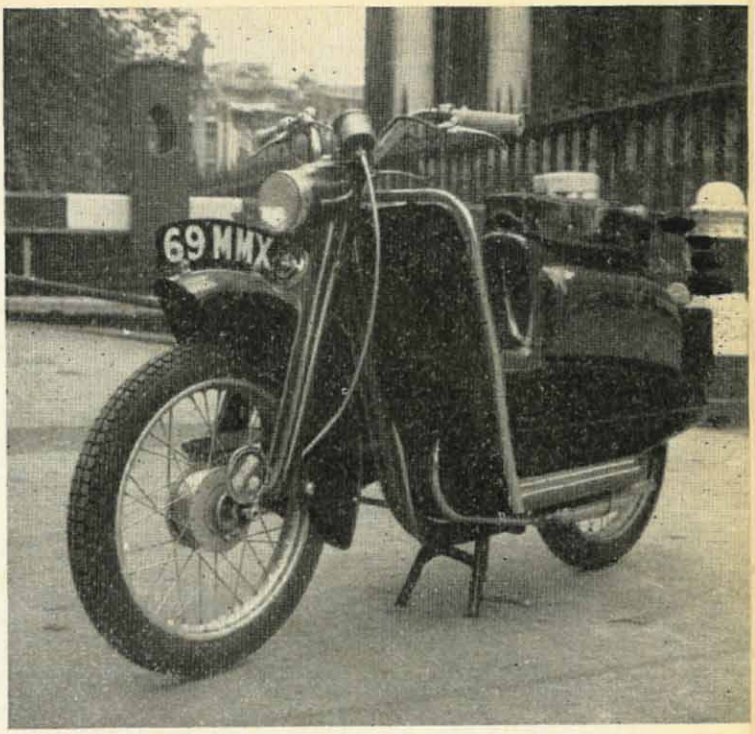
ROAD TEST REPORT

An Unconventional Light Scooter

The DUNKLEY S.65



The S.65 is well styled and solidly built.

THE modern scooter made its first appearance as a light, handy and *cheap* form of personal transport but, owing mainly to import duties on foreign machines and short run production of the British models, the cheapness angle has not been too well looked after and because of this some potential market has been lost. There is special interest, therefore, in the production of a really low-priced scooter by a British firm, an interest added to by an unusual basic feature in the specification—a small capacity four-stroke engine.

The engine of the *Dunkley S.*65 scooter is an overhead valve aircooled four-stroke of 65 c.c. capacity and has a claimed output of 2.6 b.h.p. at 5,200 r.p.m. Its *Heplex* piston has a split skirt and is fitted with two compression and one scraper ring. The big end runs on rollers and the mains on ball bearings and lubrication is on the wet sump principle. A cast iron liner is fitted in the alloy cylinder barrel and the valves are operated by push rods and rockers from a geared camshaft at the rear of the cylinder.

This engine is in unit with a two-speed gearbox. Primary drive is by gears and control by handlebar twist-grip. Carburettor is an *Amal* and a *Wipac* flywheel magneto provides the current for both ignition and lighting purposes.

Built round a single heavy gauge main tube, the frame provides a two point mounting for the power unit through rubber bushes with a welded bracket to support the one gallon fuel tank and the main body structure. Pressed and welded rear forks are controlled by a single spring which is adjustable to variation in static loading. The front fork is of the leading link type with enclosed coil springs.

The body is unusual in that it is virtually a single unit built up of welded steel pressings and hinged behind the steering head by the top of the front shield. With this assembly lifted accessibility is very good indeed. There is a hinged panel in the tunnel over the centrally mounted engine to provide normal access to the plug and fuel tap and similar panels cover the tool and/or glove compartments on either side of the rear wheel. All these panels are spring loaded and shut securely without rattles or fiddly clips.

Solid and Compact

This attention to details is typical of the machine which is very strongly built and has none of the flimsy "afterthought" fittings all too common on lightweight machines. It is a solid and compact job, rigid in feel and apparently tough enough to stand anything it is ever likely to meet. The rather small size overall is a little awkward for a big rider but the machine itself will take any load, including two full sized adults. It is however, not comfortable enough for runs of any duration this way and the dual seat itself is small.

The fourstroke engine has to be revved fairly hard and the clutch used properly in getting away from standstill but once moving there is a surprising lustiness about the little unit that soon has the rider banging the throttle open confidentily to make use of the lively acceleration available. First gear takes the speed up to 20 m.p.h. without effort and a change up about there brings in plenty of power to reach the normal 30 m.p.h. cruising speed very quickly. Maximum appears to be about 35 m.p.h. and there is a temptation to use this continuously as the unit is definitely smoother at high revs. than low, but general handling characteristics favoured a cruising speed a bit below this.

It must be admitted that the *Dunkley* calls for a little more intelligence in driving than a two-stroke of similar power output as it is rough if allowed to slog at relatively low revs so that the lower ratio has to be used if the machine is pulling at anything under 20 m.p.h. although it will come down to half that speed in Top on a favourable grade. For the same reason most hills call for a change down but rather for smoothness than for extra power. The gear change itself, incidentally, is an example to all twist-grip gear designers. It is absolutely positive, silent and easy. New riders should note, however, that either the engine or the machine must be moving to engage or disengage bottom gear.

