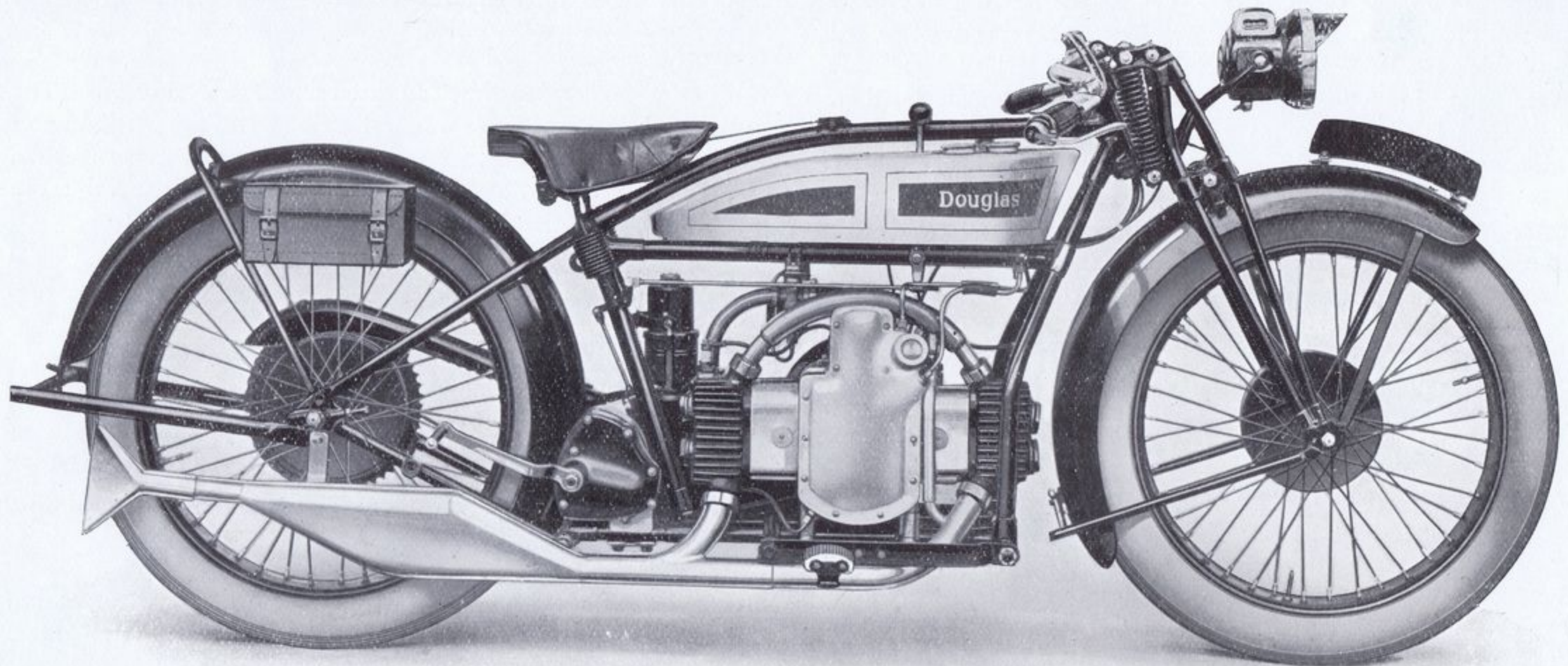
Lamps, generator (acetylene) and horn extra.

Douglas—B.T.H. separate unit car type electric lighting system extra.

BARNSTORMERS.CO.NZ

Douglas

'Leader of the Pack'



1928

600 cc. 5.9 h.p. SPORTS MODEL F.28.

LAMP, GENERATOR AND HORN, EXTRA.

Fitted with specially tuned engine, high compression aluminium pistons, twist grip control to throttle, footrests and knee grips.

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Douglas "F/28." SPORTS SIDE VALVE. 5.9 h.p.

ENGINE.

Douglas horizontally opposed vibrationless twin cylinder. Bore 68 x 82 mm., capacity 596 cc. Roller bearing big ends. Built up crankshaft. High compression aluminium pistons. Cast iron cylinders carrying detachable heads with machined ports and adequate finning. Lubrication by mechanical pump and subsidiary hand pump. Sight feed situated on the timing chest. Induction pipe jacketed for exhaust heating. Valves totally enclosed with detachable covers.

GEAR BOX.

Three speed separate unit. Special oil retaining device. Totally enclosed kickstarter mechanism. Gear operation is by means of lever passing through petrol tank.

CLUTCH.

Douglas patent flywheel clutch.

TRANSMISSION.

By $\frac{5}{8}$ in. x $\frac{1}{4}$ in. roller chain throughout. Transmission shock absorber in gear box.

FRAME.

Duplex cradle type giving ample clearance for Colonial conditions, steering head carried upon taper roller bearings incorporating integral steering damper.

FORKS.

Douglas patent spring fork with simple adjustment for shackle pins.

BRAKES.

Douglas low pressure braking system is fitted front and rear, using 8 in. diameter brakes.

WHEELS.

650 x 65 rims, to take 710 x 85 tyres. The hubs accommodate taper roller bearings carried upon steel spindles. The wheels are interchangeable and the spoking is of equal length on each side of the hub; the brake drums are detachable.

TANK.

Constructed from heavy plate, enamelled in Douglas colours and carries $2\frac{1}{4}$ gallons petrol, 3 pints oil.

MUDGUARDS.

Of deep section, giving ample protection in all weathers.

SADDLE.

Spring top saddle with Douglas patent front springing.

SILENCER.

Large efficient plated exhaust pipes conduct the gases to an expansion chamber and thence by tail pipe and fish tail to the atmosphere.

FOOTRESTS.

Adjustable, and carried on spring steel special frame.

KNEE GRIPS.

Douglas patent, fitted on tank rail and close against tank sides.

CONTROLS.

Douglas patent twist grip mounted on right-hand bar. Left hand heel pedal for the back brake and inverted lever for front.

PRICE:

With or without carrier same price.

