



BY APPOINTMENT

Douglas

OPPOSED-TWIN

CONTRACTORS to the WAR OFFICE, ADMIRALTY, AIR MINISTRY, INDIA OFFICE,
THE LEADING RAILWAYS, CROWN AGENTS FOR THE COLONIES,
FOREIGN GOVERNMENTS, Etc.

The "SIX HUNDRED"

AND

"SEVEN FIFTY"

Motor Cycles

1934

Models Z & Z1

WILLIAM DOUGLAS (Bristol) LTD.
KINGSWOOD, BRISTOL, ENGLAND

Telephone: Kingswood 73013

Telegrams: "Douglas, Kingswood"

www.fpww.it

GUARANTEE

We give the following guarantee with our bicycles, 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 (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 bicycle, 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 bicycle, 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 the bicycles, 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, supplied or approved, by the manufacturers or to a motor cycle which is not designed for such use.

Any bicycle, 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 material 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 bicycles, 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 bicycles, motor cycles, motor cycle combinations, sidecars or otherwise.

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REMARKS

This list cancels all previous lists. We reserve the right to alter or amend the specifications herewith without previous notice.

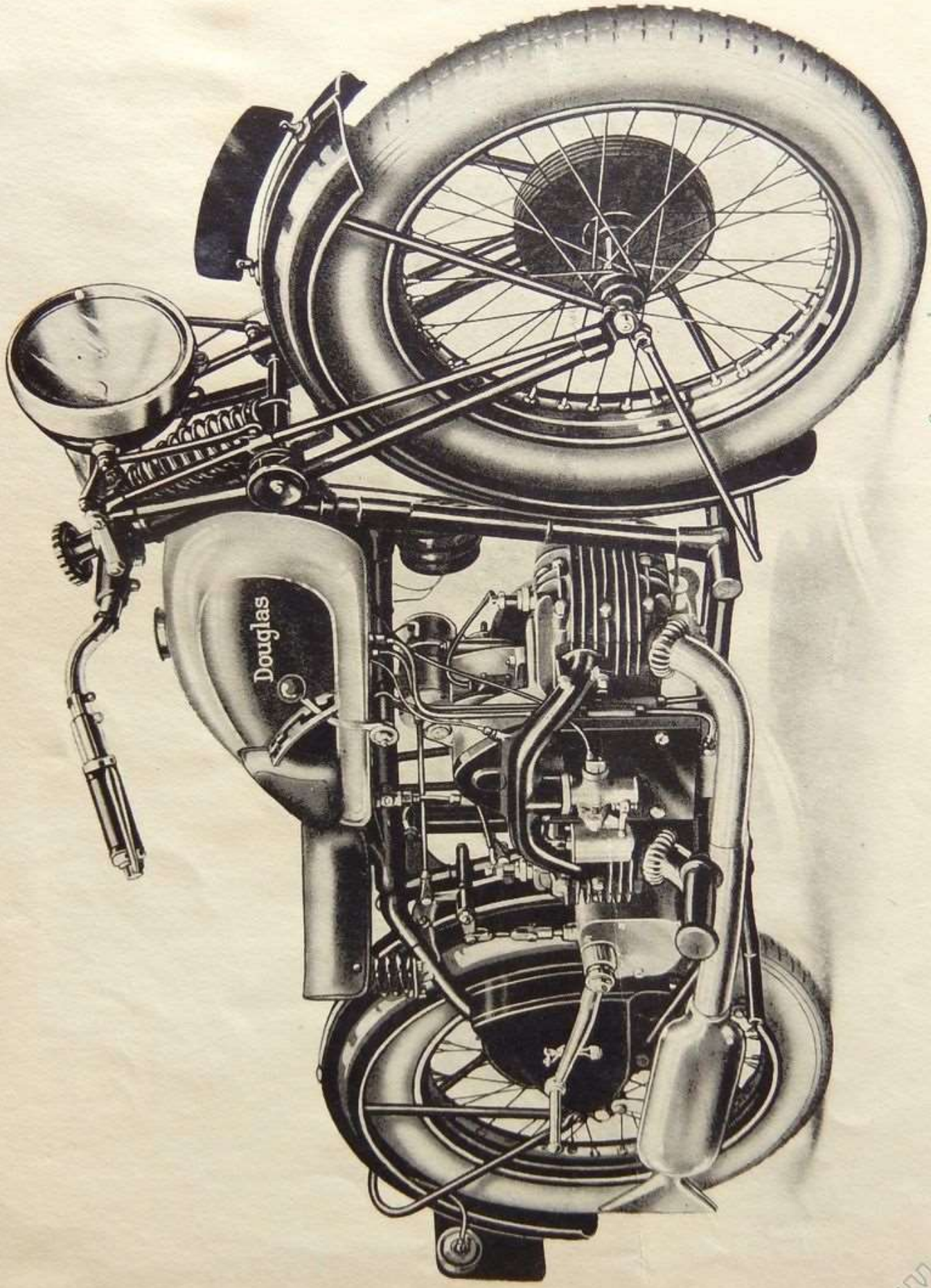
The illustrations throughout are not binding in detail, and are given as a general rule.

