



**In partnership with the East Anglian
Cyclomotor Club
and the New Zealand Cyclaid Register.
Trade supporter of the FBHVC**

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News

Next Issue

The next *Iceni CAM Magazine* is scheduled for 5 July. This will be the date of the EACC Peninsularis Run ... if there is one. We'll be as flexible as we can over deadlines, but the sooner you send in any articles, adverts or news, the more likely they are to be included. Our address is now 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH, but e-mail stays the same: icenicam@ukfsn.org.

Copyright

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Information Library

This time additions to the library include stuff about Aberdale, ABJ, Bown, Brooks saddles, RJ Chicken, GB brakes, Haden, Andrew Hague, Holdsworth, Maillard, Motosacoche, Phillips, Prugnat, Slinger, VéloSoleX, Wearwell, Williams chainwheels, and Yamaha. Also information on the Harwood motor attachment, for which we have Rob Harknett to thank. Nearly all the new material has been added to the on-line library too. Speaking of which, the number of documents in the on-line library has passed to two thousand mark; it now contains 2,111 documents on 237 subjects; to use it, go to the website at

www.icenicam.org.uk (or use the QR code on the last page) and choose 'Info Service'.

Calendar

Normally, there'd be a full programme of spring events here but with the restrictions surrounding the COVID-19 outbreak, everything is cancelled or postponed. We've listed the events we know of from June onwards but whether these go ahead remains to be seen. For more information, please see our Website at www.icenicam.org.uk.

4 June	EACC SEME The Will It Or Won't It Run!, contact Sharon on 07771-705627.
7 June	VMCC Cyclomotor Section Greenway Run
7 June	EACC Wiltshire Section: Swindon & Cricklade Railway Run. Steve Hoffmann on 07891-251118
10 June	VMCC Cyclomotor Section Box Hill Revisited 10:30am, Surrey Oaks, RH5 5DZ. 01293-882694
12-14 June	The EACC Northern Camping Weekend has been postponed until later this year. 01709 961434 .
25 June	EACC SEME The Pevensy Levels Run. For more information, contact Sharon on 07771-705627.
5 July	EACC Peninsularis Run and Mopedjumble from Bucklesham Village Hall. 01473-716817)
5 July	VMCC Cyclomotor Section Bikes in Beds Run, Bell Inn, NN14 4BD. Hugh Gallagher: 01933-419800.

Free Trade

Adverts in the *Iceni CAM Magazine* are free! And that includes ones with a photo or logo. What's more, we can even assist with logo design. Send your ads to 52B Levington Lane, Bucklesham, IPSWICH, IP10 ODZ or e-mail icenicam@ukfsn.org

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Saddles, seats & covers: Lycett pattern single saddles for light motor cycles 12"x12" - new £40. New Lycett covers for light motor cycle 12"x12" - £22. **New:** Lycett pattern light motor cycle new chrome plated saddle springs for rigid frame type seat, 7 1/2" long x 2" diameter x 5 1/2 coils x 6mm diameter wire £8 pair. Trials type upholstered pad seats 15" long x 10" wide, new £40. 'Triangular Pad' vinyl upholstered saddle, 1ft long x

9" wide, with firm 2" high-density foam, solid mounting with 7/8" stem clamp £50. 'Extra-comfort' vinyl upholstered 2 1/2" deep foam single-saddle with sprung mounting and 7/8" stem clamp, all black £40, black sides with red top and white piping £40, dark grey sides with cream top and red piping £40. 'Standard-comfort' vinyl upholstered 1 1/2" slim foam single-saddle with sprung mounting and 7/8" stem clamp £40. BTG Bategu single-saddles with rubber covers in black, light grey, & cream £85 - (as fitted to old Puch and other continental mopeds). Replacement BTG rubber covers in black, grey and cream £40 each. Eurathane foam moulded seats in black with 7/8" stem mounting: 'Std' 10 1/2" long x 8" wide x 2 1/2" deep - £12 & 'Extra-wide' 10 1/4" long x 9 3/4" wide x 2 1/2" deep - £14. **New:** Selle Royal traditional style cycle saddle with dark brown cover on gel foam padding, chrome springs & wire frame, 10" long x 8 1/2" wide x 3" deep £35. Selle SMP compression & tension sprung foam pad saddle, 10" wide x 11" long with 7/8" stem mounting (very comfy for a moped) c/w saddlebag mounting straps at 3 1/2" centres - £20.

Saddle Stems: New chrome plated saddle stems 1" diameter main stem with 1/8" diameter stem top for saddle clamp fitting, 13" total length, £5 (*can easily be cut down if shorter length required)

Saddlebags: Genuine leather, old-style tool bags suitable for fitting to cyclemotor, autocycle, moped, and cycle saddles. Fixing by riveted 1/2" wide leather straps, with plated buckles. Typically hold spark plug spanner, spare plugs, pliers, small screwdriver, cycle spanner etc. Dimensions outside (approx).

Cycletool Standard 7"x1 1/2"x4" strap ctrs. £30 each.

Autocycle tool Wide/Standard 10"x1 1/2"x4"@ 5" strap ctrs. £45 (with 2 clips)

Autocycle tool extra 8"x2"x5" strap centres, £40 each.

Triangle Bags

- Large Cyclemotor 8 1/2"x7"x2" £40 each

- Large Cycle (narrow) 8 1/2"x7"x1 1/2" £40 each

- Small Cycle (narrow) 7"x5 1/2"x1 1/2" £30 each.

Large sizes accommodate all plug spanner styles, narrow widths clear 3-sp gear cable.

Mercury Frame Bag

Genuine leather frame bag to fit Mercury Mercette, 7 1/2"x3 1/2"x3" approx, £40 each. Small internal capacity for basic maintenance tools only. Press-stud fixing, buckle fixing option also available.

All bag types available in black, dark brown or 'Antique' - please specify colour when ordering.

Oxford double pannier sets. Large, semi-rigid panniers 34x30x12cm in Green, top flap with double clip & 2 side pockets + reflective strips, £30 pair.

Tools: Brass Bristle 4" miniature spark plug brush £1. Sturmey-Archer 5/8" axle cone spanner £1. **NEW:** Torque cycle tyre levers, set of 3 levers in plated steel £3.