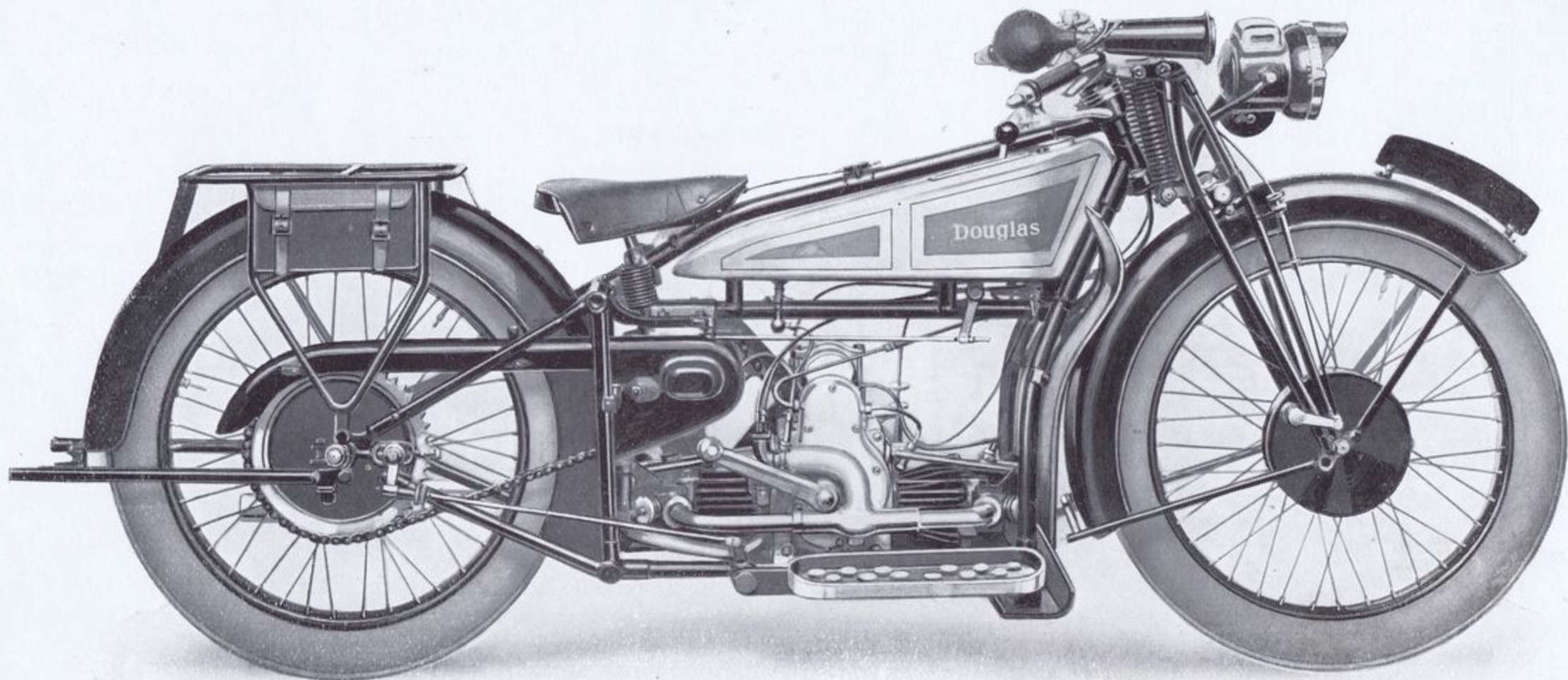
Lamps, generator (acetylene) and horn extra.

Douglas —B.T.H. separate unit car type electric lighting system extra.

BARNSTORMERS.CO.NZ

Douglas

"Leader of the Pack"



1928

600 cc. 5.9 h.p. O.H.V. STANDARD MODEL G. 28.

LAMP, GENERATOR AND HORN EXTRA.

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Douglas "G/28" O.H.V. 5.9 h.p.

ENGINE.

Douglas horizontally opposed vibrationless twin cylinder. Bore 68 x 82 mm., capacity 596 cc. Roller bearing big ends. One piece crankshaft with demountable balance weights. Alloy steel connecting rods. Cast iron pistons. Hemispherical overhead valve, detachable cylinder heads. The heads have machined ports and patent method of rocker lubrication. The camshaft operates the valves through steel tubular push rods, easily adjustable. Induction manifold with a cast-on aluminium jacket for exhaust heating. Lubrication by mechanical pump and subsidiary hand pump.

GEAR BOX.

Three speed separate unit. Roller bearing low gear pinion and special oil retaining devices. Gears controlled by lever passing through tank.

CLUTCH.

Douglas patent flywheel clutch.

TRANSMISSION.

By $\frac{5}{8}$ in. x $\frac{1}{4}$ in. roller chain throughout. Shock absorber sprocket incorporated in gear box.

FRAME.

Duplex cradle pattern, ample clearance for Colonial conditions. Steering head carried upon taper roller bearings, steering damper.

FORKS.

Douglas patent spring forks, fitted with adjustable shackle pins.

WHEELS.

Built with 650 x 65 rims and fitted with 710 x 85 tyres. The hubs accommodate taper roller bearings carried upon 60 ton tensile steel spindles. The wheels are interchangeable and the spoking is of equal length on each side of the hub; the brake drums are detachable.

BRAKES.

Douglas low pressure braking system fitted front and rear, incorporating 8 in. diameter brakes.

TANK.

Heavy plate, finished in Douglas colours, petrol capacity of over $2\frac{1}{2}$ gallons, and 5 pints oil.

MUDGUARDS.

Deep section, giving ample protection. Pressed steel mud-shields protect driver's legs.

CARRIER.

Seamless steel tube, carries tool box both sides.

SADDLE.

Spring top saddle with Douglas patent front springing.

FOOTBOARDS.

Cast aluminium with flat rubber studs.

KICKSTARTER.

Enclosed in timing gear side of the engine. Pedal folds up when not in use.

SILENCER.

Large plated exhaust pipes conduct the gases to an efficient polished aluminium silencer, extending well beyond the back axle.

PRICE :

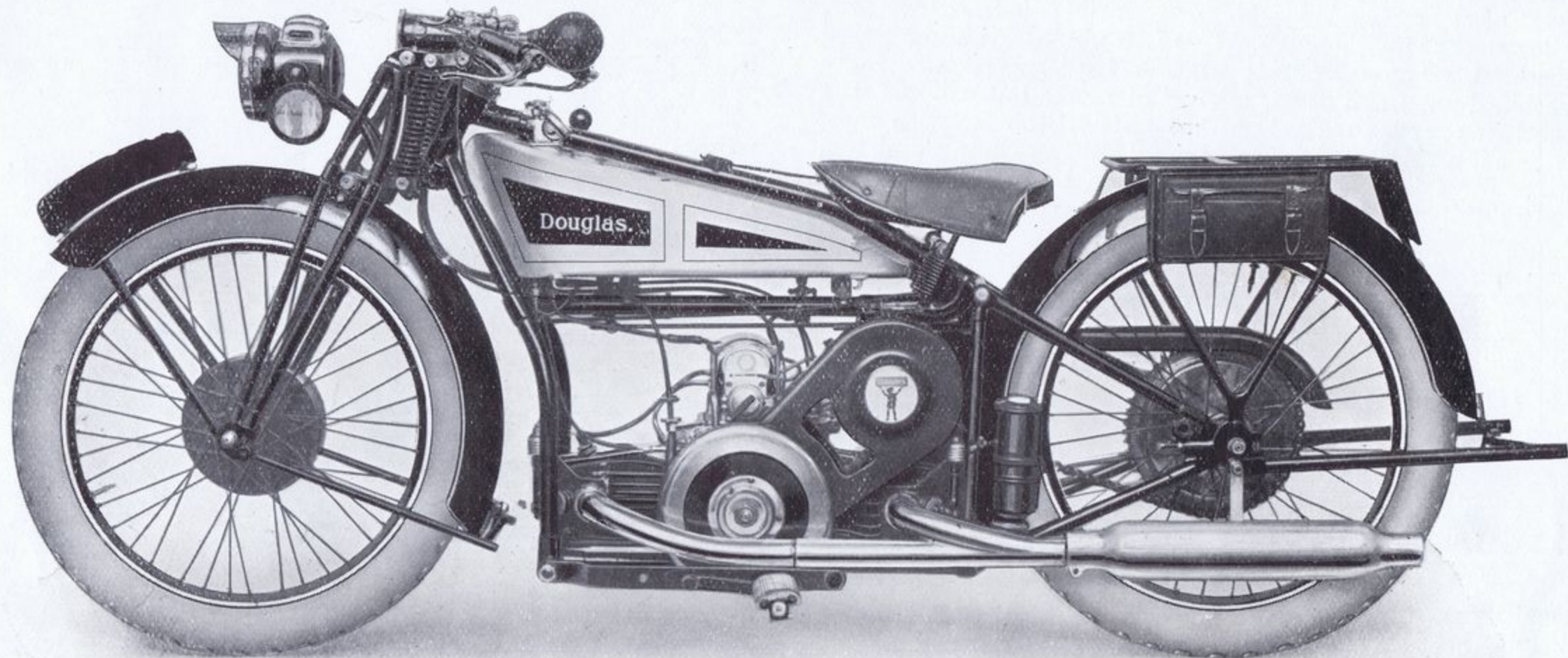
Lamps, generator (acetylene) and horn extra.

