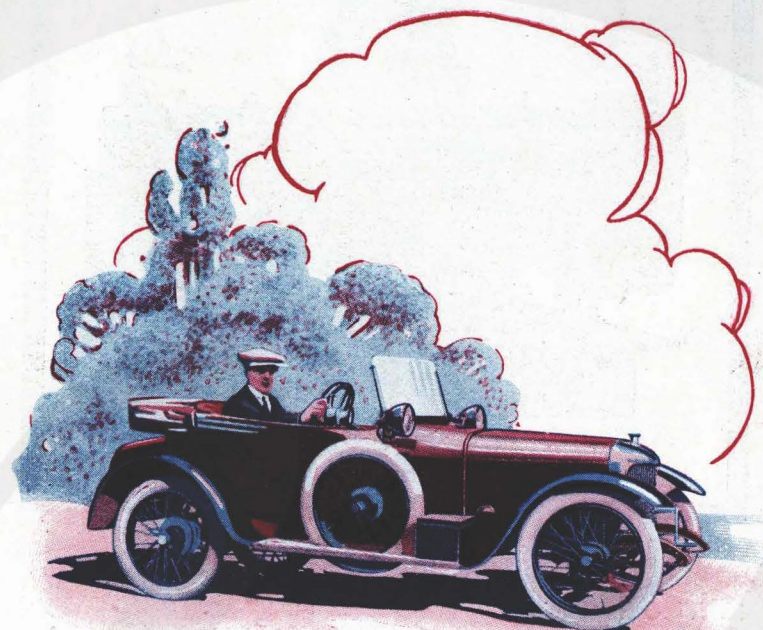


10.5 H.P.



The graceful contour of the Domed Wings and Radiator Shield are worthy of notice.



A "Douglas" Chassis fitted with an attractive Sporting Body

Douglas

Light Car

1920.

DOUGLAS MOTORS LTD.

WORKS: - KINGSWOOD, BRISTOL.

Telegrams: "DOUGLAS, KINGSWOOD, GLOS."

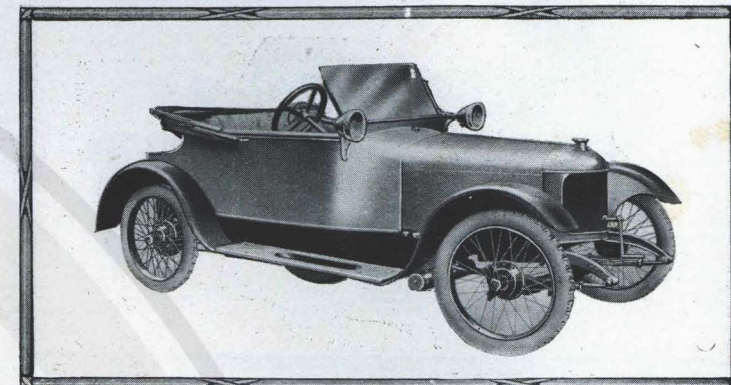
Telephone: - - - BRISTOL 4687.

LONDON: 39 NEWMAN STREET, W.C.

PARIS: - 190 BOULEVARD PERIERE.

DOUGLAS MOTORS LTD.

KINGSWOOD, BRISTOL.



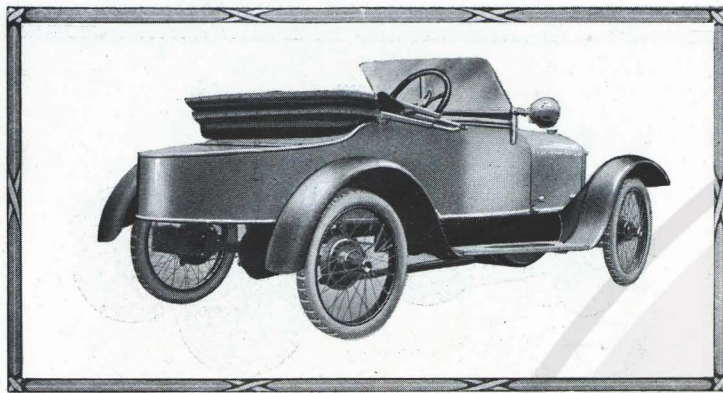
The Standard Touring Body is of pleasing lines, with ample locker accommodation, and finished in saxe blue with dark blue upholstery.

It is with confidence that we offer to the public our latest creation—the "Douglas" Light Car. In common with all other productions of the Kingswood factory, it embodies many original features but nothing experimental; in fact, it has undergone seven years' solid road testing, testing to destruction.

The reputation of the "Douglas" in the motorcycle world is a very creditable page in British Engineering History, and one of which we are justly proud. Twenty-five thousand "Douglas" motors faithfully served the cause of the Allied Armies on the various fronts, and the 10.5 power unit of the 1920 "Douglas" Light Car was chosen by the Authorities as the most suitable unit for transmitting long distance wireless messages.

