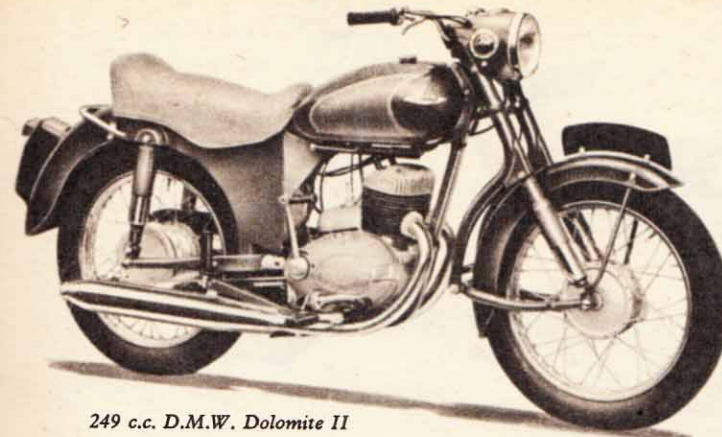


THE MOTOR CYCLE



249 c.c. D.M.W. Dolomite II

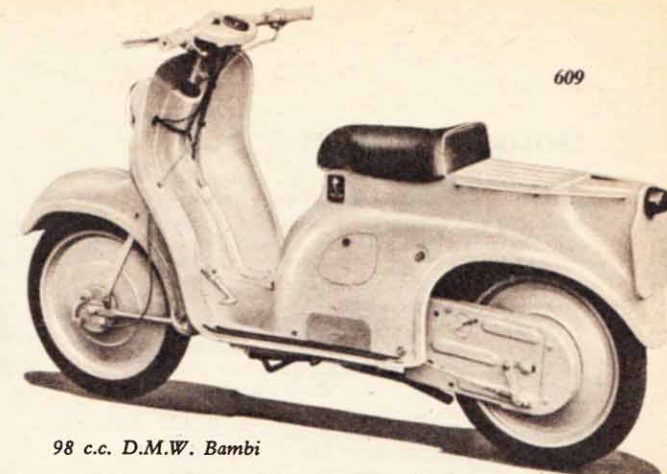
D.M.W.

A NEW 249 c.c. twin-cylinder competition model is the highlight of the D.M.W. factory's 1958 programme. Other machines in the famous Sedgley firm's range of two-strokes are roadsters of 197 c.c. and 249 c.c. and a 98 c.c. scooter.

Designated Mark 10, the new competition machine is powered by the four-speed Villiers 2T engine-gear unit and is available to either trials or scrambles specification. Variations in equipment include the choice of trials or scrambles tyres and alternative gear ratios.

The stylish 98 c.c. Bambi scooter incorporates several modifications though it is outwardly indistinguishable from earlier versions. Most significant change is that the Villiers 4F two-speed engine-gear unit no longer pivots with the rear fork but is bolted direct to the pressed-steel body. The rear fork has been shortened and its pivot moved rearward, thus leaving the wheel-base unchanged. The new engine mounting gives easier access to the carburettor and contact breaker.

Priced at less than £140 including pur-



98 c.c. D.M.W. Bambi

chase tax, the 197 c.c. Mark 8 is assured of a keen following among utility riders. Engine is the three-speed Villiers 8E. The front-down and engine-cradle member of the frame is of square-section tubing and not of circular section as formerly. Pivoted-fork rear springing is featured.

The two remaining roadsters, the 197 c.c. Mark 9 (available in three-speed and four-speed forms) and 249 c.c. Dolomite II twin employ the well-known P-type frame. The Dolomite II can be supplied with a Siba Dynastart at extra cost.