Douglas—B.T.H. separate unit car type electric lighting system extra.

BARNSTORMERS.CO.NZ

Douglas

'Leader of the Pack'



1928

600 cc. 5.9 h.p. O.H.V. SPORTS MODEL H. 28.

LAMP, GENERATOR AND HORN, EXTRA.
barnetormere.co.nz
Fitted with aluminium pistons and adjustable folding footrests.

Douglas "H/28." O.H.V. 5.9 h.p.

ENGINE.

Douglas horizontally opposed vibrationless twin cylinder. Bore 68 x 82 mm., capacity 596 cc. Roller bearing big ends. One piece crankshaft with demountable balance weights. Alloy steel connecting rods. High compression aluminium pistons and floating gudgeon pins. Cast iron cylinders carrying detachable heads. Ports are machined. Douglas patent system of rocker lubrication is employed. Single camshaft operates the valves. Steel tubular push rods, easily adjustable. Induction pipe has a cast-on aluminium jacket for exhaust heating. Lubrication by means of mechanical pump and hand pump.

GEAR BOX.

Three speed separate unit. Roller bearing low gear pinion with special oil retaining devices. Gear control by lever passing through gate in the petrol tank.

CLUTCH.

Douglas patent flywheel clutch.

TRANSMISSION.

By $\frac{5}{8}$ in. x $\frac{1}{4}$ in. roller chain throughout. Shock absorber carried in gear box.

FRAME.

Duplex cradle pattern, giving ample clearance for Colonial conditions. Steering head carried upon taper roller bearings with steering damper.

FORKS.

Douglas patent spring fork with adjustable shackle pins.

WHEELS.

Built up with 650 x 65 rims and heavy spokes to take 710 x 85 tyres. The hubs accommodate taper roller bearings carried upon 60 ton tensile steel spindles. The wheels are interchangeable and the spoking is of equal length on each side of the hub; the brake drums are detachable.

BRAKES.

Douglas patent low pressure braking system is used front and rear, incorporating 8 in. diameter brakes.

TANK.

Made from heavy plate, enamelled in Douglas colours, carrying $2\frac{1}{2}$ gallons of petrol and 5 pints oil.

MUDGUARDS.

Deep section, giving adequate protection in all weathers.

CARRIER.

Of seamless steel tube. Large tool bag on both sides.

SADDLE.

Spring top saddle with Douglas patent front springing.

FOOTRESTS.

Carried on special steel frame, adjustable.

KNEE GRIPS.

Fitted as standard.

SILENCER.

Large plated exhaust pipes conduct the gases to an efficient polished aluminium silencer.

CONTROLS.

Twist grip control to throttle. Right-hand toe pedal for back brake, inverted handlebar lever for front brake.

PRICE :

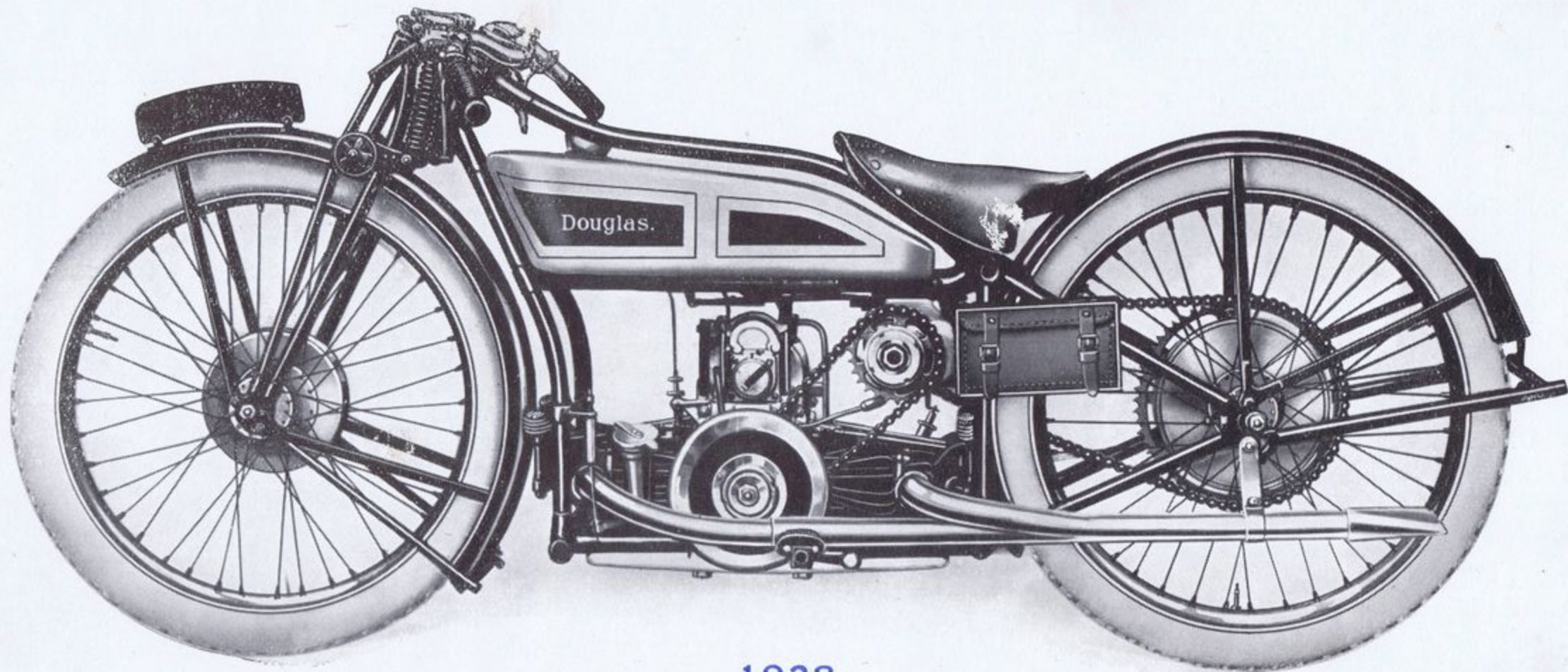
Lamps, generator (acetylene) and horn extra.

Douglas—B.T.H. separate unit car type electric lighting system extra.

BARNSTORMERS.CO.NZ

Douglas

"Leader of the Pack"



1928

494 cc. I.O.M. T.T. MODEL.

600 cc. MODEL

350 cc. MODEL

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Douglas I.O.M./28 T.T. MODEL. 494 cc.

ENGINE.

Douglas horizontally opposed vibrationless twin cylinder. Bore 62.25 x 82 mm., capacity 494 cc. This engine is of the ultra high efficiency type, and is similar to that used in winning the 1925 Sidecar T.T. Race, and numerous events at Home and Overseas. A similar machine has lapped Brooklands at over 103 m.p.h. Roller bearing big ends. One piece crankshaft with detachable balance weights. Detachable overhead valve heads

and dry sump lubrication, employing gear pattern duplex pumps. The gear box and frame construction is similar to the "G" and "H" models.

Every machine is bench and track tested, and is ideal for competitions where very high speeds are required.

PRICE: 600 cc. 350 cc.

RACING TO "IMPROVE THE BREED."

