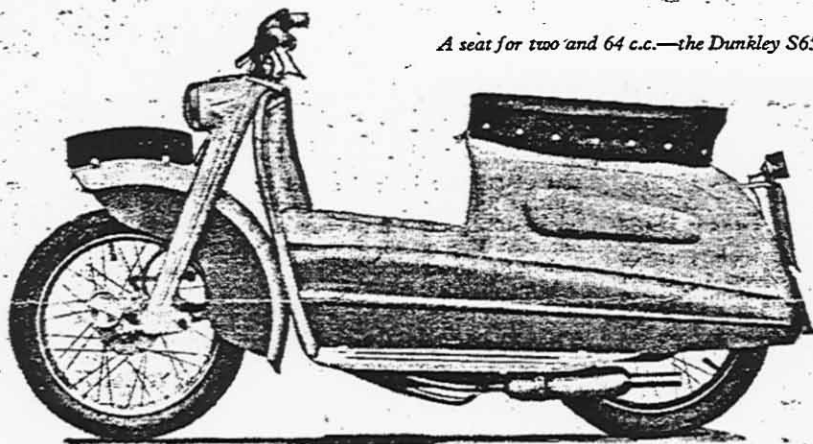


FOUR-STROKE SCOOTER

New 64 c.c. Overhead-valve Model, Selling at Under £100 Including Purchase Tax, Added to the Dunkley Range

A seat for two and 64 c.c.—the Dunkley S65



IN spite of the fuel-economy and performance advantages of a four-stroke engine over a two-stroke, scooter manufacturers have hitherto remained almost entirely devoted to the two-stroke for its simplicity and low cost. Now, however, comes the Dunkley S65 lightweight scooter with a 64 c.c. overhead-valve engine and an interesting specification.

Apart from a longer bush for the kick-starter shaft to cope with greater overhang of the pedal, the power unit is identical with that of the Whippet Sports ultralightweight motor cycle described in *The Motor Cycle* for September 26 last. Bore and stroke are respectively 44mm and 42mm and the compression ratio is 7.1 to 1. The lined cylinder barrel and the head are both of light alloy and the transversely located parallel valves are push-rod operated from a gear-driven camshaft behind the cylinder. Power output is claimed to be 2.6 b.h.p. at 5,200 r.p.m. Primary drive to the unit-construction, two-speed gear box is by gears and final drive is by chain; gear control is by left-hand twistgrip. Ignition and lighting current is provided by a Wipac flywheel generator.

The power unit is attached at two points—through vibration-absorbing rubber mountings—to the single-tube frame. To each side of the horizontal run of the tube is welded a bracket to support the bodywork. At the rear is a fabricated pillar which carries the pivot for the rear-suspension fork and forms the upper rear mounting for the engine. A one-gallon fuel tank is bolted to the top of the pillar. On each side of the inclined portion of the frame tube there is a tubular duct for the control and lighting cables.

Of leading-link pattern, the front fork has modern styling. The stanchions are built up from edge-welded steel pressings.

The frontal portion bridging the stanchions above the deeply valanced and sprung mudguard embodies a neat nacelle for the 4in-diameter Wipac headlamp and mountings for the horn and speedometer (an optional extra). The coil springs are concealed within the stanchions.

Below the bridge tube of the rear fork is welded a bracket which carries the abutment for the rear end of a single coil spring which controls the fork movement. The spring is almost entirely enclosed within the end of the frame tube. The rear abutment is adjustable in the arm on the fork to permit alteration of the static-load position to suit weight variations. Tyre size is 2.50×15in and the wire wheels have full-width hubs with 4in-diameter brakes.

The main section of the bodywork, the footboards and the weather-shield are built up as a unit from steel pressings and the structure is hinge-mounted on lateral tubes welded to the steering-head tube. The dual-seat hinges up to reveal the filler cap, and a door on the tunnel gives access to the petrol tap, starting device and plug. Beneath the seat are two wing nuts,

The o.h.v. engine is fitted with two silencers. First-class accessibility is provided when the hinged bodywork is in the raised position

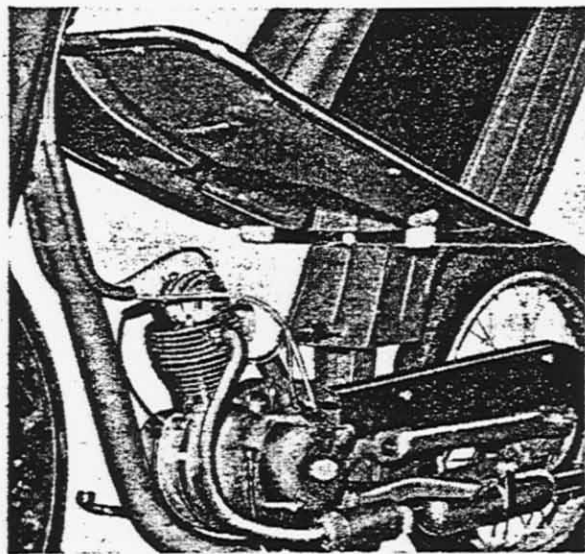
undone to permit the bodywork to be raised, giving full access to the power unit and transmission. The bodywork is held up by a pivoted bar on the front of the fuel tank.

Styling of the bodywork is attractive, particularly in the treatment of the rear end: the lower portions of the sides are slightly bulged to break up the area of panelling and are faired into twin, oval reflectors flanking the rear number plate. On each side, below the seat, is a streamlined blister forming a compartment for tools and oddments and closed by a spring-loaded lid.

Decoration is provided by a long chromium-plated moulding on each side of the body. There is a choice of three two-tone colour schemes: lime and black, cherry red and black, pearl grey and tudor grey. In each case the mudguard valances and the lower portion of the body are in the darker shade.

A short run on a much-used prototype revealed that the little o.h.v. engine has a lively performance, with a cruising speed in the region of 30 m.p.h. The clutch was light and the gear change slick. General handling was good and the springing provided satisfactory wheel movement though, as is often the case with light machines, the action was rather short and sharp.

Makers of the S65 are Dunkley Motors, National Works, Bath Road, Hounslow, Middlesex. The basic price is £79 6s and the total price, inclusive of British purchase tax, is £98 18s 6d.



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