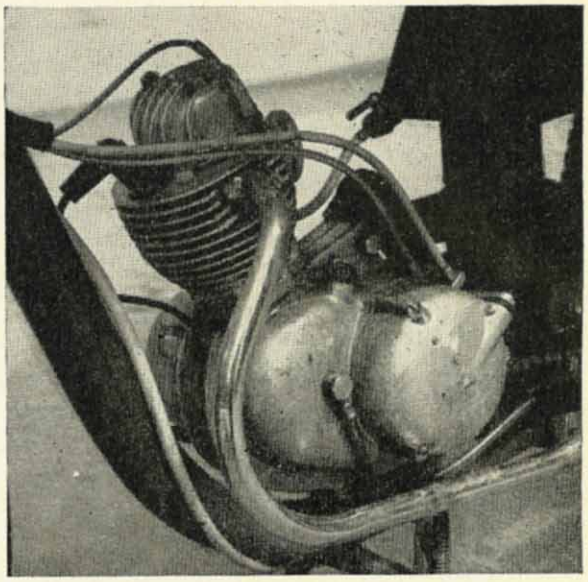
Braking is good, the front brake being exceptionally so, but the large, round pedal operating the rear brake seemed to offer an on/off choice rather than graduated control. The central engine layout and general good weight distribution make for good road holding with either or both brakes used hard. Protection from road dirt is good but the front shield is on the low side and a waterproof coat is needed against rain.

Starting is easy and certain once it has been discovered that too generous use of the flooding device is also easy. The remedy is simply to turn the petrol tap off and kick over with the throttle wide—three or four kicks will produce a start most times. The kickstarter itself is effective and there is no risk

of bruised ankles or damaged stockings in its use.

Special Market

If anyone buys a *Dunkley* in expectation of getting the same performance as he would from a conventional scooter of double the capacity and costing half as much again he will probably be disappointed. This machine has no comparable competitor and offers remarkable value at under £100 all on. The reliability and economy of the four-stroke engine are already proven and the obvious care in design and solid quality in material put into the *S*.65 seem to guarantee trouble-free service. In appearance it can stand with any modern two-wheelers and there should be a good sale for it among the many riders who need something a bit lustier than the mo-ped for adult/child transport or similar usage.



With the bodywork lifted accessibility is exceptionally good throughout.

SPECIFICATION

ENGINE : "Dunkley" o.h.v. 4-stroke. Bore 44mm. x Stroke 42mm., 65 c.c. output 2.6 b.h.p. at 5,200 r.p.m. sump lubrication, capacity ⅝-pints, 2-speed gearbox gear driven single dry-plate clutch.

FRAME: Single tube main member with built up welded sub-frame. Pressed steel body welded into single unit.

SUSPENSIONS : Leading link front and swinging arm rear with undamped coil springs.

WHEELS : 15-inch with 2.50-inch tyres by "Dunlop", 4-inch finned hub brakes, pre-packed bearings.

ELECTRICS : "Wipac" flywheel magneto with d.c. lighting, 4-inch headlamp, dipswitch and cut-out.

PRICE : £98. 18s. 6d. (Including P.T.)

MAKERS : Dunkley Motors, Ltd., National Works, Bath Road, Hounslow, Middlesex.

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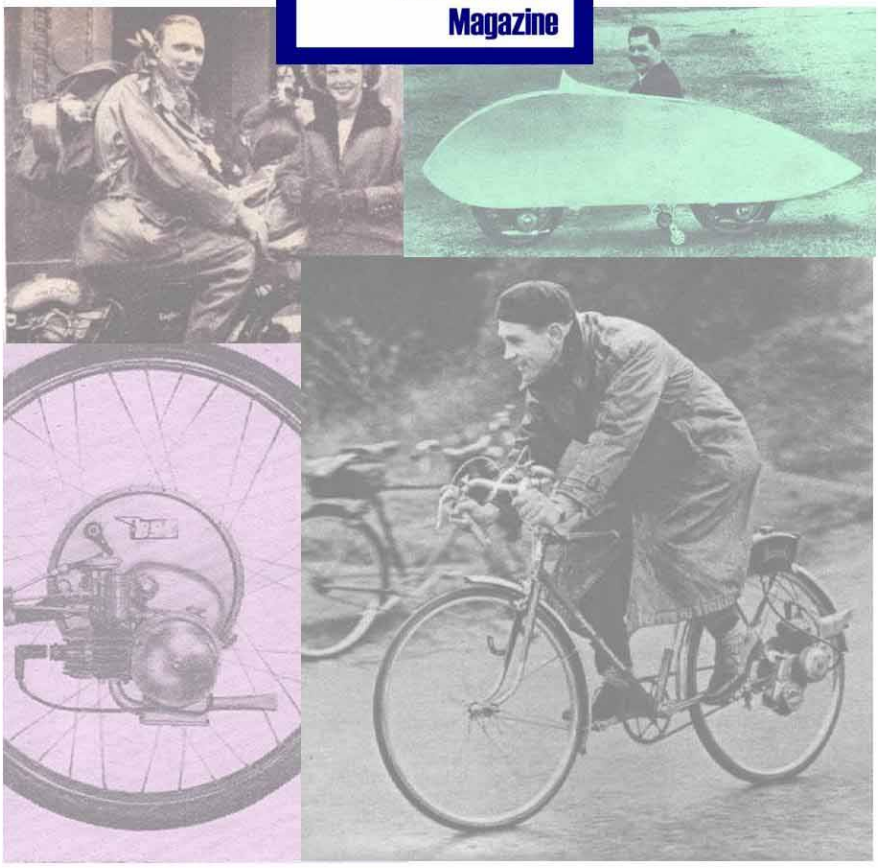

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