The "Douglas" Light Car has been designed for hard work and rough usage; it is simple and sturdy; it carries oversize bearings everywhere, yet the perfectly balanced twin-opposed engine will respond to the throttle on top gear almost on any main road hill. It holds the road at forty as at ten, and its steering is so light as to be almost human.

It will do thirty-five miles to the gallon and forty to the hour, hour on end, year in and year out, without exertion; it is, in fact, where work is concerned, a heavy car in the light car class. The car for the man who considers service first, last and all the time.



Three-quarter rear view of the Standard Body, showing the commodious Rear Locker.

BRIEF SPECIFICATION.

Designed for efficiency in a remarkably thorough way, it represents the ideal light car; simplicity of detail and unusual accessibility render it just the car for the man about town with little time to spare for adjustments; and it will please the tourist who is not anxious to probe into technical matters when on holidays.

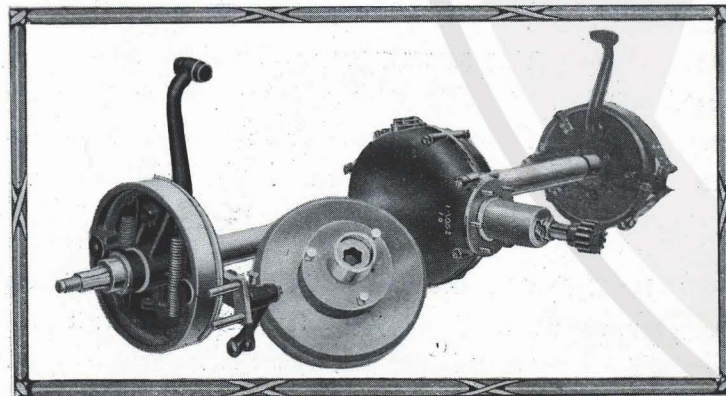
ENGINE UNIT. The "Douglas" principle of twin horizontally opposed cylinders is herein carried to perfection. Water cooled. Each cylinder 92 mm. bore \times 92 mm. stroke=capacity 1224 cc., or 10.5 h.p. R.A.C. rating. Crankshaft running on ball bearings. All the reciprocating parts being balanced to a nicety, the secret of the sweet running of this engine. Valves and valve gear completely enclosed, ensuring silence.

LUBRICATION. By pump to constant level trough; oil level indicator is very neatly arranged. Filler cap instantly accessible under the bonnet.

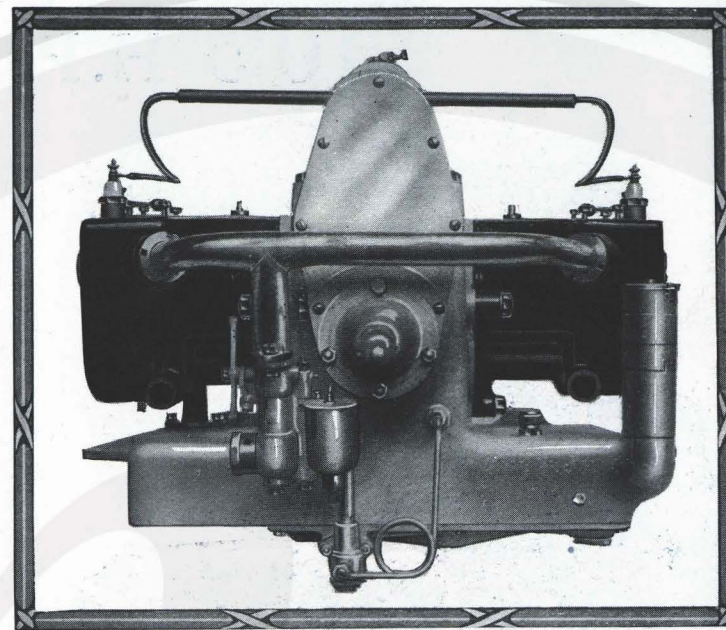
COOLING. A large capacity radiator with thermo-syphon circulation.

SPECIAL POINTS.

Perfect balance. Great accessibility, especially to valves and magneto. Cam shaft drive by Renold silent segmental bush chain.



General view of the well-proportioned Back Axle and Internal and External Braking Arrangements.



View showing Induction System on the 1920 Engine.

IGNITION. Chain driven high tension magneto.

CARBURETTOR. Special model Zenith.

GEAR BOX. 3 speeds and reverse, direct on top, with gate change. All shafts run on ball bearings. The gear can be inspected or lubricated without removing the footboards; access is easily obtained when the bonnet is raised.

Top or 3rd speed	4.6 to 1
2nd "	7.9 " 1
1st "	12.8 " 1

Gear lever on right-hand side inside the body.