Tel: 01473 716817

E-mail: mark.daniels975@btinternet.com

Website: www.mopedland.co.uk



Moped/autocycle drive chain 1/2"x3/16eq £10 boxed length. Spare connecting links for 3/16 & 1/8 chains £1. Pedal chain 1/2"x1/8xstd 112 pins c/w springlink, Quality Adie £6, Ventura Economy £5. Spare spring clips pack 12 £1. Link splitters std £10 / H-duty £15 / light cycle £4. Imperial 3/8" cotter pins £1 pair. Continental 9mm cotter pins £2 pair. ISO 1-3/8 Freewheels 16T £6, 18T £9, 20T £12, 22T £14, 23T £15, 24T £16. Miniature 14T 1"x20tp £10. New Sachs clutch plates, cork insert or bonded types £8 each. Cyclemaster clutch chain wheels with new cork insert set, service-ex £30. Excelsior chain wheels with new cork insert, service-ex £40. Also Villiers Junior/JDL/F-series re-corked chain wheel and clutch plate sets service-ex £30 each. Peugeot 102/103 clutch discs £8. Lots more clutch plates for other makes too - see website. Block type & Roadster (reflector) pattern pedals £7pr. Front suspension rubber bands Autocycle, Moby AV89 & Raleigh RM5 leading-link £4ea. Excelsior band fork rubber buffers £4ea. Ariel-3 front suspension 2-buffer kit £25. NVT Easy Rider fork seals £10pr. Moby fork gaiters £12 pair. Moped 4" long black handle grips, 'Classic' style £4 pair 'Groovy' style £3 pair. Magura pattern grey or cream grips £8pair. Autocycle 5" long x 7/8" pair soft rubber 'palm' grips £4 pair. Cycle/cyclemotor 4 1/2" long x 7/8" pair soft rubber 'palm' grips £4 pair. Ariel-3 toothed drive belts £7.50p. Wide range of most moped drive belts from £6. 19x2 Radaelli Westwood 36-H chrome rims £48 each & Italerchio Endrick pattern 36-H chrome rims £42 each. 19x2 Italerchio Westwood pattern 32-H chrome rims £48 each (for PC50 front). 18x2.25 AV89, RM5 Rigida Westrick low-profile 36-H chrome rims £45 each. 21x2.50 2F-autocycle Radaelli Westwood 36-H chrome rims £46 each. 16x2.25 Italerchio Westwood 36-H chrome rims £48 each (Tomos, Garelli, Batavus etc). 26x2x1 3/4 36-H chrome rims for early autocycle and trade bike £25 each. Special 32-H & 40-H pierce 26x2x1 3/4 new chrome rims £40 each (Norman Cyclemate etc.) 26x2x1 3/4 36-H special

dimpled & pierced chrome rims for Cyclemaster £60 each. 17x2.25 Takasago Westrick pattern 1.2x36-H Moby M40 chrome rims £23 each. 17x2.50 Takasago Westrick pattern 1.4x36-H Moby 50V/NVT/Honda C50 chrome rims £28 each. Crazy tyre bargains: 26x2x1 3/4 autocycle/trade bike 2 new Journey tyres + 2 tubes all for £25. **New:** 26x2x1 3/4 autocycle/trade bike 2 new Duro tyres+2 tubes all for £35. 26x1 1/2 Michelin 'World Tour' 2 tyres + 2 tubes £23. 26x1.3/8 Roadster pattern 2 tyres + 2 tubes £20. 20x2x1 1/4 trade bike small front £6. 2.50x21 Golden-Boy universal pattern block tread to fit 2F autocycles etc £50/tubes £7.50. 2.00x19 Continental blackwall £30/Whitewall £35/tubes £6. 2.00x19 Mitas 'Economy' blackwall £20. 2.25x19 Heidenau blackwall £25. 2.25x19 Continental Whitewall £38. 2.50x19 Deestone (eq 600x65/24x2 1/2) blackwall SOLD OUT. 600x50B, 24x1 1/2x2, 25x2 Chambrier blackwall £40/tubes £5. 26x2 Continental (Quickly/RM1etc) £35/tubes £4. 2.25x18 Mitas (Moby AV89/Raleigh RM5) blackwall £25, Whitewall £30, tubes £6. 2.50x18 Vee £20/tubes £8. 2.00x17 & 2.25x17 Vee £15/tubes £5. 2.25x17 Mitas Sport blackwall £30/whitewall £35. 2.25x16 Vee (Batavus Go-Go/Tomos etc) £15/tubes £6. 2.50x15/20x2.50 Golden-Boy (BSA Dandy/Ariel Pixie) universal pattern block tread £40. 2.25x14 Vee (Honda Express, Yam QT, etc.) £15/tubes £6. 3.00x8 Vee (Honda Stream) £18. 2.00x12/16x2.125 for Wisp, Ariel-3, Clark Scamp, inner tubes £3. Fibreglass moulded panels Raleigh RM1/RM2 side panels £20 each. RM4 side panels LH & RH £16 each, RM4 toolboxes LH & RH £16 each, Moby AV89/Raleigh RM5 side panels £18ea. Runabout side panels LH & RH £16 each. Old Moby side panel 3-set £40, Cady M1/M3 side panels LH & RH £18 each. Moby M40 side panels LH & RH £15 each. Moby AV42/48 side panels LH & RH £16 each. Moby AV76/78 side panels LH & RH £19 each. Nippy Mk1/2 engine covers LH & RH £20 each. Cyclemaster 26 & 32cc (Amal & BEC) carb covers £15 each. Batavus 50mm & Ariel-3 52mm Encarwi air filter housings £15. Raleigh RM9/+1 chain guard £25. Norman Nippy Mk2, Mk3, Mk4, Lido headlamp nacelle c/w lamp £85. Rubber rim tapes all sizes 12" to 26" £1. Cyclemaster engine mounting rubbers 4 bush kit £12. Selection new Moby pedal shafts £8 each. Curly Bugle bulb hooter £6, Straight bulb hooter £5, Short bulb hooter £4. Chrome bezel red reflector with 5mm stud mounting £7. Tank Badge sets for Raleigh RM4/RM5, Norman Nippy Mk5/Lido Mk3, Phillips Panda Mk3/Gadabout Mk4 £18pr. New-Mobylette Mobymatic 'shield' tank badge sets £18pr Villiers 3K mag cover badge, new £4. RM11/RM12 tank badge, new £4. Some cables for Raleigh RM1/2, Norman mopeds, Phillips mopeds, Villiers 3K engine. Cut-cable end trims (alloy crimp) 12for£1. Further extended range of kit components to make up your own cables (see website). Petrol pipe clear 5mm light 80p/ft, 5mm HD 90p/ft,

6mm HD £1/ft, black neoprene pipe 4mm/5mm/6mm black neo £1.20p/ft. RH 10x1mm 180°fuel tap (Mobylette M40/50V/51V) £14. RH 10x1mm LH 90°fuel tap £16. Puch Maxi type 90°fuel tap 12x1mm pitch LH/RH thread £10. Honda Graduate type 180°fuel tap 12x1mm pitch LH/RH thread £12. Ewatts pattern brass plunger taps 1/8 Gas to tank/1/4 Gas to tank. Petrol tap corks, barrel & blade types 50p each. Petrol cap seals for Honda PC50 £1. Petrol cap seals for Cyclomaster, PowerPak 90p, for Runabout/Wisp/Mini-Motor etc £1. Cylinder black paint 100ml tin £5. Old fashioned Rubberlite tax disc holders, singles £5, dual 'trade' Rubberlite £7. Anker/Batavus/Ariel 3 mag & clutch covers, new £10. Chrome blade-end decomp lever £15. **New:** Chrome ball-end decomp lever £13. Magura £10, cast alloy £7, and red/cream plastic £3 clutchlock/decomp/choke triggers. Removable cable ties, pack 25 for 50p. Stainless steel exhaust pipes for James 2F A/c £45, Hercules Her-cumotor, Kerry Capitano Grand Prix £40. CBA moped chrome silencers in 30mm & 28mm for Kerry Capitano £75. 28mm round-60mm moped silencer £40. Moby M40 (oval silencer) chrome exhaust pipes £20. Exhaust ring gaskets 30/33/35 o/d £1. Honda PC50 complete new chrome exhaust system with heat shield £42. Honda PC50 brake shoes £8 pair. PC50 front susp bush kits £16 set-8. PC50 air filter element £4. New-Honda PC50 carburettor O-ring seal kits for main jet&float bowl £3.50p set. New-Honda PC50 rubber elbow from air-filter to carb £12. PC50 speedo gear hub drive plate £9. PC50 15T front sprockets £12, special reduced ratio 14T&13T front sprockets £16. PC50 28T rear sprockets SOLD OUT. PC50, Express & Camino speedo cables £10. Tomos speedo cables £10. Puch VDO speedo cables £10. New front sprockets DKW, Kerry Capitano/Minarelli, Mobylette, Raleigh, Sachs, Parilla, Victoria, HMW + many other odd continentals. VDO speedo cables, range of lengths. New stock of speedo drives VDO, Huret, CEV, Lucia, all £10. NOS speedos, Veglia & Rolle Milano £20 each. VDO £40ea. 60mm CEV £60. Moby main bearings £35 pair, and crank seals £3 each. Incredible selection of parts not available anywhere else—because we manufacture lots of them ourselves! Far too much to list it all in this advert. You really need to visit the website:

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Ignition: 6V High-energy HT coil 32mm mounting for Mobylette etc £15. Honda type 6V High-energy single-stud mounting HT coil £15 (P50, PC50, etc). Villiers 50mm body HT coil for 1F/2F £25, 42mm body HT coil for 4F/6F £25. Wipac S1233 pattern HT coil for Scott Cyc-Auto & BSA Bantam D1-D7, £25. Bosch pattern Diamond internal HT coil 54mm centres for 115mm

mag-set £18. Moby contact sets £8.50. Cady contact sets £8.50p. Bosch pattern contact sets £7 - £8.50 according to type. Wipac Bantamag contact sets £20. Wipac series-90 contact sets £20. Miller W7 & BS9 mag contact sets LH & RH, £20. **New:** Lots of assorted new stock contact points for all manner of old and obsolete machines—see website. Bosch pattern capacitor 18mm (screw contact) £6. Bosch 18mm (solder contact) £7. **New:** Dansi pattern capacitor £8. Honda C50/C70/Mobylette/Raleigh capacitor £6. C90 capacitor £6. Suzuki FZ50/TS50/GP100 etc D77 contact set £8.50, capacitor £6, 6V regulator/diode/rectifier £5. Champion 'copper-core' short-reach moped spark plugs L82C & L86C £2.50p. NST 18mm Spark plug for Villiers Junior De Luxe engine £5. Plug cap non-resistive £2. HT lead, copper core, 5mm £1.50p/ft, 7mm £2.50p/ft **Switchgear:** Chrome horn button £7. 5-way switch beam/off/dip/horn/cutout £9. 3-way switch beam/dip/horn £8. 2-way switch beam/dip £6. Brakelight switch £8. Wipac pattern Tricon switch c/w wired lead beam/dip/horn/cutout £13. **New:** miniature pull on/push off lighting switch £3. Toggle switch off/on £3. Lucas pattern U39 switches long & short knob types £15. **Headlamps:** Chromax steel 5" case/4" lens £25. Chromacry plastic 5½" case/4½" lens £18. FS1E pattern chrome steel 5½" case/4½" lens £20. Genuine original Puch Niox headlamp £20. EB moped headlamp black £20. CEV pattern moped black headlamp switched £26. CEV pattern moped chrome-top headlamp unswitched, £24. Chrome wire stoneguard for Niox/CEV/EB headlamps £7.50p. Headlamp peak chrome 4" to 5" £6. Headlamp clips pack of 5 for £2. **Taillamps:** Lucas 679 pattern back lights for NVT Easy Rider £12. Polished cast alloy taillight bracket for Lucas 679 £15. Adapter plate for Lucas 679 assembly, £8. Lucas MT110 & 211 pattern rear lamps £15. Lucas 477/1 rear lamps £18. Autocycle/cyclemotor 1" rear lamp, £22. Luxor pattern chrome case £7. **New:** Ariel-3 etc CEV5464 rear lamp unit £20. **New:** CEV174 rear lamp unit £14. Wipac S446 pattern single-contact rear lamp £12. Wipac S446 pattern twin-contact stop/tail rear lamp £14. FB Ciclomotore continental rear lamp, £20. ULO pattern rear lamp unit c/w wiring £18. ULO original SIM manufacturers rear lamp unit £20. Puch pattern oval rear lens, £10. Wipac S446 rear lens SOLD OUT. **6V bulbs** - Extensive selection of many difficult to get types, see website for list. **Horns:** 6V AC horns c/w fitted mounting bracket, plated-finish £10 each. 6Vx10W DC rated stainless bezel horns £5. 6Vx17W rated CEV pattern AC horns £10 plated. **Shrinkwrap** sleeving box 127pcs in 7sizes £9. **Workshop multicore solder**, proper 60%tin/40%lead alloy 1/2lb reel SOLD OUT. E-mail: mark.daniels975@btinternet.com Tel. 01473-716817 (Ipswich) Website: www.mopedland.co.uk

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Covid-19: We are still buying & selling classic bikes by internet, email & telephone. Sorry we are not open to any customers calling at our premises.



1974 Ariel Three 48cc £600



1952 Bown Auto Roadster 98cc £3,000



1951 Cyclomaster 25cc £625



1977 Mobylette 40TL 49cc £450



1957 New Hudson 98cc £1,000

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Rollerdrive – Machined New Cyclomotor Drive Rollers and Special Extractors

Vincent Firefly steel drive roller assembly c/w metalastic core. Service exchange only—SOLD OUT currently machining new stock. Worn out Firefly drive rollers purchased for £10 each. Firefly roller extractor: £12.

Itom Tourist extractor for original composite roller, M24x1.5: £15. Itom Tourist all steel drive roller: £65. Itom Tourist Replacement all-steel drive roller extractor: £12.

Trojan Mini-Motor 20T drive rollers: SOLD OUT currently machining new stock.

Lohmann hard rubber drive rollers: £25.

Bosch 100mm mag flywheel puller NVT etc, M22x1.5: £15. Bosch 115mm mag flywheel puller for both alloy & steel types, M26x1.5: £15.

CEV/DANSI/Kerry mag puller for 2 & 3 window flywheels, M19x1: £15.

Ducati Cucciolo mag flywheel puller, M22x1: £15.

Honda P50, PC50 single-end mag flywheel puller M24x1: £12. Honda P50, PC50, C50, C70, C90 dual-end mag flywheel puller M24x1RH / M27x1LH: £14.

Lavalette/Hercules Corvette flywheel puller, M22x1: £15.

Manhurin Hobby mag flywheel puller, M24x1.5: £15.

Miller Type FW17 mag flywheel puller Phillips, HCM etc, 13/16x26tpi: £16.

Mobylette/Raleigh clutch drum extractor, M24x1: £12.

Mobylette/Raleigh points cam extractor M26x1: £15.

Mobylette/Raleigh metalastic engine mounting bush extraction/re-fitting tool—SOLD OUT currently machining new stock.

Moto Guzzi Stornello 125 flywheel extractor M22x1 - £15.

Peugeot all models mag flywheel puller, M20x1: £15.

Raleigh RM1/RM2 Lucas mag flywheel puller, M22x1.5: £15.

Raleigh RM1/RM2 Sturmey-Archer engine drive pulley extractor 1"x10-tpi BSF: £20.

Sachs clutch centre extractor, M27x1.25: £15.

Scott Cyc-Auto Wipac mag flywheel extractor: £20.

Simson SR2 Optima & S51 flywheel puller, M27x1.25: £15.

Villiers 3K mag flywheel puller 7/8x14tpi UNF: £15.