WARNING

Customers are warned against the fitting of inferior imitation spare parts sold as Douglas spares; they do so with a grave risk of ruining their machines. Genuine Douglas spares carry our Registered Trade Mark.



www.williamdouglas.co.uk



	£	s.	d.
600 c.c. S.V. Model Z.	52	10	0
750 c.c. S.V. Model Z1.	57	10	0
Electric Light (to include Instrument Panel on Tank)	5	15	0

Models Z & Z1

THE "SIX HUNDRED" AND "SEVEN FIFTY"

Douglas

SPECIFICATION:

ENGINE. Vibrationless, horizontally opposed twin cylinder. 68 m.m x 82 .m.m. Capacity 600 c.c. 750 c.c. engine, 76 m.m. x 82 m.m. Capacity 750 c.c. **Crankcase**—Heavy pattern aluminium alloy. **Cylinders**—Fine iron castings with deep fins. **Heads**—New pattern; detachable plate heads with extra deep finning and big radiating surface. **Valves**—Mushroom pattern of high grade steel. **Pistons**—Special alloy pistons with two pressure and two scraper rings. **Connecting Rods**—Case-hardened steel fitted with double roller bearings and durallumin cage at big ends. **Camshaft**—Of heat treated steel with gears of special steel alloy. **Crankshaft**—60-65 ton steel with large diameter crank pins.

MAGNETO. Lucas Mag. neatly housed and protected efficiently; quickly removable.

CARBURETTOR. Douglas—specially made to suit the horizontally opposed twin-cylinder engine.

TRANSMISSION. $\frac{5}{8}$ in. x $\frac{1}{4}$ in. rear chain, and $\frac{1}{2}$ in. x 5-16th in. front chain; amply protected and guarded throughout.

BRAKES. Douglas low pressure 8 in. brakes with heavy drums. Back brake toe operated; front brake hand operated. Drum finned for stiffening.

FRAME. Douglas new pattern design with heavy single down tube in 600 c.c machine. 750 c.c. frame is of the duplex cradle pattern. Highest grade weldless steel tubing.

FRONT FORKS. New pattern with large centre spring giving perfect steering action and fitted with shock absorber and damper. Fully lubricated.

TANK. Sturdily built; new pattern; capacity $3\frac{1}{4}$ gallons petrol and 3 pints oil; chromium plated saddle type, fitted with instrument panel and knee grips. The oil compartment contains oil radiator for ensuring oil cooling.

SADDLE. Spring top of large size, giving very low comfortable riding position.

WHEELS. 26 in. special heavy pattern fitted with detachable brake drum. Built up with 9 gauge spokes and taper roller bearings.

TYRES. 26 x 3.5 British make.

FOOTRESTS. Large solid rubber pads which are detachable

MUDGUARDS. Douglas deep section giving adequate protection.

FINISH. Chromium plating on all plated parts. General colour scheme black.

GEARBOX. 4 speed Gearbox—Douglas type, with improved constant mesh kick-starter mechanism. Can be fitted with foot change if required.

GEAR RATIO.

