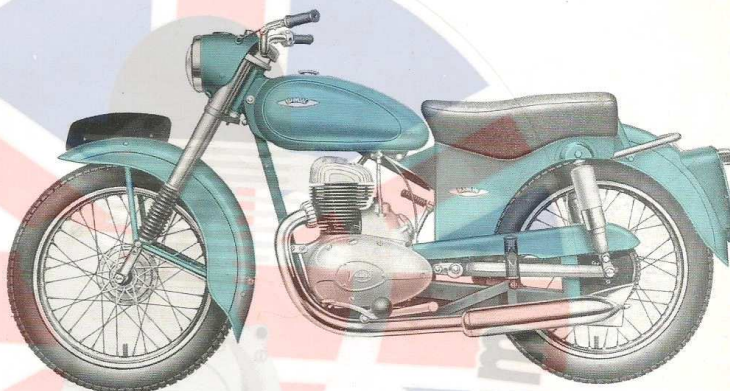




NEW RANGE OF MODELS

"CORTINA"

Fitted Villiers 225 c.c. I.H. engine, streamlined crank case and enclosed carburettor. Four-speed gearbox. Built-in flywheel ignition, rectified lighting, electric horn. P. series frame with M.P. cruiser-weight telescopic fork and MP. pivot fork rear suspension with oil damped spring units. 3.25 x 18 Dunlop tyres. Large capacity petrol tank.

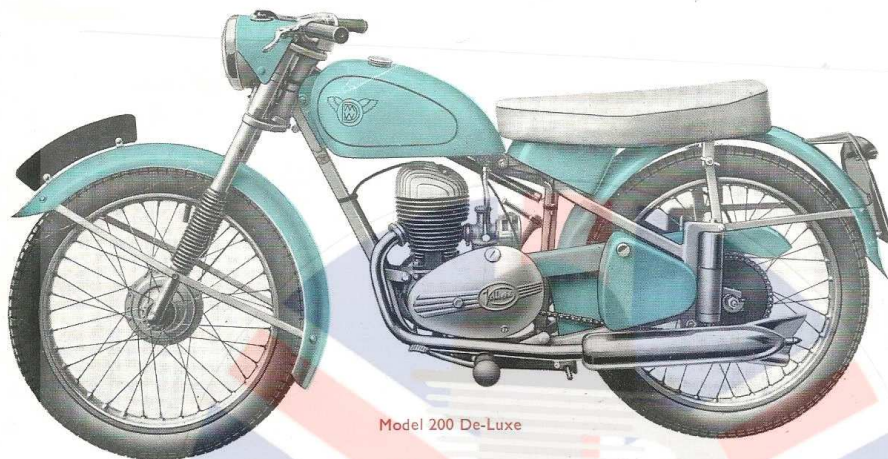


SEE BACK PAGE FOR SPECIFICATION



"DOLOMITE"

Fitted with 250 c.c. overhead camshaft. A.M.C. engine. Alloy cylinder and head. Hair pin valve springs. Four-speed gearbox. Rev. counter and/or speedometer. P. series frame with MP. cruiser weight telescopic fork, and MP. Pivot fork rear suspension with oil damped spring units. 3.25 x 18 Dunlop tyres. Large capacity petrol tank.



Model 200 De-Luxe

MODEL 200 DE-LUXE

This D.M.W. De Luxe Model with MP front forks, MP rear springing and large Latex foam rubber cushion seat are most luxurious lightweight machines. "S" Series Frame. The specification is de Luxe throughout. Features include: battery lighting and electric horn, 6½-in. headlamp, streamlined battery container, capacious toolbox beneath the seat, journal bearing hubs fully sealed and not requiring adjustment, clean handlebars. 4-speed optional

200 MOTO-CROSS

This machine is designed specially for the enthusiastic scrambler. M.P. telescopic front forks and pivot fork rear suspension units are used. The handlebars are braced, specially streamlined tank, Latex foam cushion seat designed to give an ideal riding position. Extra strong footrests. Fitted with the Villiers 7 E tuned engine, three or four speed gearbox optional. 3.00 x 19 front, 3.25 x 19 rear, Dunlop Sports Tyres. Should this machine be required for road use, it must be ordered with stand, exhaust pipe, silencer, number plates and horn.



