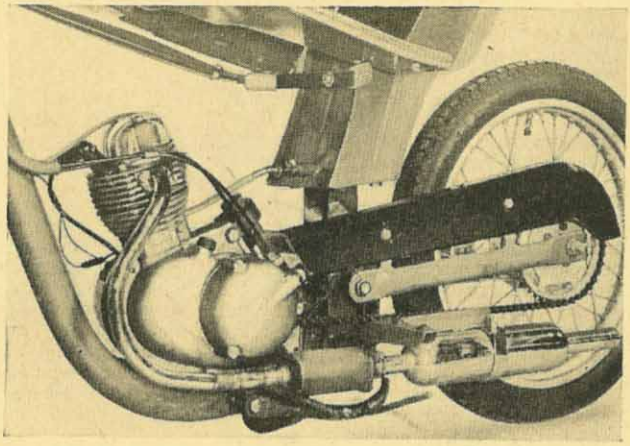
(Left) Our man tried the model on a road covered with packed snow and ice. Handling on this going was very good.



(Right) In this close-up can be seen the cross-strut which holds the body in the raised position.

Début of the Dunkley Scooter

A Good-looking Lightweight with 65 c.c. o.h.v. Engine

FOLLOWING their successful re-entry into the motorcycle manufacturing market some short time ago, the Dunkley concern announces today an exceptionally good-looking lightweight scooter powered by their own 65 c.c. o.h.v. engine-two-speed unit. Designated the S65, the model possesses a gentle elegance of line, striking a refreshingly new note in the light scooter field.

The frame of the machine is of welded and brazed construction and employs a large-diameter tube running from the steering head and beneath the engine to the base of a vertical box centre section which carries the fuel tank, rear-suspension pivot and body-support brackets. A detail point which will be appreciated is the provision of twin, welded-on, conduits on each side of the main tube to carry the control cables and wiring, so preventing them from getting trapped between body and chassis.

The front forks are of pressed-steel construction, incorporating a headlamp nacelle and covers for the bottom leading-link suspension, which is controlled by coil springs in compression. Both the front and the rear wheel carry Dunlop 2.50-in. by 15-in. scooter tyres and have 4-in. diameter brakes in full-width hubs. A deeply valanced front mudguard is standard equipment.

Hinged Body

On the "chassis" is carried the all-pressed-steel body, which hinges at the top of the apron to give access to the power unit. The body is retained in the normal position by a pair of wing nuts, conveniently sited together with the fuel-tank filler cap under the dual seat, which itself hinges forward to expose them and which is held down by a catch at its rearmost point. A trap-door in the centre section of the body-work gives access to the Amal carburettor and the tappet cover. Twin side "blisters" with hinged lids act as shallow toolboxes. The lower side sections of the body, painted in contrasting colours, are flared rearwards to terminate in plastic reflectors in contemporary car-styling practice. The footboards are extended aft to accommodate the pillion passenger's feet.

Of "all-alloy" construction, the power unit of the model is identical with that of the "Whippet Sports" light motorcycle, an example of which was the subject of a test report in our October 3, 1957, issue. The crankcase, split vertically in conventional fashion, forms a unit enclosing, in addition to the stout crankshaft assembly, a two-speed gearbox, kick-starter mechanism and oil reservoir. Both cylinder and head are of light alloy. The barrel incorporates a Hepolite cylinder liner; valve inserts for the cylinder head and the piston and rings are also of Hepolite manufacture. Inlet and exhaust valves are positioned vertically in the head and are operated by short push-rods from the camshaft, which lies across the rear of the cylinder base. Carburation is effected by a lightweight Amal instrument. Ignition and lighting current is supplied by a Wipac flywheel generator and the exhaust gases are led, via an expansion chamber, to a Burgess silencer.

A choice of cherry-red, lime or blue finishes, with black side panels, is available

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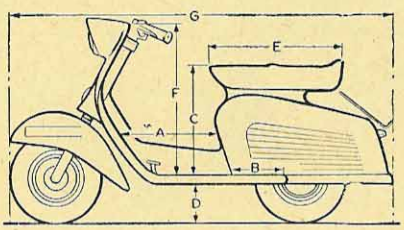
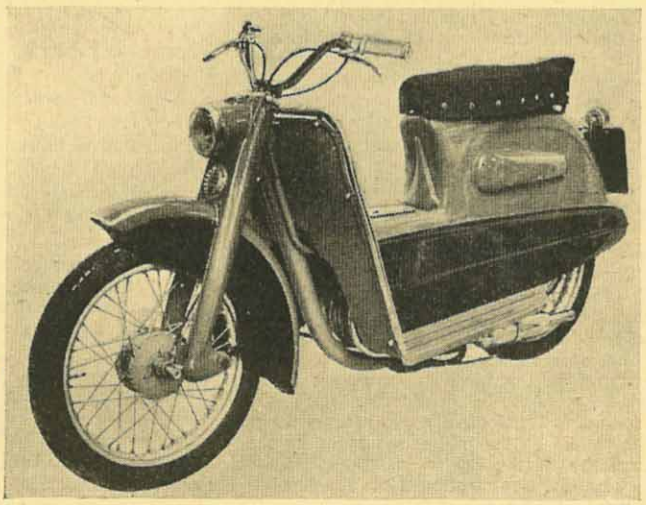


(Above) Dimensions are,

A = 17 *in.*
B = 10 *in.*
C = 21 *in.*
D = 8 *in.*
E = 21 *in.*
F = 24 *in.*
G = 66 *in.*



The cleanliness of design of the model is apparent here. The twin cable conduits fixed to the front down tube are clearly visible.

