

ROAD TEST REPORT

50 c.c. DUNKLEY POPULAR



"A SCOOTER at a mo-ped price" was the slogan of the manufacturers when building the *Popular*. Economy has certainly been achieved for the model retails at £77. 11s. 1d., near bottom price for two-wheelers without pedals.

The *Popular* is the latest addition to the range of Dunkley Products Limited, the other machines being the *Dunkley* 65 c.c. scooter, the 60 c.c. *Whippet* motor cycle and the 65 c.c. *Whippet* sports motor cycle. Like them, the *Popular* is fitted with a four-stroke engine.

The *Popular's* 49c.c. OHV engine makes it unique in the 50 c.c. class. The only other two-wheeler on the British market with a four stroke engine of similar capacity is the *Sterzi* racing motor cycle. This is an altogether different proposition with an overhead camshaft. The *Popular's* valves are operated by orthodox push-rods.

Claimed output of the engine is 2.2 BHP at 5,200 RPM and drive is through a two-speed gearbox. Proprietary equipment includes an *Amal* carburettor and *Miller* headlamp. Front suspension is telescopic but the rear end is rigid. Tyres are *Dunlop* 2.50 in. x 15in.

In contrast with the shape of their other models, Dunkley have favoured a true scooter open platform design for the *Popular*. Although it is a real lightweight (only 134 lbs. dry) its dimensions are similar to those of heavier machines. Wheelbase is 52½ in. (slightly longer than the *Lambretta Li*, for instance). Thus the rider is in no way cramped.

The *Popular* has a superficial resemblance to the *Mercury Hermes* which is no longer in production and some

readers have asked whether parts of the *Hermes* have been incorporated in the *Popular* or whether some of the *Hermes* jigs were being used for the *Popular*. The answer is No. The *Popular* has a tubular frame that is similar in general conception but not in detail to that used on the *Hermes* but otherwise the two machines are different. The *Popular* is made entirely at Hounslow with original tools.

Elsewhere in this issue the operation of the four-stroke engine is described in detail. The fact that there is only one firing stroke for every two revolutions of the engine means that when pulling away from standstill rather more revs are needed than on a two-stroke. Two-stroke riders coming to the *Popular* will want to use plenty of throttle when starting and to be gentle with the clutch. Those without two-stroke reactions need not worry for they will probably do the right thing anyway. The 50 c.c. four-stroke has the power all right but the driving technique is different.

"Freedom from fuss" is a phrase

of which this paper is fond. Among the factors contributing to unfussiness is low revs for a given power output. Here is where the four-stroke scores. With only half the number of firing strokes as compared with a two stroke it feels as if revs are fewer than they are. Thus one may belt the *Popular* along a main road and still have the sensation of the engine calm and collected.

Starting problems seem to be a thing of the past on modern mo-peds and scooters. The *Popular* is no exception. There is a tickler under the saddle but this should be used sparingly. The kick starter only requires light pressure and the engine responds easily. Should it fail to fire this is probably because the plug has got too wet. The solution is to shut off the petrol and turn the engine over several times with the throttle open wide.

The *Popular* is designed for economy rather than speed but it certainly fulfills the manufacturer's claimed cruising speed of 25/30 m.p.h. We made a number of hill starts without difficulty though would again emphasise the