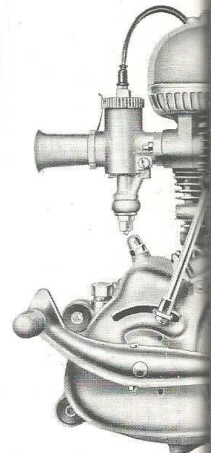
200 Moto-Cross

"S"

Square section steel tube, enormous strength and long life. Suspension and telescopic fork. H models. D.M.W. Latex foam and other bright parts polished. Competition machines enamel machines available in D.M.W. grey. All enamelled parts.

"P"

The frame is an entirely new section steel tube, enclosing the battery and tool hydraulically damped spring pressed steel sub-frame, unsightly tubes. By using a rigidity are ensured. M.P. fork are used. Latex foam petrol tank. Headlamp. Vallenced front and rear touring models.



The "Hornet" Engine

"HORNET" ROAD RACING MO

This machine has been designed specially for the equal terms with machines from any part of the engine, manufactured by the famous French firm incorporating all the latest refinements such as: Double shaft, engine gearbox unit, oil radiator, Amal G quantity of these machines will be available to ride will be capable of extremely high speeds and fuel. The frame is the well tested D.M.W. 'P' Series, gear or short distant racing will be available. Streamlined Alloy rims and Dunlop 2.50 racing tyres fitted as fork and rear suspension units. Rev. Counter.



"S" SERIES

tube, all welded frame. Giving enormous life. M.P. Plunger type rear suspension. Headlamp nacelle on all de luxe foam rubber cushion seat. Rims polished chrome.

Press enamelled D.M.W. Blue. Touring in D.M.W. Blue, black and gold, Paris parts bonderised.

"P" SERIES

new design incorporating square tube, and pressed steel sub-frame, and tools. The pivot fork bush and the spring units are incorporated in the frame, thereby illuminating any steel pressing great strength and M.P. rear suspension and telescopic fork Nacelle on all De Luxe Models. rear mudguards on all 'P' Series



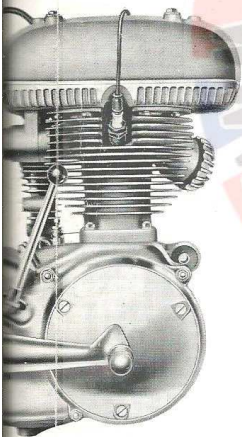
4 S Model

4 S MODEL

D.M.W. Competition Models have had many successes in Club Trials and in Open One-Day and Six-Day events. The famous 4S Model with 4" rear tyre has the Villiers 200 c.c. competition engine. 3-speed or 4-speed gearboxes can be fitted.

1953. Scottish Six Days' Trial—Best performance by a lady.

1953. Scottish Experts' Trial—Best performance.

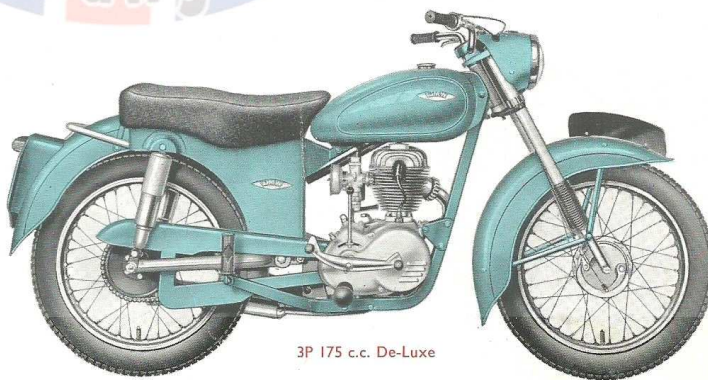


3P—175 c.c. DE LUXE

This is a smaller edition of the "Dolomite" model and is fitted with 175 c.c. overhead valve A.M.C. engine. Alloy cylinder and head. Four-speed gearbox in unit with engine. "P" Series frame with M.P. telescopic fork and M.P. fork rear suspension, with oil damped spring units. 3.25 x 18 Dunlop tyres. Large capacity petrol tank.