This model is the direct outcome of experience gained in racing Douglas motorcycles in open competition, and we commend it to the notice of those who erroneously think that a flat twin, though delightful for touring, lacks that extra speed so necessary in racing. Douglas has at one period or another in its career won practically every important speed event both in England and abroad. The coveted T.T. races—Junior, Senior and Sidecar—have all proved the supremacy of the Douglas, and it has, too, annexed French and Spanish Grands Prix, Welsh T.T., the Twelve Hours, etc. Douglas was the first machine to reach 100 m.p.h. in the 3½ h.p. and 6 h.p. classes, and also the first 750 cc. motorcycle to exceed 100 m.p.h. It has broken over 200 records—World's, British and others—and was the first to capture a whole class of records—Class B/S. It had the honour of being the first machine to lap the I.O.M. T.T. course at and over 60 m.p.h., and a 2¾ h.p. Douglas and sidecar made history when it covered 1,000 miles in 24 hours at Brooklands.

great races serve as a concentrated test, condensing the strain and stresses of many a season's riding into one mighty hammer blow. If the machine comes through the ordeal successfully—as Douglas machines have—then its essential features are adopted in models intended for the public. It is obvious that such models are going to give better service, because years of ordinary running on the road will not equal the appalling strains and ceaseless battering to which racing machines are subjected.

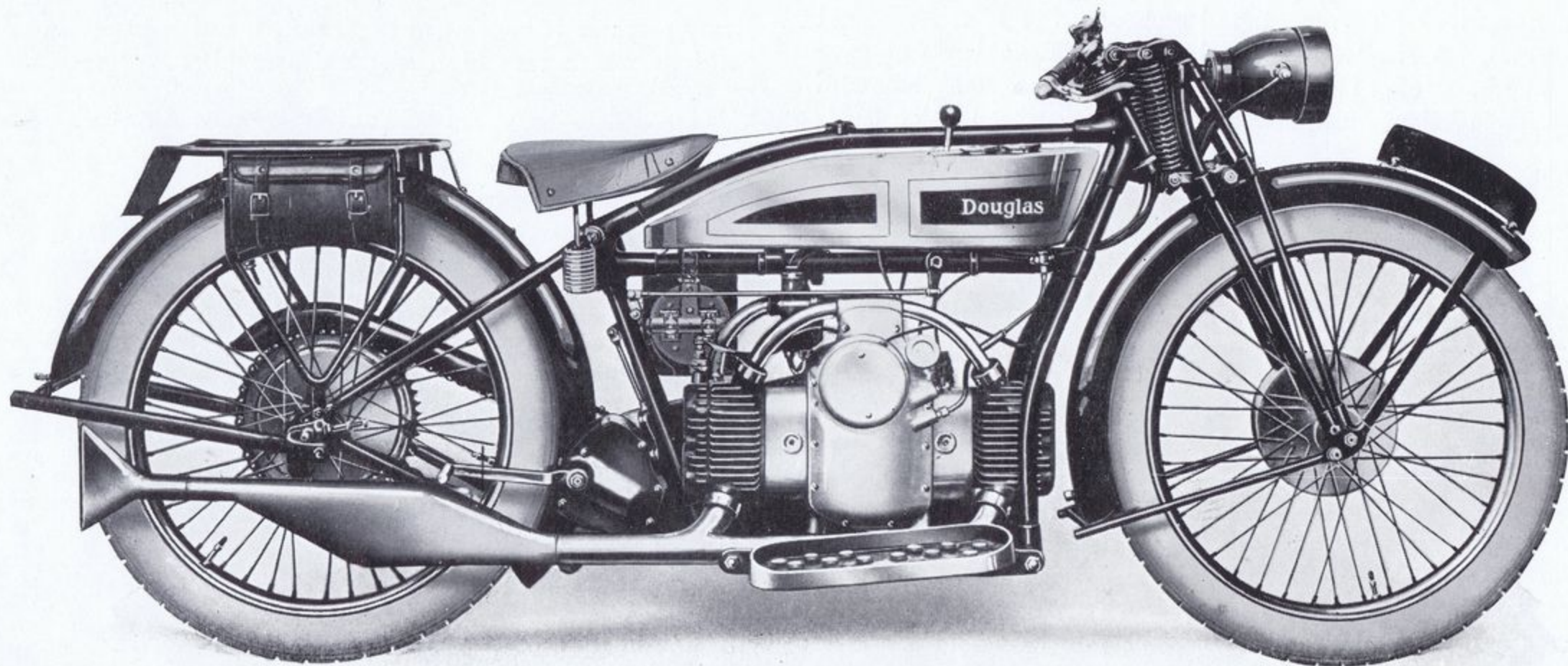
The T.T. Douglas has flashing acceleration and can be cornered at angles which would invariably mean a spill on other machines—this feature being due to its low centre of gravity. Though intended primarily for competition work, it can be ridden to and from the venue with perfect safety, and even used for high speed touring; its tractability is a quality that will be appreciated. In the hands of private owners this last season the T.T. model has given an exceptionally good account of itself, in many cases beating specially prepared factory tuned machines.

We believe in racing as a means to "improve the breed." The

BARNSTORMERS.CO.NZ

Douglas

'Leader of the Pack'



DOUGLAS SEPARATE UNIT
ELECTRIC LIGHTING

BARNSTORMERS.CO.NZ

Douglas SEPARATE UNIT ELECTRIC LIGHTING.

AFTER many years of experimenting with electric lighting systems of all kinds, the outfit illustrated has been found to give complete satisfaction.

It is of the separate unit type as used in modern car practice, and incorporates a separate permanent field generator driven through a shock absorbing device, a sealed cut out and a powerful head lamp, controlled by a switch at the back of the lamp, easily accessible to the rider, and gives the following positions :—

On ; charge ; full ; dim.

Included in the switch is a small resistance which is brought into circuit when the switch is at the charge positions. This governs the charging rate of the battery and prevents damage to the plates and boiling of the acid.

The lamp reflector is highly polished and carries a 12 watt head lamp bulb and a $\frac{1}{2}$ watt lamp bulb, which is utilised when the switch is on the dim position. The large bulb can be fixed to suit individual requirements.

The battery is carried in a steel case and is firmly held by suitable rubber buffers tightened by means of thumb screws on the case lid, the whole being neatly stowed away under the tank and clipped to the saddle tube.

A neat and attractive tail light fitted with red ruby glass and clear panel for illuminating the back number, is suitably housed on an extension of the number plate.

The whole system is a thoroughly sound and workmanlike job and is only common to the Douglas. Designed and constructed in accordance with latest car practice, this system can be thoroughly recommended to give sterling service for those requiring a brilliant and reliable light for winter and night riding. As illustrated, the device can be supplied to fit models A, B, C, D, E and F. A similar separate unit system is also available for Models G and H.

The generator and cut out are built to Douglas design by MESSRS. B.T.H., LTD., and can be relied upon to give sterling service without maintenance troubles.