600 c.c.	4.76—6.28	8.2	13.7
750 c.c.	4.4	5.8	7.56 12.7

CLUTCH. Douglas patent flywheel clutch.

LUBRICATION. Douglas dry sump. New gear pump draws the oil from the tank to the engine, passes the oil through crankshaft and bearings, and scavenges the oil from the crankcase into the oil division of the tank, where it is cooled by oil radiator. Cool oil, therefore, is always ready to go into the engine

www.douglas.co.uk

AN INTRODUCTION

to

THE "SIX HUNDRED" AND "SEVEN FIFTY"

Machines



In introducing the "Six Hundred" and "Seven-Fifty" Models to the public, we have aimed at producing machines which are comparable in performance only to the high-powered car. The very powerful engines of these Models put up a performance which is unbelievable unless actually tried on the road; they are "top-gear" machines, powerful without effort, docile and keep up a high average speed hour after hour without the slightest sign of tiredness. To ride them is sheer joy, and where long touring journeys are undertaken, there is nothing in the motor-cycle world to-day which can compare with either of these Models for that purpose. They are also specially suitable for sidecar and passenger work, and the comfort of the sidecar passenger is assured with these excellent machines.

The horizontally opposed twin engine, with its very deep fins for cooling purposes, gives without any shadow of doubt, the ideal power unit. **The whole tendency of modern motor-cycle design is toward a multi-cylinder engine, and there is no multi-cylinder engine that can compare with the horizontally opposed twin cylinder.** It is absolutely vibrationless, with very even torque and silence, and the low centre of gravity of the Douglas engine, makes it a **safe machine**. The centre of gravity is below the line of the wheel spindles, and yet its ground clearance is 5 inches—a remarkable achievement. For this year's 750 and 600 c.c. models a double roller bearing is fitted to big ends of conrod.

For the 1934 Season, it has been decided to make the lubrication of both these machines as perfect as possible, and for this purpose the oil container which was placed under the engine previously, has been removed and the oil is now stored in one compartment of the tank; this compartment has a capacity for three pints of oil. It is very interesting to note that in the oil container there is now an oil radiator; the purpose of this oil radiator is to cool the oil which has been returned from the sump to the engine. The oil leaves the container in the tank and is then pumped through the engine and in due course drops to the sump, where it is picked up by the scavenging pump and returned to the oil container in the tank. By this method it will be seen that cool oil is always being fed to the engine.

The front forks have been completely re-designed, and are now fitted with a large central spring giving perfect steering action, whilst shock absorbers and steering damper are fitted, and lubrication has been specially considered. It has taken many months of patient work to devise this perfect steering arrangement, and the whole machine therefore gives the feeling of security and comfort experienced only on a **Douglas**.

The tank has been re-designed and is now ultra modern. It incorporates compartments for petrol and oil—petrol capacity being 3½ gallons. A neat instrument panel is also incorporated on the top of the tank.

On the 600 c.c. machine a new pattern frame has been adopted, with a heavy single down tube. The 750 c.c. machine retains the cradle frame as fitted to it for many years.

Lighting by mag-dynamo, neatly housed and gear driven.

The cylinders on both these machines are made of special cylinder iron, giving a good hard working surface, with long life. They are deeply finned to radiate unnecessary heat.

In summing up, we can only repeat that the **Douglas** machine is the safest machine on the road; it is docile and can be handled with the least physical effort; its very low centre of gravity gives road holding properties which cannot be obtained by any other type of engine; its large tyres, extreme silence and even torque, makes it without any doubt the ideal motor-cyclist's machine. A trial run will convince you.

Douglas

IS THE BEST TWIN

Douglas Models for 1934

X.	150 c.c. Model, Flywheel Lighting
X.1	150 c.c. Model, Dynamo Lighting
Y.	250 c.c. Side Valve Model
Y.1	350 c.c. Side Valve Model
Y.2	500 c.c. Side Valve Model
Z.	600 c.c. Side Valve Model
Z.1	750 c.c. Side Valve Model
O.W.	500 c.c. O.H.V. Model
O.W.1	600 c.c. O.H.V. Model