MODEL

for the rider who wants the opportunity of competing on the world. It is powered by a 125 cc. double o.h.c. alloy firm A.M.C. This engine is the last word in design, incorporating Double o.h.c. bi-metal alloy cylinder, three bearing cam G.P. carburettor, racing magneto ignition. A limited number of riders interested in serious competitions, the machines and further technical details will be available upon request. giving a very low riding position, petrol tanks for long beamlining will be incorporated on the front of the machine. as standard. Adjustable clip-on handlebars. M.P. racing seat. Latex cushion seat.



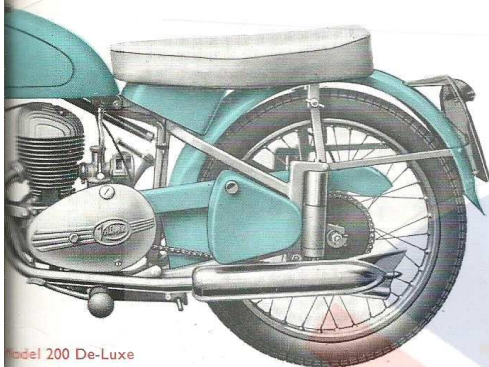
3P 175 c.c. De-Luxe



"S" SERIES

Square section steel tube, all welded frame. Giving enormous strength and long life. M.P. Plunger type rear suspension and telescopic fork. Headlamp nacelle on all de luxe models. D.M.W. Latex foam rubber cushion seat. Rims and other bright parts polished chrome.

Competition machines enamelled D.M.W. Blue. Touring machines available in D.M.W. Blue, black and gold, Paris grey. All enamelled parts bonderised.



Model 200 De-Luxe

forks, M.P. rear springing and large Latex foam weight machines. "S" Series Frame. Features include: battery lighting and electric horn, capacious toolbox beneath the seat, journal adjustment, clean handlebars. 4-speed optional

Classic scrambler. M.P. telescopic front forks and handlebars are braced, specially streamlined tank, ideal riding position. Extra strong footrests. Three or four speed gearbox optional. 3.00 x 19 should this machine be required for road use, it is a superb, number plates and horn.

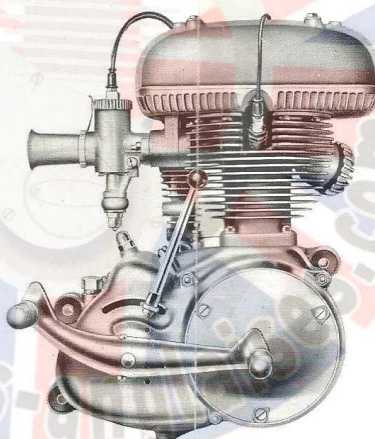
"P" SERIES

The frame is an entirely new design incorporating square section steel tube, and pressed steel sub-frame, enclosing the battery and tools. The pivot fork bush and the hydraulically damped spring units are incorporated in the pressed steel sub-frame, thereby eliminating any unsightly tubes. By using a steel pressing great strength and rigidity are ensured. M.P. rear suspension and telescopic fork are used. Latex foam cushion seat. Large capacity petrol tank. Headlamp Nacelle on all De Luxe Models. Vallenced front and rear mudguards on all 'P' Series touring models.



4 S MODEL

D.M.W. Compet Six-Day events. engine. 3-speed 1953. Scottish 1953. Scottish 1



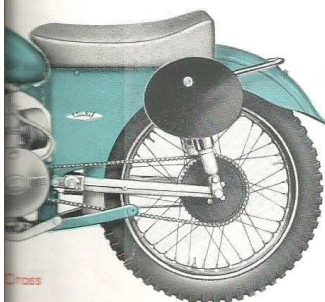
The "Hornet" Engine

3P—175 c.c.

