

ROAD TEST REPORT:

A British Lightweight

The D.M.W. BAMBI

SCOOTERS came into existence to meet a need for an economical vehicle giving reasonable weather protection. Power was unimportant—it was the price that mattered.

But during the four years there have been scooters in Britain, development has been away from the original idea. On the whole scooters have been becoming more luxurious and elaborate, more powerful and more expensive. A glance down our market guide shows many machines over £200—an idea unthinkable when the scooter made its debut.

In the past year, however, several machines, chiefly British, have been appearing on the road which have been designed primarily for economy. The *DMW Bambi* is one of these.

Although it has only recently come into quantity production, the *Bambi* made its first appearance at the 1955 Motor Cycle Show. Then its price at

under £100 was considered sensationally low. Inflation has done its work and the price is now £110. 8s. but this still represents a remarkable achievement in economy.

The ingenious design of the *Bambi* dispenses with a frame entirely. The complete scooter is made up steel pressings welded together. The disc wheels are similarly made by pressings. Pressed girders carry the rear wheel, one of them also serving as a chain guard. The only tubular components of the scooter are in the steering and front suspension.

The engine is the well known *Villiers* 98 c.c. unit with a two-speed gear box. Gear shift is by left hand twist grip. Turn forward to change down.

Suspension is simple and clever. It is of the swinging arm type front and rear but with unorthodox springing. Front springing is provided by a steel



This front view shows good weather shielding and wide centre stand.

compression spring inside the steering column with neoprene cushioning rod. At the rear there is a single *Dunlop* rubber spring. This consists of a thick rubber rod with one end anchored to the frame and the other to the swinging arm unit. It is normally in compression but, being anchored at each end will act in tension as a damper.

Lights are by *Miller*. A departure from normal practice has been made in putting the main switch beside the saddle thus shortening the wiring. Only the dip button is in front beside the *Smiths* speedometer. Main lighting is direct, with dry battery parking lights. Night riding showed the beam entirely adequate.

The whole emphasis in the design of the *Bambi* is on simplicity and economy. Nothing startling is to be expected in the way of performance. Top speed of around 35 m.p.h. and will cruise at 25/30 m.p.h. But, given these speeds, there is plenty of power. The *Bambi* is happy on hills and with hill starts and is designed to take an occasional pillion passenger.

Suspension is on the firm side but this will give safe and comfortable riding on all ordinary roads.

Because of the pressed body the "pop pop" of the two-stroke can be heard clearly though not offensively. But this is nothing to be ashamed of.



Conventional scooter lines combine with smooth and easy-to-clean exterior. Note disc type wheels.



Handlebar layout is neat and the controls accessible. The speedo is illuminated by the headlamp at night.

The traditional sound of the two-stroke is a hall mark of reliability.

The *Bambi* does extremely well the job for which it was designed. It will cruise at 25 indefinitely and one gains the impression that it will never wear out. Even after standing all night in the snow it will start readily if the cold start device on the carburettor is operated.

Once modest performance figures are accepted for a vehicle many economies follow. The *Bambi's* brakes are 4-in. in diameter by $\frac{3}{4}$ in. front and rear. These are smaller than on many scooters but quite large enough for the *Bambi's* performance. Similarly if the speeds are fairly low and the stresses small, light construction is possible. The *Bambi* gets away with an overall

dry weight of only 165 lbs.

The steering lock is unusually wide, about 60 degrees on either side from the fore and aft line of the vehicle, this combined with the low weight of the machine, makes manhandling a positive pleasure—and that one can say of few scooters.

The technique of construction from pressings makes for clean lines and in the main the *Bambi* has a neat and pleasing appearance. But there are some details which could be improved. The cable and wires to the handlebars look untidy and could be further enclosed. The welded central seam on the mudguards and body detracts from the *Bambi's* good looks and might be cleaned up. The brake pedal and the petrol tap are rather stark.

If one carps about these details it is because the *Bambi* goes so far towards the ideal lightweight scooter that has medium power, is simple, cheap and will never go wrong.

SPECIFICATION

ENGINE: 98 c.c. Villiers 6FH.
Bore 47 mm. Stroke 57 mm.
Claimed output 2.8 B.H.P. at 4,000 r.p.m. 2 speeds with hand shift.
ELECTRICS: Villiers flywheel magneto. Miller direct lighting with dry battery parking lights.

PALMERS

of TEDDINGTON LTD.

81 STANLEY ROAD
TEDDINGTON
MIDDX. MOL. 1646

OFFICIALLY APPOINTED
LAMBRETTA SALES SPARES
& SERVICE AGENTS

VICTORIA SCOOTERS SALES
SPARES & SERVICE AGENTS

ALL MAKES OF MOPEDS SUPPLIED
EXCHANGES & H/P TERMS

WHEELS: 15 x 2.50 ins. Full disc type in light alloy.

SUSPENSIONS: Swinging arm front and rear. Front by coil spring, rear by "Dunlop" self damping rubber compression block.

TANK: 1½ gallons with reserve.

