

IMPRESSIONS OF CURRENT MODELS

The 98 c.c. Villiers-powered D.M.W. "BAMBI"

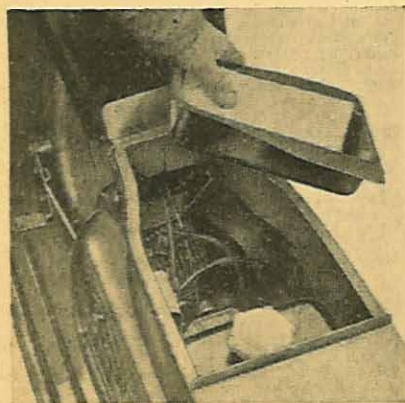
Performance Details for a Quality Lightweight
Scooter with Low Purchase Price and Running Costs

THERE is special gratification in testing a machine, the development of which has been watched keenly over a long period. So it is with the 98 c.c. "Bambi" scooter, which now emerges in final production form as an example of small-factory creativeness and craftsmanship.

With the "Bambi," D.M.W. present an all-British lightweight from which the need for an orthodox tubular frame has been eliminated. Instead, there is a "bodywork" structure consisting of stressed fabricated pressings; the 98 c.c. two-speed Villiers 4F engine is rigidly mounted within the body, the engine supports, front and rear, providing a useful cross-bracing effect.

Tested on both good and indifferent roads in Warwickshire, the "Bambi" gave no cause for complaint so far as suspension was concerned. Most of the development over the past year has resulted in modification to the springing of the original prototype, and here the manufacturers appear to have done a very good job in providing a quality machine at a price lower than that of contemporaries in the 98 c.c. class.

The "Bambi" provides pleasant and reliable transport for one at average speeds between 25-30 m.p.h. and, at that rate of town-and-country progress, 160 m.p.g. can be expected. Assuming the use of a No. 1 quality fuel—though the Villiers unit runs as well on lower grades—the average fill-up is a gallon plus oil, implying a total cost usually of a little less than 6s. which, at 160 m.p.g., works out at 45d. per mile. At nearly 30 m.p.h. consumption rose to 140 m.p.g. but, ridden in a hurry, with the throttle up against the stop and using the lower of the two gears whenever necessary, the test "Bambi" returned 98 m.p.g.



Beneath the hinged seat is a lift-out tool tray and the fuel filler cap.

With its frame of stressed pressings and disc wheels, the "Bambi" has notably clean lines. It provides 25-30 m.p.h. transport for one at 160 m.p.g.



The forward-hinging seat conceals a tool tray (which lifts out to provide access to the cylinder-head and plug location) and the fuel tank.

A fascia pressing accommodates, centrally, the Smiths speedometer and a push-type dipper control. Tubular handlebar extensions carry conventional throttle and brake controls, and, on the left, a combined clutch—twist-grip unit with a visual gear indicator—a device which was light and pleasant to use.

Handy adjusters for the clutch and front brake cables were points that received full marks and, although the action of the rear brake was spongy, its final effect was satisfactory and operation of both brakes together

provided a swift and positive pull-up. The near 90° steering lock was a boon.

Good quality of the Doherty controls was noted and it appeared that the manufacturers have given considerable attention to finish. Credit went also to the provision of a rail around the luggage carrier, useful for securing packages or as a hand-hold.

It should be possible to make the rear chaincase a little more protective than it is and to improve the audible quality of the A.C. horn which, perhaps, was the only component serving to detract from the dignity of D.M.W.'s "Bambi"—otherwise a little fellow quite as pleasant to know as his famous namesake.

BRIEF SPECIFICATION

Engine: 98 c.c. Villiers Mk. 4F two-stroke; bore, 47 mm. by stroke, 57 mm.; single iron cylinder; light-alloy head; c.r. 8:1; claimed b.h.p., 2.8 at 4,000 r.p.m.; Villiers carburetter, type S12; main jet, 88; No. 2 needle located in second groove.

Transmission: Two-speed gearbox in unit with engine; positive-stop gearchange with handlebar twist-grip control; ratios, 7.8 and 13.8:1; primary drive by 3/8-in. pitch by 3/16-in. wide chain, 56 pitches; final drive by 1/2-in. pitch by 3/16-in. wide chain, 88 pitches, with chaincase protection.

Body: Steel pressings fabricated by welding.
Wheels: Fabricated steel disc-type, carrying Dunlop 2.50-in. by 15-in. tyres front and rear; hubs incorporate 4-in. by 3/4-in. brakes.

Lubrication: Petrol; test carried out with 16:1 proportion of self-mix lubricant.

Electrical Equipment: Villiers flywheel generator with A.C. output for ignition and separate A.C. direct-lighting circuit controlled by three-way switch on near-side body panel.

Suspension: Leading-link front forks of M. P. Earles design with integral front mud-guard structure; fork movement controlled by single coil spring with "Neoprene" cushioning rod; rear springing by swinging-fork assembly, movement controlled by 6-in. Dunlop rubber spring working on a central guide rod; rear spindle adjustment by means of a snail-cam.

Tank: Fabricated steel fuel tank of 1 1/2-gal. capacity.

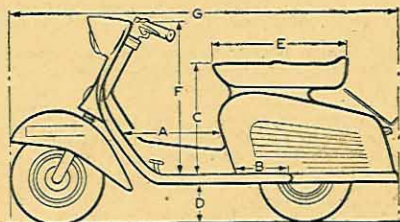
Dry weight: 165 lb.

Finish: Green enamel with disc wheels silver-grey; alternative finish for body, Paris-grey.

General Equipment: Full kit of tools; 60 m.p.h. Smiths speedometer.

Price: £88 10s., plus £21 18s. P.T.= £110 8s.

Makers: D.M.W. Motor Cycles (Wolverhampton), Ltd., Valley Road Works, Sedgley, Dudley, Worcs.



Dimensions: A = 9 in.;
B = 15 in.; C = 18 in.;
D = 10 in.; E = 14 in.;
F = 28 in.; G = 64 in.