



Back in the 'twenties, the Dot machine earned an enviable reputation. After many years of absence from the market, this Manchester factory is again in motorcycle production, and here is "Motor Cycling's" man trying out the 1949 prototype.

FOLLOWING a prolonged absence from the two-wheeler market, the name of Dot has now made a welcome reappearance in the motorcycle world. During the past four or five years—in fact since the end of the war—all the available capacity of the Manchester factory has been absorbed by the production of commercial three-wheelers. During this period, however, work on a prototype motorcycle was continued, and, with the advent of the 197 c.c. Villiers engine-gearbox unit, the design was finalized and the first 1949 machine made its bow. Between the two wars the name of Dot was familiar to the motorcycling public and their machines were popular in the sporting world of the early 'twenties.

Generally, the new model makes no radical departure from the conventional style, but it would seem that some effort has been made to ensure that a full-size machine, with equipment in keeping, is available in the utility range. Viewed broadside on, the wheelbase of 52½ ins. is accentuated by the generally low build.

Chromium plating is used extensively as a finish and contrasts pleasantly with the black and cream enamel of the remainder of the machine. Petrol tank and chain guards are chromed, together with the parts usually thus finished. Mudguards are stove-enamelled cream.

An unusual method has been used to mount the engine-gearbox unit and this serves to facilitate the removal, and subsequent reassembly, of the unit. Alloy clamps, split in the middle and bored to the tube diameter, are sandwiched between the engine plates. Simmonds lock nuts are found on the bolts securing these clamps.

Pressed-steel centre-spring forks are

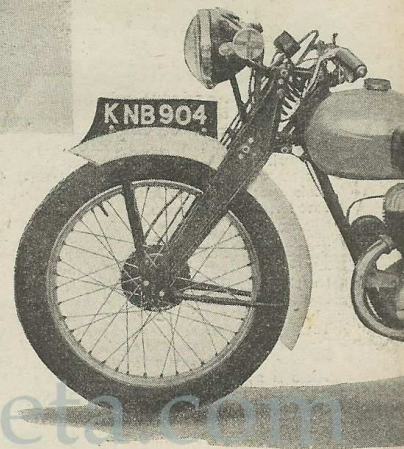
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Powered by a 197 c.c. Villiers engine and 3-speed gearbox unit, the new deluxe Dot is a straightforward design with many worthwhile refinements. P.T., speedometer and rectified lighting are included in the price of £106 18s 0d.

used and movement is controlled by an adjustable friction damper. Surmounting the forks is a head lamp, with a chrome rim, supplied by a 6-volt battery fed by rectified current from a flywheel generator. Power output from the latest of the small Villiers flat-top piston motors is approximately 8 b.h.p. at 4,000 r.p.m. and this power is transmitted to the rear wheel by a three-speed positive-stop foot-controlled gearbox. Ratios of 5.87, 9.98 and 19.1 to 1, or 5.6, 9.52 and 18.2 to 1 are optional.

Certain refinements are apparent in small details; where, normally, copper pipe serves to convey petrol from tank to carburettor we find "Petroflex" tubing. The yoke containing the clevis pin for the brake shaft and the transverse shaft itself run in self-lubricating bushes.

Riding position does not appear to be in keeping with the "full-size" appearance of the machine, but it is understood that attention is being paid to this matter. Saddle and handlebars are somewhat on the low side and the footrests a little too high. This results in a certain amount of difficulty in finding a compromise. Welded-on controls—a feature of the Amal "clean" handlebars—permit a variation only in the handlebar height, although, generally,



they are comfortable in use, but on full lock the knees of a long-legged rider are apt to get in the way. An alloy forging replaces the more usual, steel, rear brake pedal and here, again, no adjustment for position is provided.

At low speeds a slight heaviness is noticeable—possibly due to over-raked forks—although it is possible to ride the machine in a tight circle on full lock, once under way, and at anything over 5 m.p.h. this disappears. Steering is then very positive and the machine can be accurately placed. At 30 m.p.h., hands off, the machine was deliberately "wobbled" across tramlines without the slightest sign of unsteadiness. It is possible to reach and set the fork damper handwheel whilst in motion.

Hot weather precluded any opinion of the machine's ability to start from cold being formed, but using the Villiers handlebar-operated adjustable jet to give a rich mixture and flooding the carburettor a little, no difficulty was

The novel method of mounting the engine with split light-alloy clamps enables the unit to be removed from the frame with great ease.

"ON THE DOT!"

Impressions of the 1949 Prototype of a Motorcycle with a Famous Name Now in Production Again

experienced with the first start of the day. Fairly large throttle openings appeared necessary with the motor warm, but once the best position had been found it was rarely necessary to prod the kick-starter more than twice.

Gearbox operation was always quite positive and gears could be selected without noise or effort. Lever travel was short and the range of adjustment enabled the lever to be placed in a comfortable position relative to the footrest. Ratios themselves were well chosen and it was possible to accelerate to over 35 m.p.h. in second gear without any marked signs of distress on the part of the engine. No effort was made to attain absolute maximum in top, but 50 m.p.h. could be comfortably exceeded on any reasonable stretch of road. Four-stroking was apparent at low engine speeds, but cleared when the motor began to pull.