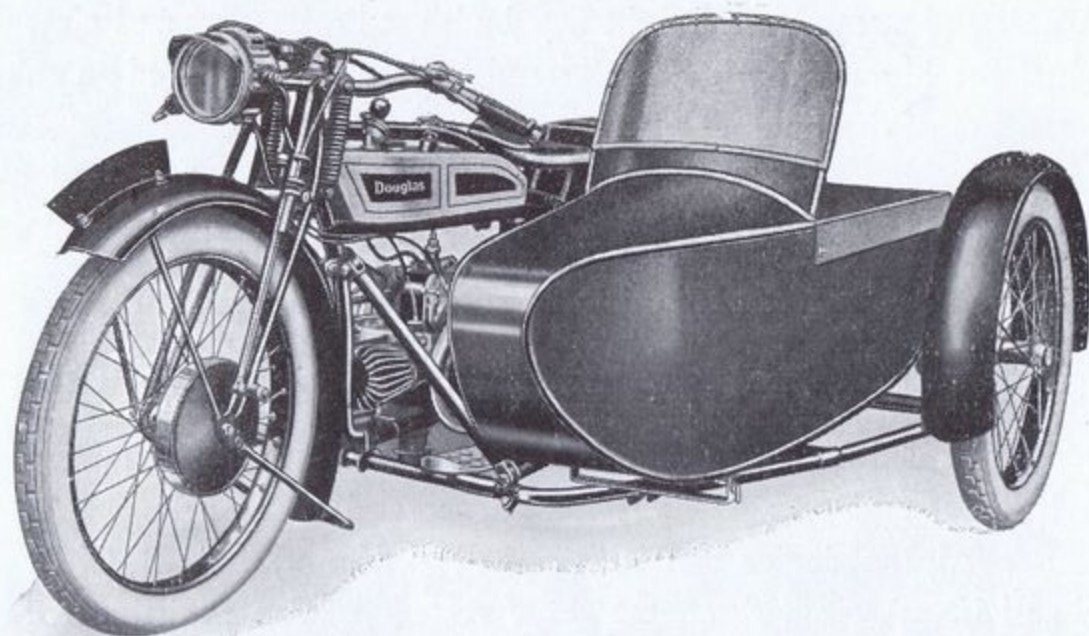
The system is a distinct advantage over other sets employing combined magneto and generator and its universal adoption in the motor car industry is concrete proof that our principle is correct.

PRICE

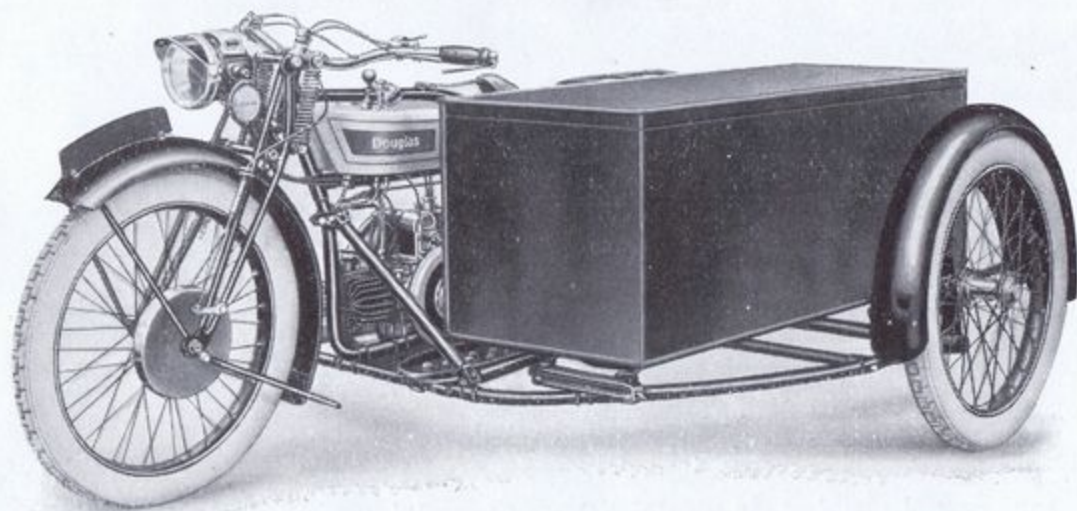
Combination extra.

BARNSTORMERS.CO.NZ

SIDECARS FOR ALL MODELS.



Light Sports Sidecar for 350 cc. Models



Tradesman's Box Carrier for 350 cc. and 600 cc. Models.

Light Sports Type

FOR 350 cc. MODELS.

With Apron.

AN entirely new type of sidecar chassis has been produced for use with Douglas Machines. All the attachment lugs necessary are already included in the design of the motor cycle. As the chassis is rigidly secured to the main lugs of the machine, it is not necessary to use the usual drop stay or support from the saddle.

The body is rigidly bolted to the back spring dumb iron and to a demountable hinged fitting at the front. By removal of the quickly-detachable hinged pin, the whole of the body can be raised and supported from the frame by means of a convenient stay fitted underneath the body, which affords easy access to the left-hand side of the motor cycle.

Screen and apron give ample weather protection.

The above Model can be fitted with Door.

Tradesman's Box Carrier

Price for 350 cc. MODELS - - -

„ „ 600 „ „ - - -

BARNSTORMERS.CO.NZ

Touring Sidecar

For 600 cc. Standard Models.
With Apron.

THIS sidecar body is strongly constructed of best seasoned timber and is panelled in sheet steel. The upholstery is carried out in American Leather covering a well sprung frame and provides absolute comfort to the passenger; the back cushion is hinged, thus forming a good sized locker for touring equipment.

A hinged scuttle carrying an attractive and useful windscreen can be supplied, while a useful shelf is fitted for maps, gloves, etc.

The door is strongly hinged and of a size which permits easy access to the body. Finished in DOUGLAS colours and mounted upon a specially constructed heavy tubular chassis it forms the ideal sidecar for touring.

An extremely serviceable storm apron is provided with the Model, giving ample protection to the interior.

Sports Sidecar

For 600 cc. Models.

The above Model can be fitted with Door.

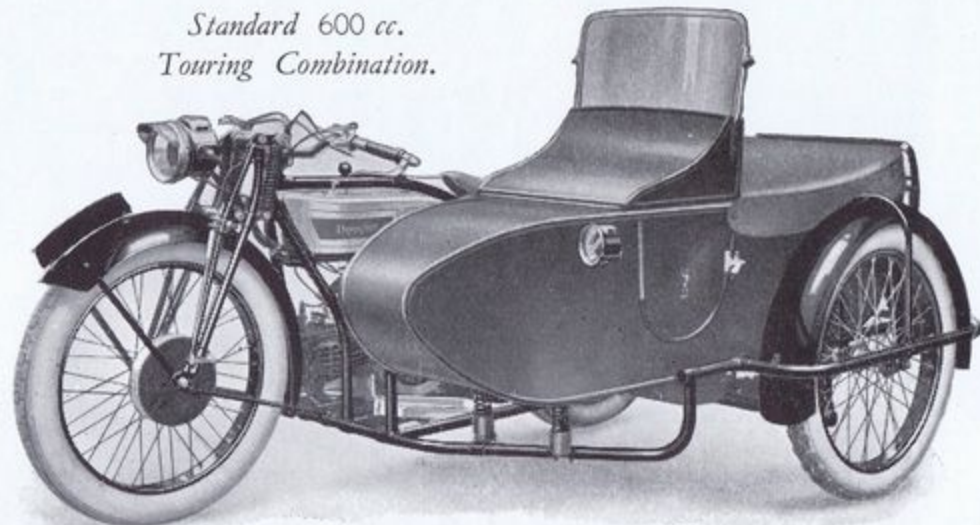
Douglas Sidecar Chassis

DOUGLAS sidecar chassis only are recommended for use with Douglas motor cycles. They are so designed and constructed that when fitted to the machines they form a rigid and safe structure upon which any type of Douglas body may be mounted.

