

## IMPRESSIONS OF CURRENT MODELS

AT first glance, the new Dunkley "Whippet Sports" 65 c.c. o.h.v. light motorcycle would be classed by the majority of motorcyclists as a good-looking Continental lightweight. In fact, although it obviously has a strong Continental flavour in its design, the complete machine, except for a few small parts, is made at Hounslow, Middlesex, not many miles from the centre of London.

The engine is built in unit with a two-speed handlebar-controlled gearbox and is quite different from the familiar run-of-the-mill "tiddlers" in that it is of 65 c.c. capacity and has overhead valves. The two main engine castings form the housing for the crankshaft and for the gearbox shafts, which are all in a common chamber. Primary drive from the crankshaft to the gearbox mainshaft is by straight-cut gears. An unusual, but effective, point is the carrying of the cams on a shaft that also forms part of the gear cluster.

**Undercut Gears**

To obtain a better gear-change action, the dogs on the gears are undercut by 5°, so causing them to "pull" themselves into engagement as the change is made. The push-rods, operated by "A"-shaped cam-followers, are housed in a tunnel cast integrally in the back of the cylinder barrel and operate the vertical, parallel valves through short rockers. About ¼ pt. of oil, carried in the sump, lubricates the engine by splash, the largest gear-wheels just dipping in the oil, so acting as flingers.

The frame of the model is built up of four main pressings which are welded together to form a beam-like structure which looks exceptionally strong; the rear pivoting fork is also made up from pressings which, welded together, have a great resistance to

**BRIEF SPECIFICATION**

**Engine:** 65 c.c. single-cylinder four-stroke; bore 44 mm. by stroke 42 mm.; light-alloy cylinder and cylinder head; overhead valves; push-rod operated; C.R., 7.2:1; Amal carburettor, type 362/6.

**Transmission:** Two-speed gearbox in unit with engine; positive-stop handlebar change; ratios, 19.6 and 11.7:1; primary drive by gear; final drive by chain.

**Frame:** Pressed-steel beam-type welded up.

**Wheels:** Steel rims, carrying Dunlop tyres; 23 in. by 2.25 in. front and rear; hubs incorporate 4-in. brakes at front and rear.

**Lubrication:** Wet-sump lubrication with integral reservoir of ¾ pt. capacity.

**Electrical Equipment:** Wipac flywheel magn-generator, head and tail lamp with quickly detachable wiring harness.

**Suspension:** Telescopic front forks of Dunkley design, controlled by coil springs; rear springing by swinging fork, movement controlled by coil springs; spindle adjustment by means of draw-bolts.

**Tank:** Steel fuel tank, of 2¼ gal. capacity.

**Dimensions:** Wheelbase, 45 in.; ground clearance, 6 in.; unladen seat height, 30 in.; dry weight, 112 lb.

**Finish:** Dark green stove enamel, usual parts polished and plated.

**General Equipment:** Full kit of tools; pillion footrests.

**Price:** £72 2s. 4d. plus £17 17s. P.T.=£89 19s. 4d.

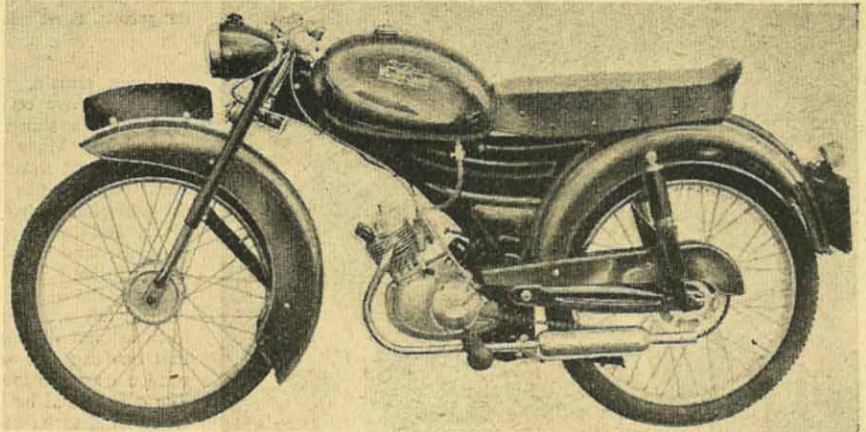
**Annual Tax:** 17s. 6d.

**Makers:** Dunkley Motors, Bath Road, Hounslow, Middx.

The 65 c.c. o.h.v.

**"WHIPPET SPORTS"**

**First On-the-road Report of Interesting New British Ultra-lightweight**



*One of the sleekest British-made machines on the market, the "Whippet Sports" should appeal to lightweight-users seeking hyper-economy. Its handling proved to be as good as its eye-appeal.*

Selection of bottom gear, by means of the left-hand twistgrip control, was extremely simple and noiseless, the clutch freeing quite cleanly and taking up the drive sweetly as it was let home. Power in bottom gear was quite good, but as the engine was new it was not "buzzed" unduly; it seemed that a maximum of some 20 m.p.h. would be quite possible in this ratio. On the move the change from bottom to top was first class and, with the higher gear engaged, the machine pulled away lustily and cruised quite happily in the thirties. Again no effort was made to "flatten" the model, although the maker's claim of 45 m.p.h. would seem to be about correct. A fuel consumption of 160 m.p.g. at 30 m.p.h. is claimed.

**Plenty of Room**

There was adequate room on board for a 6-ft. rider, although it was necessary for him to use more than his share of the somewhat hard dual seat, one of the few foreign components, in order to achieve a comfortable position. Suspension at front and rear was reasonably soft, yet gave first-class steering. Although of only 4 in. diameter, the brakes were excellent; nevertheless, a small point of criticism is the positioning of the brake pedal on the right.

When the motor was hot, the mechanical noise was very low—almost at the same level as when cold—and the exhaust note, taken care of by a Burgess silencer, was quite unobtrusive.

With a first-class finish of dark green stoved enamel, this interesting newcomer should make a strong appeal, particularly to sporting youngsters both at home and overseas.

torsional loads. Suspension at the front is by "teles" and at the rear by swinging fork, with suspension units of Dunkley build.

**On the Road**

When our man went along to the Hounslow factory, he was given the chance of seeing the machines being built and was then handed a newly finished model for a test run. Starting was so simple as to be child's play; petrol on, strangler and throttle shut—not half-throttle as for a two-stroke!—and one kick brought the motor to life. The strangler on the Amal carburettor could be opened immediately and the unit settled down to a steady, reliable tickover that would be the envy of many machines ten times its capacity.

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