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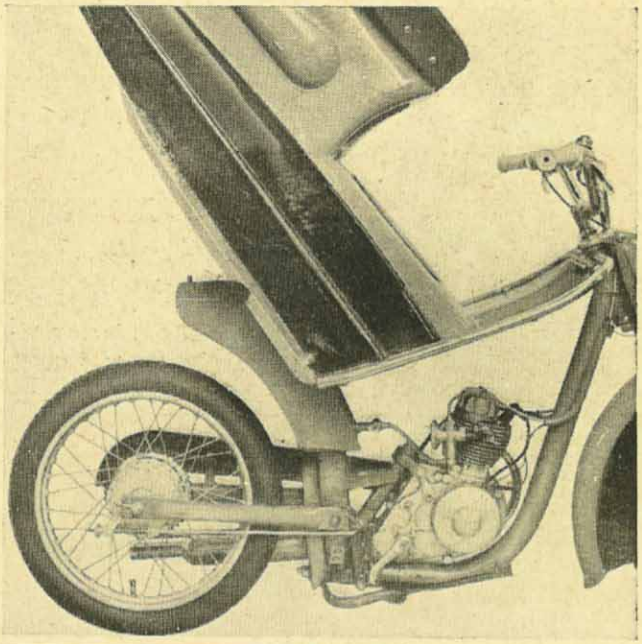
(Continued from previous page)

for the model, which is priced at £98 18s. 6d. A variety of extras, including speedometer, luggage carrier and windshield are to be made available shortly. Makers are Dunkley Motors, National Works, Bath Road, Hounslow, Middlesex.

When our man visited the Hounslow works to see the new scooter he was given the opportunity of a ride on a prototype machine. Starting proved exceptionally easy and the engine ticked over evenly. The machine was not driven far as the roads were covered with packed snow, and, whilst the scooter felt exceptionally stable on this surface, obviously no chances could be taken with a factory prototype. Brakes appeared to be good, although no opportunity arose to use them to the full. The engine pulled lustily in bottom gear and gave a comfortable cruising speed of around 30 m.p.h. in top, the gears being selected by a handlebar twistgrip control. No opportunity arose to check the claimed consumption of 160 m.p.g., but the figure appears to be reasonable for an engine of this design. The machine would seem to be almost ideal for local running; its light weight and small dimensions should appeal strongly to elderly or women riders.



Here the scooter is shown with its bonnet lifted, exposing the works. The brake pedal is attached to the bodywork and mates up with the operating arm when the body is lowered.

ITEMS OF INTEREST

THE PANNITAIL BOOT

DESIGNED after the fashion of a car boot, the new Pannitail luggage-carrying equipment is made in glass-fibre reinforced plastics and fits over the rear mudguard of the machine. Two sizes are to be available, one now under development for small machines and the other, already in limited production, for larger models. Variations to the inside wheel cover make the equipment suitable for almost any model; it mates with swinging-fork rear suspension.

Attachment of the Pannitail is extremely rigid. It is so moulded that it sits on, and is bolted to, the rear guard and is also held by two bracing-struts-cum-lifting handles. Further stabilization is imparted by struts from the pillion footrest brackets.

A pre-production example tested on a Norton 88 has given every satisfaction. Whilst it is true that the Pannitail's location is more to the rear than that of most orthodox panniers, no handicap seemed to result, especially if the heavy items were placed at the front and the bulky ones at the rear of the compartment. The quantity of luggage that could be carried was very much more than that contained in two conventional panniers measuring 13 in. by 13 in by 5 in., and the capacity is further increased by the domed lid. This lid is detachable, yet jointed in such a way that water cannot enter; throughout the test, in which some atrocious weather was encountered, the contents remained 100% dry.

The lid, which requires a knack to replace speedily, is secured by a strong, lockable, catch. Wheel removal is hampered, as the spindle cannot be withdrawn until the Pannitail is lifted slightly. No inconvenience was caused to the pillion passenger by the proximity of the equipment, though some backdraught was mentioned on occasions.