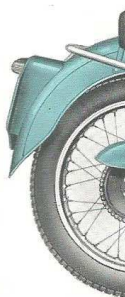
This is a smaller valve A.M.C. on "P" Series from damped spring u

"HORNET" ROAD RACING MODEL

This machine has been designed specially for the rider who wants the opportunity of competing on equal terms with machines from any part of the world. It is powered by a 125 cc. double o.h.c. alloy engine, manufactured by the famous French firm A.M.C. This engine is the last word in design, incorporating all the latest refinements such as: Double o.h.c. bi-metal alloy cylinder, three bearing cam shaft, engine gearbox unit, oil radiator, Amal G.P. carburettor, racing magneto ignition. A limited quantity of these machines will be available to riders interested in serious competitions, the machines will be capable of extremely high speeds and further technical details will be available upon request. The frame is the well tested D.M.W. 'P' Series, giving a very low riding position, petrol tanks for long or short distant racing will be available. Streamlining will be incorporated on the front of the machine. Alloy rims and Dunlop 2.50 racing tyres fitted as standard. Adjustable clip-on handlebars. M.P. racing fork and rear suspension units. Rev. Counter. Latex cushion seat.



1953



What the



means to **YOU**

DESIGNED by enthusiasts
MADE by craftsmen
WELDED in the modern manner

SPECIFICATION

Model	Frame Type & Series	Engine	Gear Ratios	Lubrication	Brakes	Tyres	Ignition	Lighting	Speedo.	Wheel Base	Seat Height	Tank Capacity	Suspension F R	BHP/RPM
200 De-Luxe	S.	Villiers 200 c.c. 8E	5.8, 7.7, 14.7 5.8, 7.8, 10.4, 16.8	Petrol 16-1	5"	3.25 x 18	Flywheel Magneto	Rectifier and Battery	75 M.P.H.	74"	29"	2½ Galls.	T. P.	8.4/4,000
4S Comp.	4S	Villiers 200 c.c. 7E	6.8, 11.5, 22 6.8, 9.2, 15.6, 23.5	Petrol 16-1	5"	2.75 x 19F 400 x 19R	Flywheel Magnetic		75 M.P.H.	47"	30"	2½ Galls.	T. P.	9.3/4,300
200 P.	1P	Villiers 200 c.c. 8E	5.8, 7.7, 14.7 5.8, 7.8, 10.4, 16.8	Petrol 16-1	5"	3.25 x 18	Flywheel Magneto	Rectifier and Battery	75 M.P.H.	50"	29"	3 Galls.	T. P.F.	8.4/4,000
225 P Cortina	2P	Villiers 225 c.c. 1.H	6.1, 8.0, 11.0, 18.6	Petrol 20-1	6"	3.25 x 18	Flywheel Magneto	Rectifier and Battery	80 Trip	51"	29"	3½ Galls.	T. P.F.	10/4,500
175 P	3P	A.M.C. 175 c.c. O.H.V.	6.8, 9, 13.5, 17.6	Engine Sump 2 Pints	6"	3.25 x 18	Flywheel Magneto	Rectifier and Battery	80 Trip	51"	29"	3 Galls.	T. P.F.	8.5/6,000
250 P Dolomite	4P	A.M.C. 250 O.H.C.	6, 7.33, 9.95, 17.05	Engine Sump 3 Pints	6"	3.25 x 18	Coil	Dynamo and Battery	80 Trip	54"	29"	3½ Galls.	T. P.F.	15/6,000
Hornet Road Racer	3 PR	A.M.C. 125 c.c. Double O.H.C.	Optional	Engine Sump	6" rear 5" Twin Front	2.50 x 18 Racing	Magneto	—	Rev. Counter	51"	29"	—	T. P.F.	—
Moto Cross	1P	Villiers 200 c.c. 7E Extra Tuning Optional	Optional	Petrol	5"	3.00 x 19 3.25 x 19	Flywheel Magneto	—	—	50"	29"	2½ Galls.	T. P.F.	9.3/4,300

T—Telescopic Fork.

P—Plunger Springing.

PF—Pivot Fork.

D.M.W. Motorcycles (Wolverhampton) Ltd.

VALLEY ROAD WORKS, SEDGLEY, DUDLEY, WORCESTERSHIRE

TELEPHONE : SEDGLEY 3051

ENGLAND

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<http://www.historywebsite.co.uk/Museum/Transport/Motorcycles/DMW.htm>

