

SCOOTER WEEKLY Road Test No. 9 Dunkley 'Popular'

Type: 49 c.c. Four-stroke

Price: £75 2s. 7d. (Inc. P.T.)

Manufacturers:

Dunkleys Products Ltd.

Park Royal Road., London, N.W.10

Specification

Engine: 49 c.c. blast-cooled o.h.v. single-cylinder four-stroke; 39 mm. bore by 41 mm. stroke; c.r., 7.1 : 1; claimed output, 2.2 b.h.p. at 5,200 r.p.m.

Transmission: Two-speed in-unit gearbox with twistgrip control incorporating clutch-lock; ratios, 11.7 and 19.6 : 1; single-plate clutch; spur gear drive to gearbox; secondary drive by chain.

Frame: Welded steel tubular frame with pressed-steel bodywork.

Wheels: 15-in. spoked-type; 2.50-in. Dunlop tyres.

Lubrication: Wet sump with splash feed to rocker box, gearbox and primary transmission.

Electrical Equipment: Wipac 17-w. fly-wheel generator; Miller 15-w. lighting set; tail-lamp; horn.

Suspension: Telescopic forks at front; sprung saddle.

Fuel Tank: 1½-gal. capacity with external on-off tap control; no reserve.

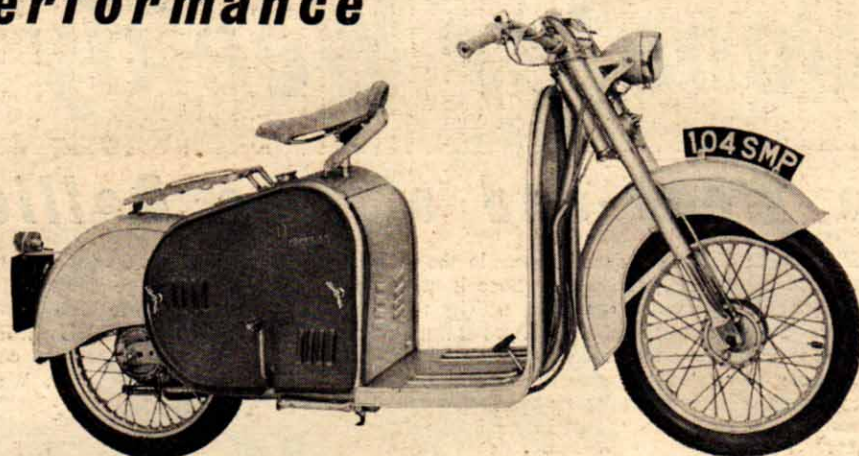
Major Dimensions: Overall length, 78 in.; width over handlebars, 26 in.; height over handlebars, 37 in.; saddle height, 31 in.; certified kerbside weight, 136 lb.

Colours Available: Silver frame and major bodywork; side panels in red, blue, lime green or black.

General Equipment: Kit of tools; kick-starter; speedometer recess; centre stand; luggage carrier with spring holder.

Annual Tax: 17s. 6d.

Minimum Maintenance: Ample Performance



THE Dunkley "Popular" has been a familiar sight on British roads for several years now and it has built up a host of satisfied users who have little interest in breaking records, forming scooter clubs or going on tours. It is intended as a cheap form of utility transport which will require the minimum of maintenance.

With this in mind, the makers have deemed it wise to utilize a four-stroke engine, feeling, probably, that the added initial expense of manufacturing this unit is more than compensated by the reduction in decarbonizing periods and the use of straight petrol.

There is little doubt that the person who buys a machine of this type just does not wish to know much about the mechanical side. He wants personal transport which is more convenient than buses or trains; he wants it to

begin operating when he kick-starts it in the morning, to take him to work and then to be parked forgotten until required again.

With these points firmly in mind, we have examined all aspects of the Dunkley's performance and construction in order to see if the manufacturers have succeeded in meeting the demands of this market. Our verdict is that they have.

The First Impressions

No one would call this a "beautiful" machine but, after a while, it looks "grow" on the rider until it becomes regarded as a faithful pal.

The mo-ped-type saddle is fairly comfortable and well set in relation to the handlebars. It is adjustable within limits.

The controls are as simple as can be: a two-speed twist-grip-operated gearbox, hand and foot brakes and clutch lever; all conventional and simple.

Selecting a youth more or less at random, we had him circulating the Temple Press car park on the "Popular" in confident manner after words of instruction which had lasted less than two minutes. Previously, he had only ridden a bicycle.

The latest bulletin from him is that he is saving hard to buy a Dunkley of his own!

The Stand and Starting

The full-width stand is quite easy to operate and it holds the machine firmly while the kick-starter is being used. Additionally the footboards can be used as a prop to lean the scooter against a kerb.

Those accustomed to starting two-strokes must bear in mind that a four-stroke requires a very small throttle opening when starting and no juggling with the grip. So it is with the "Popular"—set the grip, pull out the choke, and, assuming one has remembered to switch on the petrol, two swift jabs on the pedal will do the job from cold—or one from hot.

Warming-up is almost immediate; we have had no opportunity to try the machine in really cold weather, but little difficulty would be anticipated.

The Engine

Well silenced, the 49 c.c. engine gives a nice, solid-sounding "bumf-bumf-bumf" on its reliable tick-over.

There is little or no vibration, except when "ridiculous" revolutions are used and the little unit has been designed to give quite adequate power at low engine speeds. It responds quickly to the throttle and gives an indefinable feeling of confidence to the rider: confidence that it will "keep on keeping on" for many years.

There were no signs of overheating, either externally or at the sparking plug, no matter how long the machine was left ticking over in traffic hold-ups, and the acceleration was always clean and definitely brisk.

The Gearbox

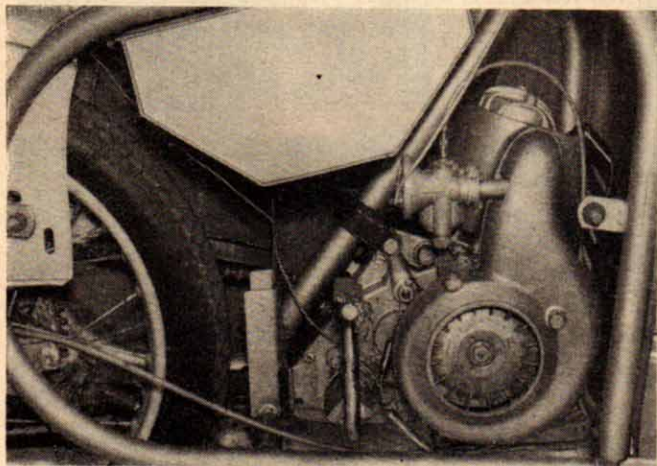
The only thing which could be more simple than this two-speed gearbox would be no gearbox at all! Three speeds would undoubtedly give the machine a peppier performance, but sheer performance isn't the objective.

The left-hand twist-grip control gives first gear in the "down" position, neutral in the middle and second fully up.

The angular movement required of the wrist is not very great and the novice rider is prevented from making gear-crunching noises by the notching of the clutch lever boss.

That is to say; the clutch cannot go home unless the twist-grip is set in one of the three positions intended. Accordingly, the trick soon comes of letting the clutch lever ride lightly against the stop as it is moved so that it clicks into the desired place. This is not really necessary—it is just a habit the rider develops subconsciously.

Actual gear selection is sweet and smooth, the box is practically



This off-side view with the panel removed reveals the 49 c.c. fan-cooled engine/gearbox unit, clamped snugly in the well-braced frame. Above it is the large fuel tank.