Wipac Bantamag & Series 90 (un-ported 2BA/3BA) 3-hole mag flywheel puller: £15. Wipac Series 90 (ported 2BA) 4-hole mag flywheel puller: £15.

Piston Stopper engine service tool: £8.

Tel. 01473-659607

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Website: www.mopedland.co.uk



Mopedland Jumble Parts section, featuring mainly used and NEW/old stock odd parts for various Cyclomotors, Autocycles & Mopeds. This is much like an on-line Autojumble pitch for small bike parts, but also listing complete bikes for sale. New parts are regularly added as sold items drop off, so there's a constant turnover of new listings.

Visit website www.mopedland.co.uk for up-to-date viewing.



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Anker-Laura engine workshop manual, £10.95.

Brockhouse Spryt MkII operating manual, £11.95. **BSA** Ariel-3 spare parts list, £9.99. BSA Ariel-3 workshop manual, £19.95. BSA Bantam 125 D1 spare parts list, £9.99. BSA Bantam D1-D5 instruction manual, £11.95. BSA Bantam D14 instruction manual, £9.99. BSA WingWheel W1 instruction manual £12.95. **Cyclomaster** workshop manual, £14.99. **Excelsior** Consort maintenance manual, £9.99.

Excelsior Consort spare parts list, £8.99. Excelsior Welbike spare parts list, £9.99. Excelsior 98cc "Welbike"

maintenance manual, £10.99. Excelsior Welbike drivers handbook, £9.99. **Honda** P50 owners manual, £8.95.

James Comet L1(1956) instruction book, £10.99. James Comet L1(1958) instruction book, £10.99. James Comet L1(1958) parts catalogue, £14.99. **Kerry Capitano** riders handbook, £6.99. **Kieft** instruction handbook, £7.99.

Lavalette engine maintenance manual, £4.99. **Malaguti** 4 & 5-speed maintenance guide, £7.99. **Mobylette** dealers workshop repair manual, £14.99. Mobylette operation & maintenance manual, £7.99. Motobecane 41-51V owners manual, £7.99. Mobylette owners and maintenance guide, £8.95. **New Hudson** instruction manual, £9.99. **Norman** Mi-Val engine spares parts list, £6.99. Norman Nippy Mk5/LidoMk3 owners guide, £10.95. **NVT** Easy Rider riders handbook, £8.99. **Power Pak** Cyclomotor engine instruction book, £12.95. **Raleigh** RM8 MkII maintenance & instruction book, £10.99. **Teagle** engine instruction and parts list, £6.99. **Trojan** Mini-Motor instruction book, £6.99. **Villiers** 98cc 4F and 6F spare parts list, £7.99. **Velocette** LE 150 (1956) owners handbook, £9.99. Velocette LE spare parts list, £10.99. Velocette LE & Vogue service manual, £15.99. **VeloSoleX** repair, adjustment & maintenance manual, £9.95. **Villiers** 3K & 3K1 engine workshop manual, £8.99. Villiers Mk4F, 6F, 9F engine workshop manual, £8.99. Villiers Mk4F, 6F engine spare parts list, £8.99. Villiers Junior DeLuxe 98 engine maintenance handbook & spare parts list, £9.95. **Vincent** Firefly spare parts and price list, £8.95. Vincent Firefly service guide and fault-finding chart, £8.95.

For larger capacity manuals or more details:

Tel: 01473 716817

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Website: www.mopedland.co.uk



AtoZ Rings

Extensive range of new moped piston rings from Achilles to Zweirad-Union. Often typically only £8 pair. We have the impossible to get stuff in sub-50mm bore sizes!

Cyclomaster/ Berini M13 26cc ring sets in both A & B-slot types £8pair. Cyclomaster 32cc 36x2mm A & B-slot types £15pair.

Trojan Mini-Motor/Raleigh RM1/RM2 Sturmey Archer 38x2mm B-slot £12pair. Some oversizes too! NVT Easy Rider/Morini Franco std 40.4x1.5mm B-slot £18pair. Recently increased selection of BL-section Dykes sport rings, good range in stock.

Pistons—NEW genuine 1957 stock. Genuine Villiers Junior deflector-top pistons in std 50mm, +0.020, +0.060 £50 per set. NEW genuine Villiers Junior De Luxe flat-top piston sets in +0.010, +0.020, £50 per set. Genuine Villiers Midget-Marvel 98cc 1935—39 Hexplex ref 5890 50mm + 0.030, +0.040, £60 per set. Benelli/Motobi/Yamaha FS1E piston sets in 40mm Std £20. Sachs & Rex moped engine piston sets, incredible range of oversizes, £20 per kit. Minarelli pattern piston sets from 39mm through several oversizes up to 42mm dia. £20.

Genuine Minarelli piston sets in selection of oversizes from 40mm—40.60mm, £30. Suzuki M12/M15 Sportsman/M15D Sovereign/M30 piston sets in Std.41mm, 41.25mm & 41.75mm. HMW piston sets in 38.25mm, 38.50mm, 39.75mm, 40mm, £30 per/set. Mobylette AV3 deflector-top piston set 38.50mm (2nd o/s) £30. Mondial piston sets in 39mm £40. Parilla Parillino piston sets 38mm (std) £40. Peugeot piston set 40mm (std) £25. Victoria piston set types in 38.25mm, 38.75mm, 39mm & 40.25mm. Old VéloSoleX 45cc piston sets in 38mm (std) £30.

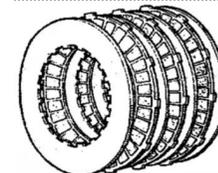
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New piston ring stocks, sizes and types coming in all the time. Please refer to website chart for current stock listings.

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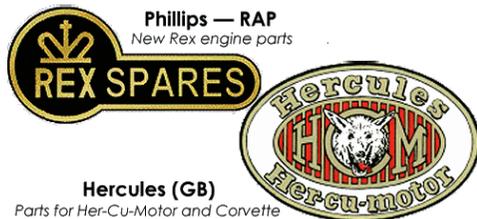
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For Sale: KTM Hobby Automatic De Luxe, first registered July 1972, regularly used on EACC runs. As featured in *Fifty Quid 2*. Tel: Joe on 01284-810514, Suffolk. ivanlee471@gmail.com



Yamaha YCS5E, starts, runs, motor sounds good, bought to sprint this year but all cancelled! Needs clutch cable, V5 present. Sell £1,200 ono, might swap for small frame Vespa? 07711-753480, Durham



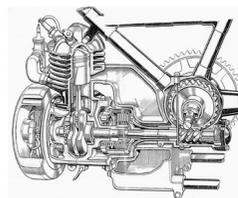
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For Sale: **Phillips Panda MkIII**, 1963, age-related registration, used on EACC runs. Tel: Joe on 01284-810514, Suffolk. ivanlee471@gmail.com



Wanted for 1936/7 CYC-AUTO: engine, **original Wallington Butt or Villiers**; also rear wheel stand and petrol tank. Tele: Peter on 01322-333853, Kent.



Jawa Babetta 225 2-speed engine for sale, was running when removed from the moped. The electrics have been removed but there is an untested coil that will come with the engine, the kickstart shaft has also been removed but this will also be included with the engine. £50.00. Contact me on jim_meek@outlook.com or phone 07594-421428



Trojan Mini-Motor on a period Raleigh bicycle circa 1950s. I have the log book in my name and the bike is exempt from MoT and licence fees. I had the bike running and took it to many shows, however health and age have caught up with me and I can no longer ride it. I am looking

for £700.00 ovno. The bike is located in Stoke on Trent ST5; you can contact me at denise.jones7060@googlemail.com Reg Jones



1963 NSU Quickly F2, 3-speed, rear shock, twin seat model. For sale at £1250 ono. Please e-mail me on matt.embleton@outlook.com for further details. Bike is located in Northamptonshire NN9 area but could possibly be transported within 50 miles at minimal cost, or to Mablethorpe Area of Lincolnshire.