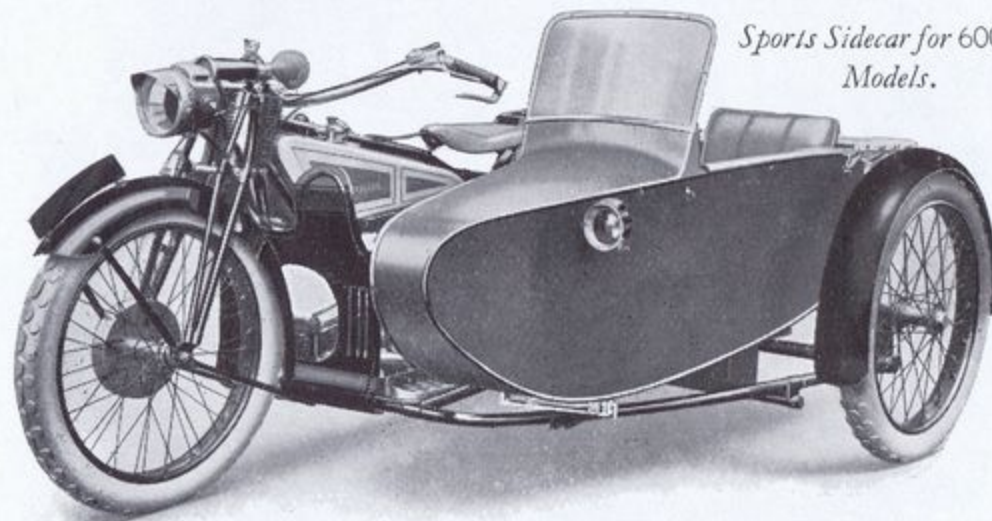
As all our motor cycle frames have the necessary lugs embodied in the manufacture to take these chassis, we strongly recommend that all prospective purchasers fit the chassis designed for use with a particular machine.

The mudguard attachment is the most satisfactory and reliable ever fitted, and the Sports Model adjustable springing leaves nothing to be desired. It is constructed of seamless steel tube and beautifully stove enamelled, very easily detachable, and therefore most suitable and comfortable for passenger work.

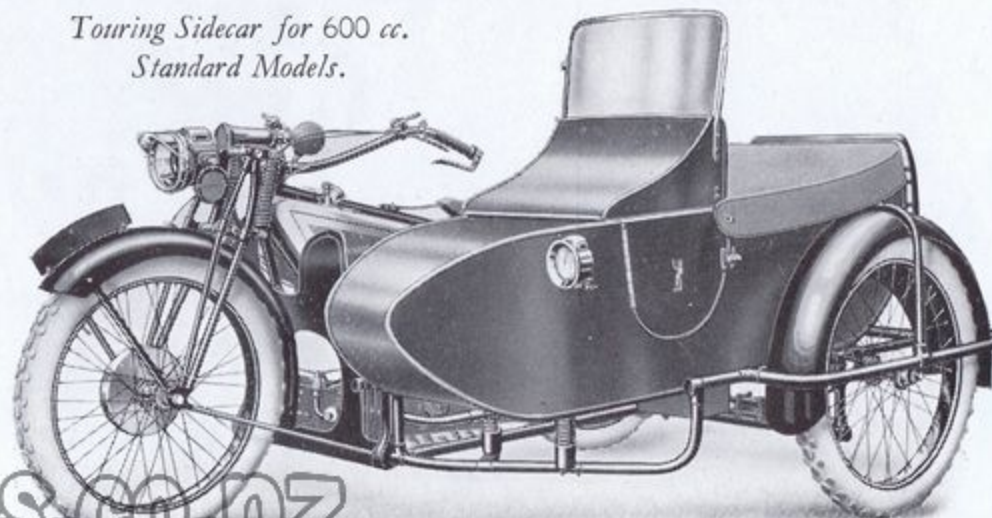
*Standard 600 cc.
Touring Combination.*



*Sports Sidecar for 600 cc.
Models.*

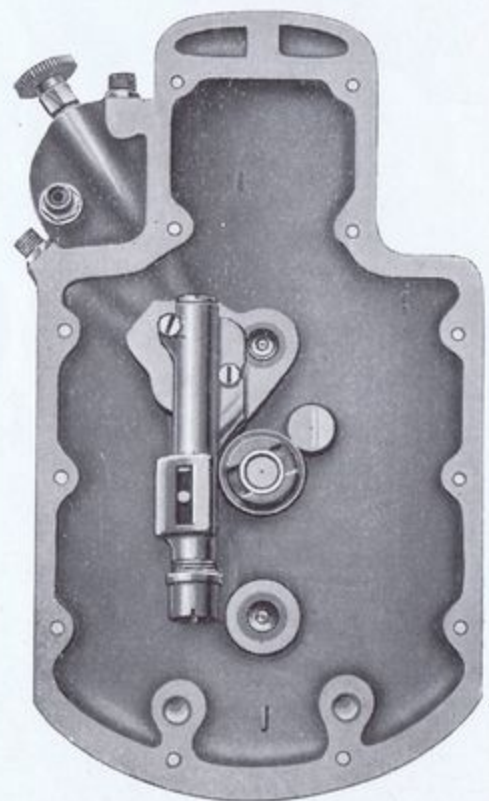


*Touring Sidecar for 600 cc.
Standard Models.*



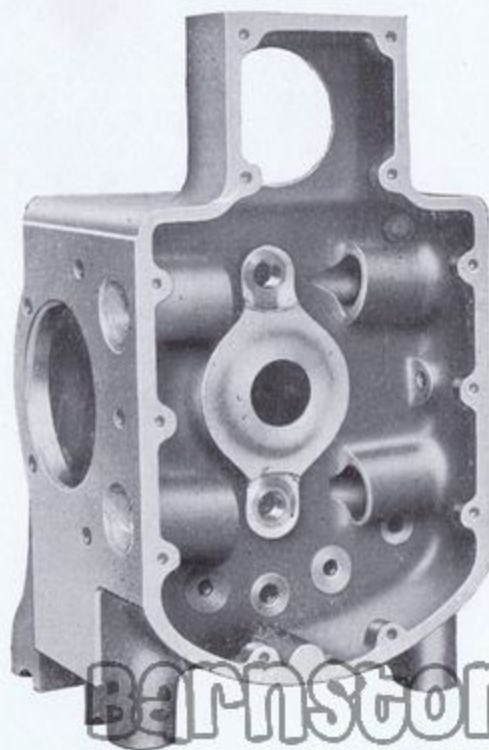
BARNSTORMERS.CO.NZ

POINTS IN DESIGN OF 1928 MODELS



*Mechanical Lubrication Pump
is neatly enclosed in the timing
chest.*

600 cc. Crankcase.



ALL machines are built with Douglas vibrationless opposed two cylinder engines, which have reached a high state of mechanical efficiency and perfection.

The built-up crankshafts and roller bearing big ends are worthy of note, and the special systems employed for lubrication throughout, denote that care and attention have been given to the design of the engine.

All valves are quickly detachable and interchangeable, and being totally enclosed give added life and reliability to these generally neglected details.

The dual mechanical pumps are enclosed in the timing chest of the engine, the oil passing through sight feeds conveniently situated on the tank, under control of the rider, except in the case of the E.W. 600 cc. model, where the sight feed is cast solid with the timing chest cover and fitted with the necessary needle control.

The enclosing of the push rods and rocker gear on the 350 cc. overhead valve model is worthy of inspection and the rockers, being mounted upon journal ball bearings, provide a silent and free operation.

The detachable heads on Models B, C, D, E and F allow the engine to be decarbonised without removal from the frame.

The Douglas patent flywheel clutch has stood the test of time, and the design is such that only light spring pressure is required with consequent easy operation.

All Douglas gear boxes are fitted with pinions having a large factor of safety and are designed for easy changing under all conditions. Great care has been taken to prevent leakage of oil from the shaft bearings.