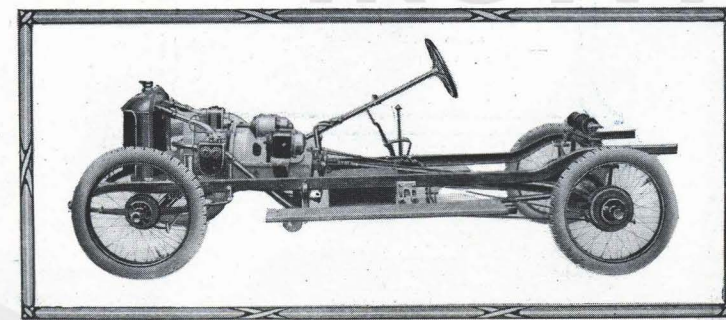
CLUTCH. Fabric faced aluminium cone.

TRANSMISSION. Enclosed propeller shaft, one flexible fabric universal joint.

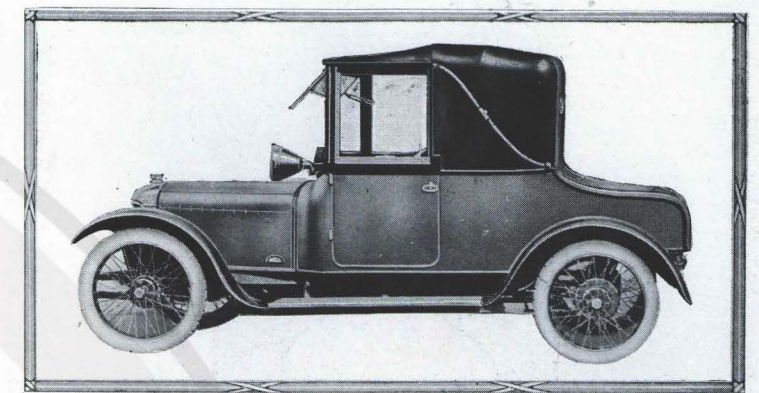
REAR AXLE. Semi-float bevel drive.

FRONT AXLE. H section stamping with ball thrust washers to swivel axles.

SPRINGING. Semi-elliptic front springs. A.F.S. patent helical springing system at rear. This system is unique, and will be found to provide a maximum of comfort for the passengers.



General lay out of the Chassis, showing the unconventional Springing and efficient Cooling System.



An elegant Coupe fitted to a Standard Chassis and supplied to Capt. Sir John Alcock.

BRAKES. Internal expanding and external contracting brakes operating on the rear axle drums. The adjustment can be made by finger nuts with the greatest of ease. Hand lever is placed inside the body.

FRAME. Pressed steel channel section.

STEERING. Worm and worm wheel, with easily accessible adjustments.

WHEELS AND TYRES. 700 \times 80 mm. detachable.

PETROL TANK. Placed in dash. Gravity feed. Accommodates 5 gallons.

BODY. Handsome stream line design, ash frame with metal panelling. 2/3 seater. Luxuriously upholstered, detachable back cushion. Large rear locker. Adjustable glass wind screen. Hood, collapsible, side curtains provided.

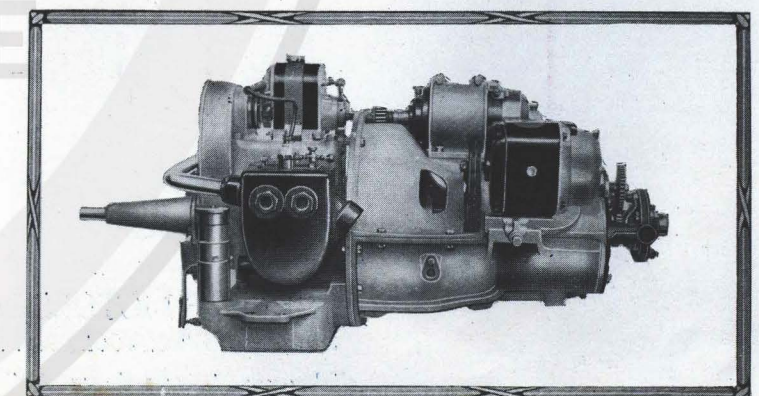
MUDGUARDS AND RUNNING BOARDS. D wings with side valances.

WHEEL BASE. 8 feet.

TRACK. 4 feet.

EQUIPMENT. C.A.V. starter and lighting set, one pair of lamps combining pilot and head lights. Mechanical horn. Speedometer. Spare wheel and tyre. Tool kit. Jack and wheel brace.

PRICE. Chassis only, £350. Nett cash. With standard body complete, £400. Nett cash.



The Engine and Gear Box forms a most accessible, yet fully enclosed, unit, and the Starting, Lighting and Ignition units are substantially mounted.