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Track Day 4

by Mark Daniels

The name Rondine (English: Swallow) was used over the years by three completely unconnected Italian motor cycle companies, and one Spanish manufacturer also adopted the brand name.

This history lesson starts with *Compagnia Nazionale Aeronautica*, as a manufacturer of aircraft and aero engines established in Italy in 1920 by Count Giovanni Bonmartini; together with a group of veteran pilots from World War 1, he operated a flying school in Rome from a field that would become developed into Littorio airport in years to come.

Our feature begins with Benito Mussolini's *Nazionale Fascista* March on Rome in late October 1922, when a CNA aeroplane called 'Rondine' famously overflew the march.



Founded by E Prinelli in 1923 at the town of Melegnano, 25km south of Milan, his factory was called Ditta Prinelli & Co, Melegnano, and started production building small capacity motor cycles for sale under the brand of Rondine, presumably in honour of the plane, using 98cc

Sponsored by Antony Sumner:
 "Thanks for keeping it crazy!"

French Train engines from Société Anonyme des Etablissements Emile Train, of 9 rue Rouget-de-l'Isle, Courbevoie (Seine).

A new Rondine motor cycle was displayed at the 1924 Milan Show, now fitted with a 123cc Train two-stroke engine, having two speeds and chain transmission, and in the same year a Rondine won the Parma-Poggio di Berceto race.

1925 saw both Turismo and Sport versions offered, and by 1926 Prinelli was using its own horizontal engine, but Rondine ceased production in 1928 ... so we have no further interest in this company, and moving right along...



In 1923, Carlo Gianini and Piero Remor began to develop a design to build a 490cc engine for a motor cycle. The motor was to be a transverse mounted four-cylinder of 51mm bore × 60mm stroke, and single overhead camshaft, driven by a train of gears set between two pairs of cylinders. For 1923, this was a pretty radical concept!

In 1924 the project caught the attention of Count Bonmartini who also owned the Officine di Precisione Romane Automobilistiche (OPRA) company in Rome, and Bonmartini decided to provide financial support by establishing a new company together with Remor and Gianini. At first, this company was named GRB (Gianini, Remor, Bonmartini), and the initial air-cooled engine development continued up to 1928, when it was producing 28bhp @ 8,000rpm. Progress however had been fairly slow, because to earn money to fund the project, work also had to be carried out for the aviation industry. The air-cooled engine was subsequently topped by a water-cooled head, with power increased to 32bhp @ 8,500rpm, and in 1929 the prototype was now built into a very simple frame and called 'OPRA'.

Piero Taruffi was hired as a test rider, having made a name for himself racing with Norton, but when the OPRA was entered in its first race at the Grand Prix of Rome, it was ridden by a then more famous driver, Umberto Faraglia. The OPRA led the race for a short time, but the engine blew up, and while Taruffi was probably disappointed because he had been passed for the ride, he may have found some consolation as he won the race with his Norton.

Piero Remor left the OPRA company in 1930 after a dispute with Count Bonmartini, and the whole GRB project was becoming in danger of collapse due the loss of one of its designers and a lack of financial resource, till Bonmartini's Compagnia Nazionale Aeronautica stepped in and took control. Piero Taruffi and Carlo Gianini continued to develop the motor cycle, which was re-branded as the 'CNA Rondine', in honour of the Rondine aeroplane which over-flew the 1922 March on Rome.

On-going developments again seemed to go through another slow phase, and it was not until 1934 that the motor cycle returned to the track under the 'Rondine' name.

Its engine had been completely revised by Gianini with the intention of sending two motor cycles to contest the 1935 GP at Tripoli. The engine was now DOHC, completely water-cooled, and carried a Roots supercharger for 86bhp @ 9,000rpm. Six copies of the Rondine

were built, and Taruffi and Amilcare Rossetti rode the machines in the prestigious Grand Prix of Tripoli, where they came first and second. On 19th November 1935, Taruffi also rode a fully streamlined Rondine to a world record speed, covering a kilometre in 14.72 seconds, an average of 244.316km/h.

Towards the end of 1935 Compagnia Nazionale Aeronautica was nationalised and, along with this transfer of business, Rondine found itself falling under new ownership of the Caproni aircraft manufacturer in Milan. Caproni at this time though, was a company that held little interest in motor cycles, since the looming prospect of war just around the corner was promising a lucrative demand for its aircraft. Fearing the project he had been involved in for eight years could be lost, Piero Taruffi approached Giuseppe Gilera, who was interested in the advertising aspect of road racing to promote his Gilera brand, though he also saw weaknesses in the Rondine, and some need to have it developed further before it could be used in major competition, so declined to bid.

It was then offered to Gnome et Rhône and to Moto Guzzi, but still with no takers; however after his initial rejection, Gilera made a tactical low offer for the six Rondine machines, drawings, rights, and spare parts. The offer was accepted by Caproni, who just wanted to be rid of the motor cycle, then Gilera hired Taruffi as rider, team leader and chief engineer, and subsequently developed the Rondine into the famous Gilera 500 4C.

Well, that was quite a historically significant Rondine, but it's not the one we're after...



FIMLE SpA (Fabbrica Italiana Macchine Lampade Elettriche), San Martino Siccomario, Pavia was founded by Ettore Buralli of Milan in 1950, and became a small producer of motor cycles from 1951, which sold under Guia branding in Tourism Lusso and Sport versions. The basic commercial model employed a traditional tubular chassis with 98cc, 123cc and 147cc two-stroke Sachs engines, while the other was of a more modern design using a pressed sheet-steel frame and mounting a sports 125 cc two-stroke engine inspired by a contemporary MV design.

Guia only remained in production until 1954, but a combination of the tubular frame design and Sport model engine would become the starting basis of a new Spanish Rondine as the Swallow returned again!

In 1950 a group of Spanish industrialists had financed the construction of a factory by three Italian engineers to establish the Moto Scooter SA company in Madrid on October 8, 1951, and hired the Italian technician Bruno Hettor to design and manufacture a 125cc Rondine scooter, and a 125cc 'Titano' motocarro three-wheel rear carrier version that was based off the scooter.

These were produced in relatively small numbers, but an announcement about the forthcoming manufacture of Vespa scooters in Spain from 1953 initiated a change to their plans, because their own scooter would become uncompetitive. In 1952 they presented an

authentic single-seat Rondine 125cc Sport motor cycle based on the FIMLE design, with plunger rear suspension, and rated 6.5bhp at 4,850rpm.

This model remained in production with only small changes until 1956, when it was remodelled into a second series version with swing-arm rear suspension and single or dual-seat options, while further engine developments saw power increased to 6.8bhp @ 5,000rpm. This version remained in manufacture until 1962, when production ceased.

So again, we have no further interest in that Rondine either...



Next up is Meccaniche Vigevanese Angelo Copeta, Via Persani, Vigevano, which was established by ex-MV Agusta rider Angelo (or Alfredo) Copeta, whose racing career included two rides in the Ultra Lightweight (125cc) TT, coming fifth in 1952 and fourth in 1953. He rode eleven 125cc GPs from 1952 to 1955, was always in the points (excluding DNFs), and won the 1953 Spanish GP.