Transmission shock absorbers are incorporated in the gear box sprockets of all models and besides protecting the transmission from all engine shocks, etc., give added tyre life and complete immunity from transmitted vibrations.

Heavy roller chains are used throughout the transmission and are adequately guarded against mud, etc., but allow of instant attention, when necessary, without interference. Douglas low pressure braking system is used throughout the whole range of models and provides progressive and positive braking to suit the most strenuous conditions. Over 24 ins. of frictional material are available 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, no tools being required.



*350 cc. Piston and
Gudgeon Pin.*



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All wheels are carried upon taper roller bearings and are easy of adjustment. The hubs of the Colonial and heavier pattern machines are turned from solid steel stampings, and upon one end carry the brake drums on serrated bosses secured thereon by means of suitable lock nuts. This pattern wheel can be fitted to all models, including the existing 350 cc. and 600 cc. E.W. machines already delivered.

Medium pressure balloon tyres are fitted to all models. These give extreme comfort without rolling.

Frames are built from seamless steel tube, butted where necessary, anti-rust treated and stoved with black enamel to a hard durable finish.

The steering heads of all models are automatically greased by pressure grease gun system from the fork shackle pins, the latter being easy of adjustment for wear. The steering head bearings on the larger models are of the taper roller pattern, and the head design includes an integral steering damper.

Douglas patent spring forks are common to the whole range of models, damping out all road irregularities.

All petrol tanks are made from heavy gauge plate and carry over two gallons of petrol. The Douglas finish is pleasing to the eye and extremely durable.

The spring filler caps, combined petrol tap, filter and drain are refinements only common to Douglas machines.

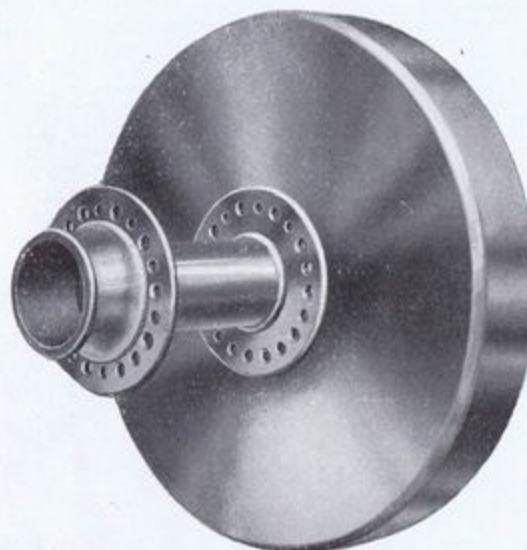
All Douglas motor cycles have been designed to give the lowest possible centre of gravity with a view to eliminating skidding as far as possible. This, together with the even torque or firing impulses of the engine, allows the machine to be ridden over the most treacherous surfaces with confidence and safety.

Many other interesting points are evident, such as the Douglas patent twist grip, adjustable flush fitting knee grips, neat and efficient steering damper as fitted to Model C, spring top saddle, pleasing and efficient silencers, hot air jacketed induction manifolds, large mudguards, ample tool accommodation, etc.

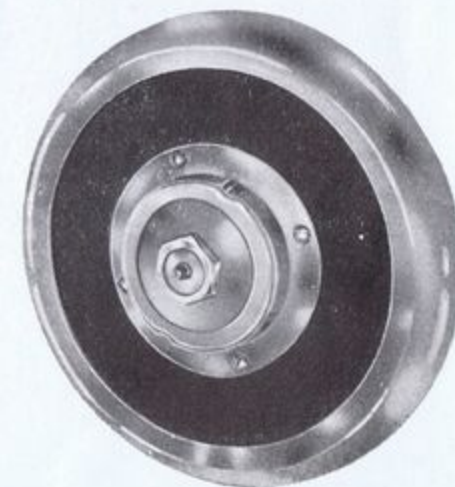
Douglas always sets the fashion and every year is productive of further milestones in the design of motor cycles and history of motor cycling.



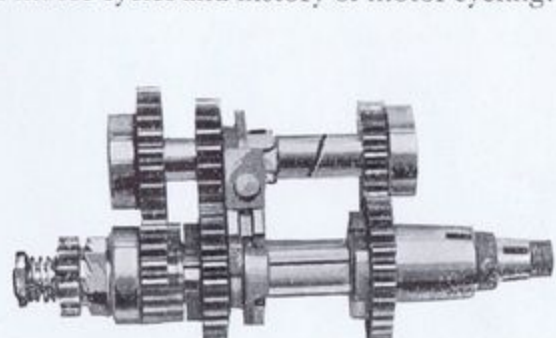
Wheels and Brake Drums are quickly detachable on the new Douglas Models.



The Spoking is of equal length on each side of the hub.

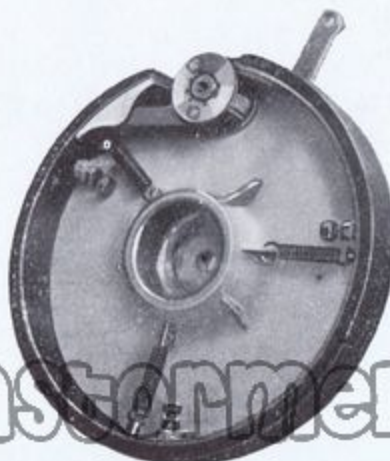


The Douglas Patent Flywheel Clutch.



350 cc. Gears and Pinions.

Brake Anchor Plate.



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DOUGLAS SUCCESSES DURING 1927 SEASON.

At no other period in its career has the Douglas proved itself so conclusively in Reliability Trials as during the past season. Standard Douglas machines have won no fewer than

NINETEEN TEAM PRIZES,

and created a precedent by winning in one year the Team Prize in the A.C.U. STOCK MACHINE TRIAL, THE SCOTTISH SIX DAYS' RELIABILITY TRIAL and the INTERNATIONAL SIX DAYS' TRIAL.

Team prizes were won in the following events :—

CARDIFF—LEICESTER—CARDIFF TRIAL	Team Prize.
COLMORE CUP TRIAL - - -	Team Prize.
SOUTHERN TRIAL - - -	Team Prize (Makers').
" " - - -	Team Prize (Club).
ST. PATRICK'S DAY TRIAL - -	Team Prize.
SURBITON GRAND CUP TRIAL - -	Team Prize (Makers').
KICKHAM MEMORIAL TRIAL - -	Team Prize.
BADEN (HUNGARY) EASTER TRIAL -	Team Prize.
A.C.U. STOCK MACHINE TRIAL -	Team Prize (350 Class).
A.C.U. " " " - -	Team Prize (600 Class).
ERSKINE CUP TRIAL - - -	Team Prize.
LONDON—HOLYHEAD TRIAL - -	Team Prize.
DURBAN—JOHANNESBURG RACE -	Team Prize.
YEOVIL—LAND'S END TRIAL - -	Team Prize.
SCOTTISH SIX DAYS' RELIABILITY TRIAL	Team Prize.
INTERNATIONAL SIX DAYS' TRIAL -	Team Prize (Tied).
THE WEST OF ENGLAND TRIAL FOR "THE MOTOR CYCLE" TROPHY -	Team Prize.
THE OPEN STROUD TEAM TRIAL -	Team Prize (Tied).
THE GWENT DOUGLAS OPEN TRIAL -	Team Prize.

Other important successes have been

VICTORY CUP TRIAL.

Douglas gained Frank Hallam Cup, Souvenir Cup, four Gold Medals and two Silver Medals.

REDDITCH M.C.C. TRIAL.

Douglas won four Gold Medals and one Silver Medal.