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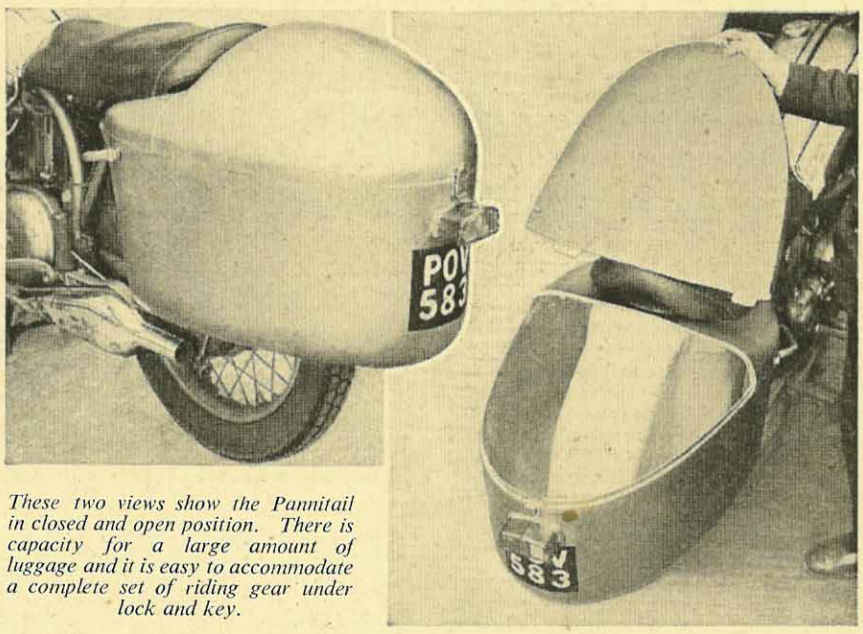

These two views show the Pannitail in closed and open position. There is capacity for a large amount of luggage and it is easy to accommodate a complete set of riding gear under lock and key.

The Pannitail is made by U.A.M. Plastics. Ltd., Tolpits Lane, Watford, Herts, and marketed through normal trade channels. The price is £12 12s. 6d. for the larger version. Preference is expressed by the makers for a contrasting colour, though manufacturers' schemes are also available.

A.A.—GOOD SAMARITANS

PATROLS of the A.A. on some of the more exposed roads in the North of England and in Scotland are now carrying emergency 24-hr. food packs to help road users who may be liable to be stranded with their vehicles for long periods.

MACHINES FOR MANCHESTER

A LARGE number of machines are to be added to Manchester police force's fleet, according to Press reports.

OPEN DAYS AT THE ROAD RESEARCH LABORATORY

THE Road Research Laboratory is again holding open days this year on Thursday, May 15 and Friday, May 16. The Materials and Construction Division and the Colonial Section are at Harmondsworth, Middlesex, and the Traffic and Safety Division at Langley, Buckinghamshire. The Scottish Branch of the laboratory at Thorntonhall, near Glasgow, will be open to visitors on Wednesday, June 4, and Thursday, June 5.

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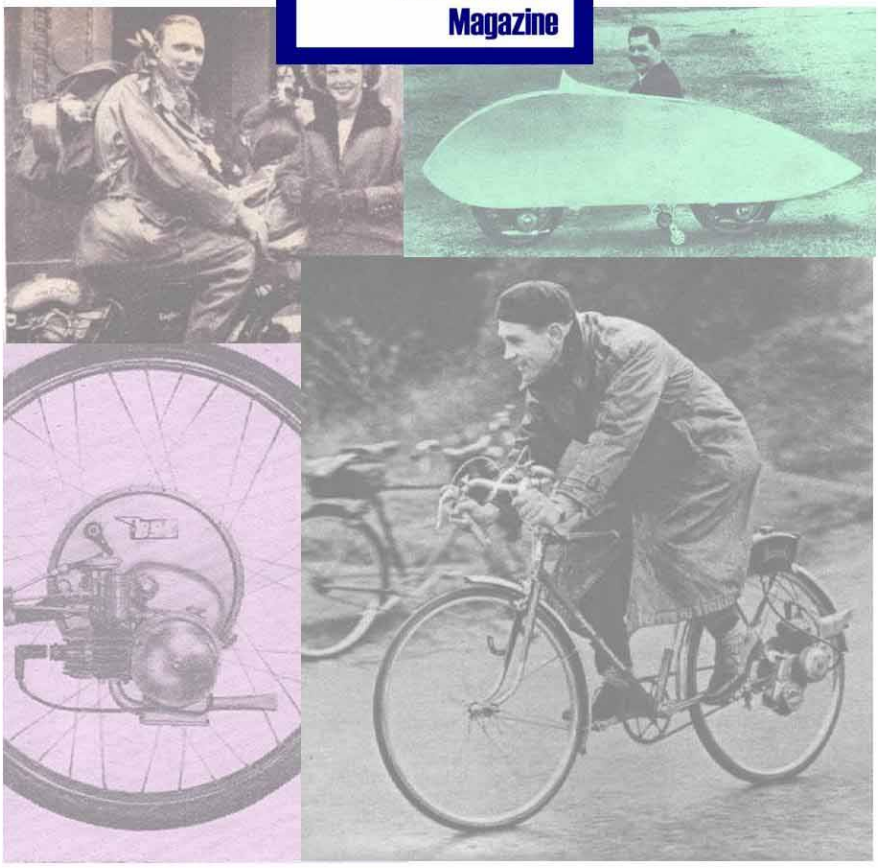

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