Copeta was born in 1919, so would have been a 16-year-old when the race-winning, and record-breaking CNA Rondine seemingly appeared out of nowhere. With its awesome supercharged DOHC four-cylinder motor, it's probably not stretching the imagination too far to assume that a teenager, who later became a GP rider, might have been so impressed that he'd want to use the same name when he started building bikes himself.



Copeta began the construction of 49cc road race and off-road motocross motor cycles in 1967, and adopted the Rondine brand, which he was able to do because no-one else was using it at the time. Since Rondine was simply Italian for Swallow, Copeta could take up the name without there necessarily being any unwanted direct political associations of commemorating the March on Rome (since *Fascista* ideology had

somewhat gone out of fashion by the mid 1940s).

Copeta's interest was in the speciality sports machines, of which production was fairly limited, but was supported by production of some utility and commercial models. Production seems to have ended in 1971, though some sources suggest that the business continued into 1973, but perhaps this just represented the selling off of remaining machines.



Models produced were:

- Monza: sports model,
- Ringo: monotube frame with automatic transmission,
- Speedy: 10 inch wheels,
- Tris: with conventional open frame,
- Cross: Off-road.



The mopeds were equipped with Franco Morini, Minarelli, or Malanca engines, and there seems to have been some tie-up with Malanca, as the Rondine Speedy Export Testarossa was identical to the Malanca Minicompetizione.

Our Rondine Monza Export Sports model, with frame number 01872 and dated 1971, mounts a Minarelli P4 motor with cast iron cylinder, topped by a big-fin alloy head, with the front corner fins cut back so it will fit into the twin down tube frame. There are Simonini (Minarelli) custom engine & tuning sporting accessories fitted, in the form of a rough-cast finned clutch case, and rough-cast finned mag cover with mechanical rev-counter drive

running off the magneto centre nut, leaving an exposed front sprocket to complete that full-race look.

And that Dell'orto UB22s cross-slide, side-float down-draft is a serious piece of carburetion too...

There's also a whole load of expensive and sporty equipment on the cycle frame too, like Marzocchi hydraulic front forks set in alloy yokes, with the stanchions set 60mm through the top yoke to lower the frontal height.

Both wheels are laced into CMB alloy rims, with a Grimeca double-sided front hub and two single-leading, air-scoop brake plates on each side of the hub, while the rear hub is a single-leading Grimeca.

The gear change operates from rear sets, with a foot-peg-located and detachable prop-stand, which can fit on either side.

The fibreglass tank and fastback single racing seat were probably not original fitment, and the seat gives one of the most uncomfortable riding positions we've ever encountered.

A silver plastic frame trim is the nearest this gets to a rear mudguard, and a small fibreglass front guard, which is little more than a cosmetic trim, clearly wouldn't protect the motor from anything and everything the front wheel chucked at it. This is no all-weather commuter...

Chrome steel headlamp brackets clamp around the fork legs at the bottom yoke, so the clip-on handlebars are next up on the fork legs, and just 50mm above the bottom yoke! Yes that's the bottom yoke, not the top yoke...

The rev-counter mounts on a stay in front of the headstock (which also serves to mount a number 56 competition plate), but the tacho cable routes right across in front of the headlamp, so we're really not sure if this was actually a road bike converted into a track racer, or a track racer pretending to be a road bike?

From the immaculate condition of the insides of the mudguards, under the engine, beneath the seat, and between the head & barrel fins, this bike has been little more than an ornamental toy, and experienced no practical use ... so will it even go at all?

Fuel on, choke, a couple of kicks and to our surprise, Rondine fires right up, but needs to warm and run for a while before it'll entertain the choke being opened up. When the choke is cleared, throttle response proves very snappy, and readily convinces us this is likely to be a lively 50 ... but is the gearing going to be suitable?

Following race fashion, there is no speedometer, just the CEV rev-counter, which indicates up to 12,000rpm. A redline is marked by a strip of red tape at 8,000rpm, which is how we coasted round on the first lap, and representing a paced 51mph in top gear—but that's not full throttle.

What do sticky tape red lines mean? On a proper race bike, it means you're going to lose the race, so second lap, the engine is warmed up and we go for it. Tucked in as tight as we could,

and full throttle on flat in still air paced 57mph at 10,000rpm. With a fearless, younger, smaller, slimmer and lighter jockey, we're pretty sure the Rondine could well have topped 60, but piloted by an aging 14-stone pilot with a sense of self preservation, and wondering whether the old and obsolete 2.00x18 rear Michelin Rapido moped tyre with cracked sidewalls and treads might be beyond its safe speed rating, it's possible we didn't get the very best out of the bike...

The front is a 2.00x18 Pirelli radial-rib motor cycle tyre, but it's also old and hard, and you wouldn't be wanting to push that fast round corners, or it could let go on you too.

Front brake-plate stays are cut out of perforated, chrome plated steel sheet, which we think looked a bit brash and tacky, though the dual front brake operates really well with a strong and progressive feel. The cable operated rear brake is less decisive, and requires a firm foot pressure to create much effect.

While the headlight looks to be wired in, we couldn't find any switch, and it doesn't seem to work, while the tail light is a bicycle battery LED.

Acceleration was spectacularly brisk considering the bike was only 50cc, and every bit as amazing as the bike looked. This now stands as the fastest 50 we've ever tested, and eclipsing the Testi from Track Day 70s by 1mph. The remarkable Rondine also achieved this performance with easy starting and reliable running throughout the test, where the Testi was just a two-wheeled nightmare!

But was this Rondine ever really intended for road use?



As well as the exotic Rondine, we have this matched with another slightly more familiar slice of exotica...

We got really lucky securing a Tecnomoto Special-50 model for our second Track Day '70s feature in July 2017, and we could never imagine that lightning might strike in the same place twice (but sometimes you just have to believe) ... because remarkably, we've got another Tecnomoto Special-50 to run against the Rondine around the track.

Wearing frame serial TM3☆242☆ this silver painted machine is slightly earlier in the series than our previous blue example No.438, but still dated at 1973.

Though many aspects are the same, there are a few differences, like 242 has only one central fuel tap in the centre back of the tank, where 438 had taps each side at the back. The central tap is certainly more difficult to access, so perhaps the twin-side taps were a development?

The most obvious difference is the motor. 438 had an FM4R TurboStar with alloy cylinder. 242 has an FM4M with iron cylinder and radial-fin alloy head. Its Dell'orto UB20S vertical action slide carburettor with straight-through bell mouth is also different, 438 'just' had a Dell'orto 19mm with induction filter.



242's frame shows all the same top quality fittings that characterised this breed, a widely spaced twin-tube frame designed for maximum rigidity, 30mm Ceriani forks with alloy legs and alloy yolks, and Ceriani rear shocks.

No expense

was spared on the 120mm single-leading Grimeca full width alloy rear hub, and 110mm double-sided, single-leading Grimeca full-width alloy front hub with air scoop brake plates, laced into San Remo alloy 'gully' rims with stainless spokes.

The frame is trimmed the same, with stainless mudguards front and rear, and fibreglass trim fixed into the frame to form the lower front rear mudguard section.



The fuel tank appears the same, but the seat and its fastback tailpiece are a different form.

Once again our silver Tecnomoto is fully fitted with lights, which actually work too, and though it looks every bit the part of a track racer, was clearly intended for road use.