SCOTTISH TWO DAYS' TRIAL.

Douglas won the Hutchinson Trophy for best solo performance, and also Silver Cup.

LIVERPOOL M.C.C. 24 HOUR RELIABILITY TRIAL.

Douglas won a Silver Cup.

MARGAM PARK SPEED TRIALS.

Douglas won five firsts and made fastest time of the day, solo and sidecar.

SWANSEA AND D.M.C.C. SPEED TRIALS.

Douglas won 1 first, 2 seconds, 2 thirds, and made fastest time of the day.

POSTHILL CLIMB.

Douglas won four firsts and broke the record for the hill.

SYSTON T.T. RACES.

Douglas won the Silver Goblet awarded for fastest time made by a side valve machine.

DURBAN—JOHANNESBURG MARATHON.

Douglas won the classic race which is held over 403 miles of frame smarting roads. The model was a standard 350 cc. machine. Douglas was also placed third.

WELSH T.T. RACES.

Douglas was first in the 560 cc. Class Sidecar, and also first in the 10 mile race (unlimited class).

PATTERSON (NEW YORK) HILL CLIMB.

A standard 350 cc. Sports Douglas beat all the specially prepared racing machines and broke the record by 5 seconds.

CHAMPIONSHIP OF QUEENSLAND.

Douglas won this in September, 1927, at the Brisbane Speedway. A Douglas ran away with the entire programme, beat every record, the rider in question thereby holding every trophy and record for the course for that season.

100 ASCENTS OF BEGGARS' ROOST.

The seven standard Douglas machines that won 7 gold medals and two team prizes in the A.C.U. Six Days' Trial were taken to this notorious hill and *each* climbed it 100 times successfully (gradient 1 in $3\frac{1}{2}$).

HUTCHINSON HUNDRED MEETING, BROOKLANDS.

At the meeting a Douglas won the 90 m.p.h. Handicap at 99.61 m.p.h. and the 3 Lap Handicap at 98.82 m.p.h.

N.S.W. DIRT TRACK RACES.

Douglas put up new record for track for Flying and Standing Starts.

CHAMPIONSHIP OF KAERNTEN.

Douglas won this against a large field.

SOUTH MIDLAND CENTRE CHAMPIONSHIP MEETING.

Douglas won a Special Silver Cup.

ALLHANG RIEDERBERG RACE.

Douglas won this for the second time, breaking the record for the course.

DERBYSHIRE FOUR-HOUR CHAMPIONSHIP.

Douglas won the "Venus" Cup for best performance by lady competitor and "McLure" Cup for best solo performance.

ROSEDALE ABBEY BANK HILL CLIMB.

Douglas won the "Yorkshire Evening Post" Rose Bowl for best performance in 350 cc. class.

ERSKINE MOTOR TRIAL

Douglas won five Cups, one Gold Medal and three Silver Medals.

WEST OF ENGLAND TRIAL.

Douglas won the West of England Cup, the 500 Cup, the 600 Sidecar Cup, The Ladies' Cup and four Silver Cups.

GWENT DOUGLAS OPEN TRIAL.

Douglas won three Gold and one Silver Medal.

THE NATAL HUNDRED.

Douglas finished Third in spite of a 15 minute handicap, and made fastest S.V. time of the day.

YORKSHIRE CENTRE SPEED TRIALS.

Douglas gained 3 Firsts and two Special Cups for fastest time of the day in the 2 mile and 5 mile Races.

SEMMERING RACES, AUSTRIA.

First in "Semmering Wanderpreis," a classic event.

LIMA (PERU) ANNUAL MOTOR CYCLE RACES.

"Gran Premio De Honor" won by Douglas.

BARNSTORMERS.CO.NZ

WHAT DOUGLAS RIDERS SAY—

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

“First of all I want to congratulate you on the production of your E.W. Model. I have been riding one for fifteen months and I have nothing but praise for it. It has never let me down and always runs like a young aeroplane.”

(Signed) A.L. Birmingham.

“I should like to thank you for the fine service that your machine is giving me. I have ridden it over 11,000 miles *without any mechanical trouble at all*. I have never been forced to stop during any journey, and altogether it is a wonderful machine. My only expense has been one new tyre. It is extremely fast and economical, and I consider myself lucky in my choice.”

(Signed) A.S. Nr. Leamington Spa.

“I am just writing to tell you about the E.W. Model that I purchased last November. In a nutshell, it is simply a glorious mount and a real good pal in business or pleasure.”

(Signed) B.L. Cheadle.

“I must let you know how pleased I am with my E.W. 2½ h.p. model. I have just returned from a twelve days' run into Devon and Cornwall two up. Weight carried by machine twenty-one stone, and from the time that I left Colchester until my return, I had no cause to touch my tool bags.”

(Signed) J.E.P. Colchester.

“I had foresight enough to purchase a 350 cc. E.W. DOUGLAS almost exactly a year ago. It has now done over 5,000 miles and has given me every satisfaction with regard to speed, comfort and reliability. Its appearance is still almost as new. My experience of the E.W. DOUGLAS has been such that I always recommend it to my friends.”

(Signed) E.S.S. Redcar.

“I have now completed 12,000 miles on my E.W. machine with two up in all weathers, and I must say that the machine has given absolute satisfaction and as yet I have had no engine trouble.

“Wishing your machines every success.”

(Signed) J.C. New Ferry.

“I would like to add that I am driving my E.W. machine all day and every day in all winds and weathers, and I have never had such a reliable mount. I have travelled approximately 15,000 or 16,000 miles, and have decarbonised once after travelling 7,000 miles; even then the engine was in a remarkably clean condition and since then the engine has shown no signs of wanting a second decarbonisation. To put the matter in plain words, she is just splendid and undoubtedly the most reliable and sturdy little machine on the road.”

(Signed) S.C.A. Cardiff.

“I have nothing but praise for such an excellent machine, and I have owned six different models, but the ‘E.W.’ leads the Pack.”

(Signed) J.A. Totnes.

“My E.W. has now been in action nearly eleven months, and during that time covered 7,500 miles. I cannot speak too highly of its merits. It is used every day for business purposes, in all weathers and over some very rough ground, but it has never once let me down Riding is extremely comfortable, and the machine is perfectly steady and responsive under the most trying conditions.”

(Signed) W.A.W. London.

“I have only had my E.W. 350 cc. Model about three months, and have done a fair amount of riding and climbing on it with no trouble at all—mostly with a pillion rider.”

(Signed) W.B.M. Cumberland.

“The engine of my E.W. DOUGLAS is fine, having done 4,000 miles without valve grinding or tuning of any kind. She will do 64 miles an hour, and has never let me down, even on a 500 mile fast touring trip, averaging 45 m.p.h. for 100 miles, and part of the trip being through Wales. Petrol consumption was 115 miles to the gallon easily.”

(Signed) W.S.U. Hitchin.

“I am writing to you regarding the Douglas that I purchased from you a few months ago. I am very well satisfied with it; it runs perfectly. I have ridden another well-known make for months but I can assure you there is a vast difference.”

(Signed) C.L.F. Jersey.

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GUARANTEE

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in 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 which have been used for "hiring out" purposes, or from which the trade mark, name 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 materials and workmanship, but this guarantee is to extend and be in force for six months only from the 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 and 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 and 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 the 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 or supplied by the manufacturers, or to a motor cycle which is not designed for such use.

Any motor cycle or 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 our 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.

BARNSTORMERS.CO.NZ

Douglas

SPARES

TRADE



MARK

Spare parts for Douglas motorcycles are frequently offered at very low prices. They do not bear the Douglas Spares Trade 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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