MANUFACTURERS: DMW Motor Cycles (Wolverhampton) Ltd. Valley Road Works, Sedgley, Dudley, Worcestershire.

PRICE: £110. 8s. (inc. P.T.)

Spartans on scooters?

Yes, and on *your* scooter if you're tyre-wise! For SPARTAN is the name that aptly signifies the most economical tyres you can buy. Hard wearing, built with special side ribs to resist kerb scuffing. Smart too, especially if you have the through-moulded white sidewalls. And safe — because they're designed to grip, particularly when cornering—designed to stop, when and where you want to! They're made by AVON, makers of the famous Higher Mileage car tyres. Next time you change tyres — ask for SPARTAN. For value's sake!



AVON

SPARTAN

SCOOTER TYRES

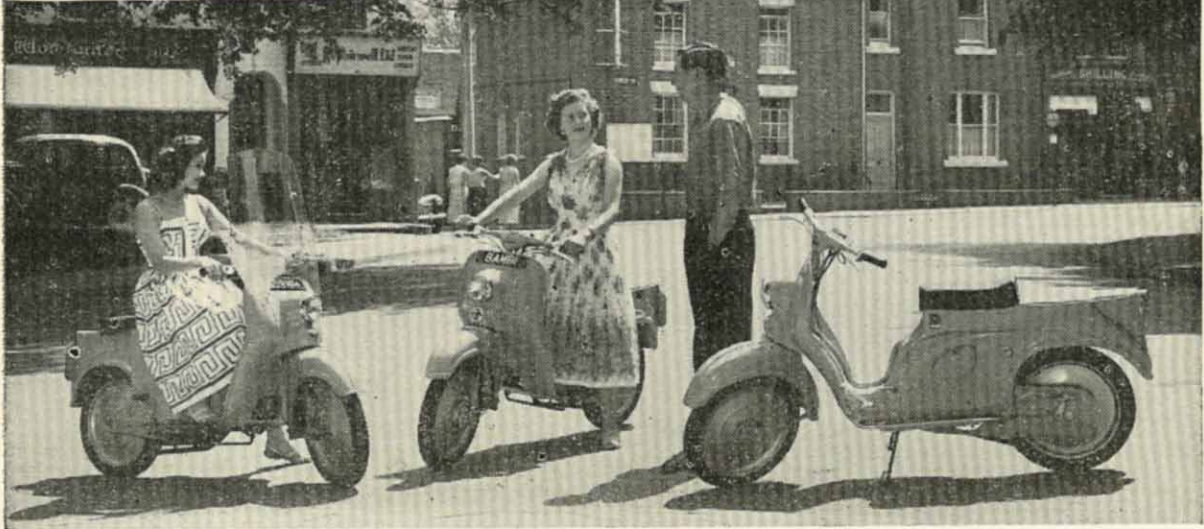


Please send **BAMBI** Catalogue

Name

Address

D.M.W. MOTOR CYCLES (WOLVERHAMPTON) LTD.
VALLEY ROAD, SEDGLEY,
DUDLEY, WORCS.



THE
terston

Scooter Book

THE LOG BOOK FOR THE
 SCOOTER OWNER

★ 9 useful sections

- Petrol consumption
- Running expenses
- Runs and rallies
- Club activities
- Registration particulars
- Personal notes
- Scooter tips
- Maintenance record
- Travel abroad

★ 64 pages printed in two colours with
 gay grease repellent covers
 Size 4½" x 6½" Made for the pocket

Price **7/6** each

Ask your Dealer!

George Waterston & Sons Ltd. - Edinburgh

WHERE TO BUY YOUR DMW BAMBI

ERIC S. MYERS LTD.,

Motor Cycle Division

52 Manningham Lane,
 Bradford

Tel. : 25591

JAMES VALENTE,

Motor Cycle and Scooter Agent,

107 Gt. Western Road,
 Glasgow, C.4.

VAL-U MOTOR CYCLES,

41-45a Hitchin Road,
 Luton, Beds,

Tel. : Luton 5947

**CAR DISTRIBUTORS (CARDIFF)
 LTD.,**

B.S.A. House,
 134-140 City Road,
 Cardiff

Tel. : Cardiff 30022

EDGAR BROS.,

Motor Cycle Engineers,

1 Charlotte Steet,
 Edinburgh, 6.

TOM OAKLEY,

56 London Road,
 Southamton

MYERS AND MARSHALL,

151 Spring Bank,
 Hull

Tel. : 12322

UNDERWOODS GARAGES LTD.,

1 Park Road,
 Rugby

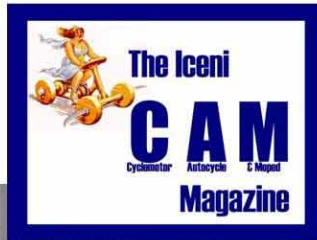
Tel. : 2282

F. W. CLARK,

560-562 London Road,
 Thornton Heath,
 Croydon, Surrey

Tel. : Thornton Heath 4987

IceniCAM Information Service



www.icenicam.org.uk