The Franco-Morini engine exhausts into a no-name expansion system, crudely capped with what looks like a modern Motocross after-market silencer, to try and address the obviously piercing racket these sports systems always produce.

Turn on the fuel tap, flood the carb with the float chamber button, press down the slide choke, then noting to try and avoid catching your foot on the rear-set (which is obviously just looking for an opportunity to bruise your instep), a couple of kicks bring the motor to life.

Trying to lift off the choke prematurely leads the motor to die out, and we also find it necessary to continue teasing the float chamber flood button to keep the motor interested ... which seems to go on a bit too long for our liking. No fast getaways here...



Still blipping the throttle, we mount up, and roll off the paddock style centre stand, then settle back in the seat to enjoy the masochistic discomfort of the nut-crusher saddle. After a bit of trying to find a comfortable position, we come to the conclusion there isn't one, but console ourselves with the knowledge that the Pope should certainly be considering us on his shortlist for the Vatican choir...

Left foot on the rear-set to feel for the gear-shift position, then pull in the clutch ... oh, that feels a bit slack on the clutch lever, and stiff to shift the gear ... so we adjust up the cable and try again, but it's quickly apparent the motor won't pull in gear and under load because it's

obviously underfueling, it just dies out on throttle, so we're off to the workshops to check this out.

An ultrasonic clean for the fuel tap and filters restores a better flow to the carb, though still doesn't really change much in the way it runs, so we strip the carb body and ultrasonic its components, but again to little avail—it's still underfueling. We see if the float needle can be lowered in the float, but that's not adjustable, so we consider the prospect of raising the needle in the air slide, which we remove to see what notch it's on.

There are three machined notches at the top of the needle, and it looks to have been set in the middle notch, so maybe we could try raising it to the highest position ... but we also notice a fourth notch, crudely hand cut 3mm below the bottom groove. This looks as if someone previously knew about the under-fueling problem by 'sawing' in an extra high groove, but that was obviously never going to work, because its really going to need a larger main jet.

The fitted 5mm main jet proves to be a 100, and the biggest 5mm jet in the workshops is 110, so we swap it over to try again...

A 10% increase to the main jet size is surely going to improve the under-fueling problem, but will it be enough?

A brief test run now shows that once the motor is warmed up, you can actually throttle up without the choke now, and it doesn't require encouragement from the flood button either. We try a few acceleration bursts on throttle though first and second, and yes, the motor now seems to rev up, and feels to pull pretty well.

OK, so we muster our pacer for a run around the track, since there is no speedometer fitted.

Even though the iron barrel motor is an earlier generation than the TurboStar in the blue 438, 242's acceleration is just as strong, and its open bell mouth induction roars loudly as the throttle winds back, so it still sounds good, though exhaust tone is definitely subdued by the additional silencer. The 'bubble' on the end of the tailpipe might look naff, but it does work to quieten down what would certainly be a very antisocial straight-through expansion system.

We power into third, then ease up into fourth to give the motor chance to warm up a bit—little point in gunning a cold motor since the performance probably won't be there yet. Everything feels mechanically OK cruising around for a couple of miles, but the seat remains unforgiving in its tortuous discomfort.

With the motor now up to temperature, we start to build up the power and pace into the light uphill section in third—hmmm, was that maybe a hint of clutch slip? So we twiddle back the clutch adjuster a little going over the crest, then into fourth and power back on into the light downhill, then onto the flat straight ... and that clutch still feels to be slipping a little under load on throttle. Not only that, but the motor still feels to under-fueling toward the top end as we try to balance the amount of throttle against the slightly slipping clutch.

Maybe we can ease the bike up to top speed? No ... that's definitely holding back at the top end, it's still under-fueling slightly ... then the motor stops abruptly, a bit of a shriek from the back tyre as the wheel briefly locks up and we snatch in the clutch to silently coast to the side of the track. Bet that flat spotted a bit of the tyre...

That was an under-fueling heat seizure, and most probably induced by the main jet still wanting to be larger. It probably wants a 120.

By the time we've stopped, the motor has already freed off, and we're joined by our pacer who reports reading 51mph before our motor cut out. The motor restarts again first kick, and as we cruise conservatively back toward the pits, it's an easy decision to abandon further efforts with our Tecnomoto still under-fueling and suffering a slipping clutch. These are issues that need fixing to get the best from this bike, and we don't have the parts.

The lights did work, but we forgot to try the horn. Is there a horn? Actually, we can't even see one...

Suspension and handling were great, good on the turns, rock steady on the straight, a really good chassis.

The dual front brake was strong and progressive with an easy feel, but no snatch. The rear brake was less effective, requiring a fairly high foot pressure to get results, but not untypical of cable operated systems from the small leverage afforded from the rear-set lever.

Possibly helped by the bigger and better carb this earlier series engine had, and even with its earlier cast iron cylinder, the silver bike could undoubtedly achieve a better top speed performance than 438's TurboStar motor's peak at 51mph. 242 achieved exactly the same speed with a slipping clutch and off carburetion, so it certainly has the potential to make a quicker machine, but needs a bit more sorting out—and something doing with that crippling saddle.

Despite the issues of this Tecnomoto test machine, it's still a great 50, but was seriously outclassed by the awesome Rondine on the track.



Next—This company was established in 1904, then started producing bicycles fitted with Mosquito cyclemotors in 1950, and selling their first Bilonet moped to their home market in 1951. It was 1973 before their first moped was sold in the UK. Now it's "Time to GoGo"... machine.

University Challenge

by Mark Daniels

Sponsored by Nick Highfield: 'Just a thank-you for your information service.'

There are some tricky questions in today's quiz, because very little information is available on the manufacturer concerned. In fact, the make is so obscure that it's practically impossible to determine even when the company started, so all we can do is pick up from the earliest traceable reference, which somewhat strangely takes us to the USA.

MBI of Pennsauken, New Jersey began in 1964–65 as *First American Biczeta Inc*, when the business started importing the Biczeta motorized bicycle manufactured by *Zanetti Motori* in Bologna Italy. The Biczeta was basically a front-mounted 50cc cyclemotor with recoil starting and an automatic clutch with friction roller drive. This was mounted on a folding, step-through cycle frame, and delivered a sub-20mph performance.

Subsequently adopting the title of *Motor Bike Imports Inc* (MBI), the company contracted MZV of Bologna in 1968–69 to produce further mini-bikes and mini-cycles using the Zanetti engines, and sold these under Safari branding as 'Scats'. In the early 1970s, MBI began importing MZV mopeds for sale as Safari, and also entered into a partnership with an Italian engineer to start its own bicycle manufacturing company, named Rovet. In 1975 Rovet made the Safari Rovet motorised cycle with a step-through rigid frame, and fitted with the same Zanetti front engine, producing 1bhp, for 19 mph, which became DOT approved for street use in the US.

For 1975–76, MBI began to import other complete mopeds built by MZV, fitted with Minarelli V1 fan-cooled automatic engines, and sold as Safari Ridget (rigid rear frame), Safari Super (sprung rear frame), and Safari Super Extra (+ speedometer, extra trim, and a dual seat from mid-1977). In 1976, Rovet also manufactured the Safari Fox, which was another version of the Safari Rovet, with two thin crossbar tubes added to make it more like a stiffened 'gents' diamond frame.

New Safari/MZV models for 1978 had motor cycle style top-mounted tanks, with new model names suffixed with MT (for Motorcycle Tank), and these models proved more popular in the US than the step-through versions. The Safari Commando also introduced a sport model with a four-speed manual Minarelli P4 engine.