Both brakes were most efficient. A five-inch front and six-inch rear drum pulled the machine up smoothly and progressively, whatever the road speed,

but, in the case of the rear brake, a certain amount of care had to be exercised in order not to lock the back wheel. The rear drum appears to be larger than average, the majority of the 125 c.c. and 197 c.c. machines having five-inch drums back and front.

Tools are contained in a triangular box fitted on the off side of the machine, on the rear mudguard stay and lifting handle. Under the saddle, and tucked in just in front of the rear mudguard, is carried the tyre pump. On the front engine plate and secured by a Simmonds lock nut is a six-volt electric horn. The central spring-up stand, when lowered, effectively balances the machine and is so arranged that either the front or rear wheel can be held clear of the ground. Tyres, larger than those normally used on utility machines, are 300-in. by 19-in. Goodyears, both front and rear.

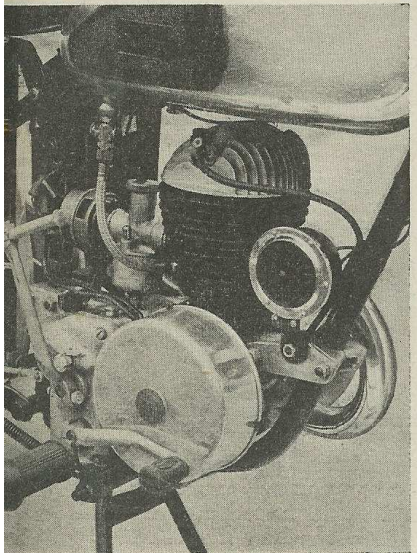
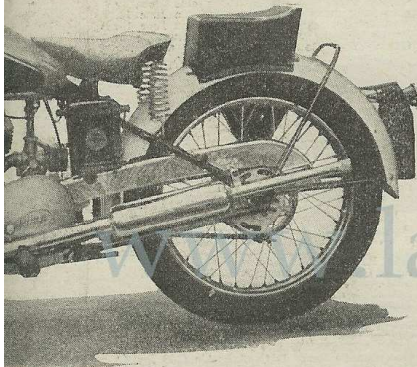
As already indicated, it is in the not-so-obvious detail work that further refinements are found; a folding kick-starter is fitted, the petrol tank is of

2½-gall. capacity—very nearly that of a normal 350 c.c. machine. The section of the lug castings is increased where the frame tubes are brazed in, thus giving increased strength at what are usually the weaker points. Simmonds nuts are used liberally where there is any possibility of vibration.

Generally speaking, although this is by no means a small machine in appearance, the weight has been held to the commendably low figure of 200 lb. With further improvements, already in hand, the Dot should prove to be one of the most satisfying two-strokes available on the home market and marks the pleasing fact that yet another old-established concern has found it worth while to re-enter the industry despite present-day difficulties.

The Dot is priced at £106. 18s. equipped as illustrated, including £22 14s. 6d. P.T.

Inquiries concerning the model should be addressed to the Dot Cycle and Motor Mfg. Co., Ltd., Manchester, 15 (Bla 5472/3).



MEET

SID JENSEN!

An Interview With an Up-and-Coming New Zealander

MEMBERS of the Executive of the New Zealand Auto-Cycle Union responsible for the choice of S. H. Jensen as the rider to represent their country in the 1949 Tourist Trophy races, must have felt very proud of themselves when they received the results—12th in the Junior (A.J.S.) and 5th in the Senior (Triumph).

Sid Jensen, a farmer of Palmerston North, is an established star in the New Zealand racing firmament and has to his credit first places in the Senior Races of the 1947 and 1948 N.Z. Grands Prix, riding a modified T.100 Triumph, and in the N.Z. Junior T.T.s, riding a Velocette. In fact, a list of his successes over the past two or three years would need most of the space available to report this interview!

It was surprising to hear that the Island course was, in some respect, easier than had been anticipated; Sid had a mental impression that turned out to be more formidable than the circuit itself. Going immediately to the Isle of Man, he put in a large number of laps just to find the way round and his reaction to the first practise period is interesting, in that he found this preliminary touring of limited benefit when practising started. Like many before him, he found the corners had entirely different characteristics when all the road was available!

The co-operation of both factory personnel and the Manx people, he stated, was of the highest order.

His place in the Junior race was the result of an intention to use this event as a continuation to the practising period, his main resolve being to concentrate on finishing as well up as possible in the Senior. Of the practising period itself, in the main uneventful, one outstanding impression—shared by



Sid Jensen and his Senior T.T. "Grand Prix" Triumph.

many others!—remains. Motoring along as he thought at a fairly smart pace, he was shattered by the passage of one of the 250 c.c. Guzzis, which disappeared from sight before he could recover sufficiently to find out who was piloting the model.

A 10-cwt. Fordson van is to provide the transport for a Continental venture and shortly the New Zealand contingent will be joining the "circus," riding in the Swiss, Dutch and Belgium Grands Prix and returning for the Ulster race in August. Whatever further successes are achieved by Jensen, his voyage home can be made confident in the knowledge that he has probably exceeded the hopes of his fellow countrymen on an "over the counter" racer and, even more creditable, on his first visit.

DENNIS HARDWICKE.
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