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Before we get to our MZV Cambridge SS road test, your University Challenge starter for ten is quite how an Italian moped might ever become called a 'Cambridge' model? It does seem a little unlikely, doesn't it? This sub-story requires an appreciation of a particular frame design called 'tubone', which came about from a need to reduce production costs by using the internal volume of the main frame tube as the fuel tank. Achieving this required a significant increase in the diameter of the tube in order to hold a practical amount of petrol.

The *tubone* design was evolved, seemingly simultaneously, on two sides of Italy, and is usually jointly credited to Oscar at Bologna in the North East, and Tecnomoto at Vignolo in the North West, both resulting in very similar models which were presented simultaneously. The large diameter main frame tube was formed in a step-through, U-shape for a unisex appeal, and was aimed at a popular demand for practical and economic transport among the young college demographic.

Oscar's 'Mister College' model went on sale in 1968 as a four-speed development of its preceding 'College' single-speed auto model, and the new 'sports' version was an instant success among the educational fraternity. During the first decade of sales, this particular style of economic frame-tank moped became defined as 'college' type, and the various manufacturers that adopted the design took to naming their models with further educationally related titles, like the Atala 'Master', MZV 'Senior', then famous university institutions like the Negrini 'Harvard', Peripoli 'Oxford', our MZV 'Cambridge', and the 'Montreal'.

The term *tubone* was only originally used by the manufacturers that built the frames, but subsequently spread within the trade by the 1980s, and the earlier college-related model names became replaced with other more marketing driven models of the new times...

In the UK, the NVT Easy Rider would be a familiar example of a *tubone* frame.

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Then your three bonus questions: was it made by MZ? Was it a V-twin? And what did MZV stand for?

Answers: no, no, and we don't know.

While MZV was supplying export models for sale in the US under Safari branding, it was also producing models for its home market...

Our MZV Cambridge is stamped with frame serial 10112-SS, which dates it about 1975, and lots of aspects of its mid-70s' styling would certainly still appeal today. It's really got the look of a custom street-cruiser, which would probably now be popularly called a 'Bobber'.

The Verlicchi frame looks street-tough, and the tele-forks with nice alloy yokes give the front-end a smart and sharp face with the small headlamp, and what rebel-rider even needs a speedo? The chrome plated rear suspension units look as if they came from a much heavier motor cycle, and give the back of the bike a strong impression. Then the wheels, wow! No way do they look like they're from a typical moped! A 2.75x16 tyre up front and 3.50x16 on the rear! They're just so custom!



Look at the 'Sanremo' brand stamped on the rims, and that make has been ex-market for quite a while, so they do seem to be the originals. Maybe helped by the illusion of relatively small diameter 16-inch rims, the brake hubs look big too.

The wheels are barely

covered by cool, street mudguards, which if they were underwear, would probably be called a G-string! They're only just wide enough to cover the width of their tyres, and not long enough to serve any useful purpose at all if it rains. The front mudguard is so short (at both ends), that it ends at the same height as the top of the cylinder head! This is absolutely not a 'working' bike in any way, because if you ever rode it on a wet road, it'd throw everything all over the engine and you'd never get the corroded aluminium clean again, while the rear wheel would throw spray all over the bike and rider. California West Coast cruiser, but never intended for the real world.

The single seat is flat and still a very fashionable 'Bobber' style and there's even more flashy bling in the form of a chrome plated chain guard.

Though this MZV Cambridge is an original 1975-ish moped, it'd still be a very cool machine to ride in 2020 – but it's 45 years old!

The silencer is some after-market pattern system that hasn't been adapted to mount particularly well, but looks in keeping with the bike, and isn't too dissimilar from the style of the originally fitted sort of system. The exhaust downpipe is 32mm diameter, which looks big and business-like too.

When you've just about finished being generally impressed with the look of the cycle chassis, there's the Minarelli P4 engine with an enormous full-width finned aluminium cylinder and

awesome radial-fin head, all sitting on an angular all-alloy case set. There's no way you'd think it was a 50cc, surely that's got to be 125cc plus? (No, it really is a 50.) The *tubone* frame particularly presents the engine as a visual feature and you can even look right down on it from the riding position! Having a great looking engine goes right along with the impression of the whole package.

Those chrome-plated street-cruiser handlebars have got the look too, and they're the real McCoy, with neat welded-on lever brackets, and alloy levers.

This MZV Cambridge wears that whole street-cool image, and it's sure got a lot of style and visual appeal. It's going to look great everywhere you park it and every thieving scumbag is going to want to steal it, so you'd better get a big lock and chain!

The only obvious thing that might look a little less convincing to the knowing eye, is that it's fitted with a Dell'orto SHA 14/12 carb, which is effectively only a standard moped spec 12mm bore, and really isn't going to allow that supersonic Minarelli engine to exploit very much of its potential – and because of the small carb, we're going to bet it's very likely to be under-gear.

The rear suspension top mountings locate on a tubular frame section, which doubles up as a rear carrier, and has a handle on the left hand side to help with lifting the bike off and back onto the stand. The handle is not really necessary though, because there's plenty of other tubes in the frame section & rear carrier to take hold of, but maybe it makes a well-meaning token gesture.

We're not too sure if the MZV might be classed as a 50cc motor cycle or a moped of the 'new generation' without pedals, but with a kick-start and footrests instead? It doesn't wear any sloped 30mph restricted plate, but then it's not a UK market machine.

Starting is the usual kick-start moped procedure:



just turn on the fuel, snap down the choke trigger on the carb, a couple of jabs on the kick-start and it fires straight up away with lots of revs and an angry buzz from the exhaust. Run a little to warm before opening the throttle wide to snap release the choke then a few revvy twists on the throttle just to satisfy ourselves it's running clear and we're ready to go.

The Minarelli engine has a 4-speed gearbox with left-hand rocking-pedal selection, forward/down for first, then heel-back for second, third, and fourth.

The clutch lever action feels very heavy for a 50cc, and so stiff that it's actually difficult to feel the point at which the clutch starts to bite, while the gearbox shows a nice light change action with a positive click selection.

Our pacer peels in behind as we pull away, since the Cambridge has no speedometer, so we're relying on our shadow again to take the readings.

First gear will only get you to about a screaming 5mph, so it's like you're having to change into second the moment you've just got moving. The motor is obviously capable of producing good power, but you're not going to be able to use it effectively with the current low drive ratio.

The Domino fast-action throttle doesn't help control either, as it has little controllable feel, so it's mostly just all or nothing, and proves hard to find much happy in-between.

We're not overly impressed with the riding feel of the cruiser style handlebars, which proportionately seem too wide for a moped, and give an over-correcting impression that the bike is lightly swaying along—maybe you'd get used to it? The riding position doesn't work particularly well either, since 16-inch wheels result in a fairly short wheel base, and the seating position seems too close to the handlebars, so you do feel rather crowded for space at the helm.



On flat it gives 36mph in an upright position, in crouch on flat 37, and downhill 39.

Basically it's under-g geared so it revs out, and it is under-carbed with its Dell'orto SHA 14/12, which is probably just as well considering the relatively low gearing, because that puts at least some ceiling on the revs—otherwise it'd probably rev itself to death much sooner.

The acceleration isn't particularly useable in the lower gears because you're having to change up so quickly. The power starts to become more useful pulling in third and fourth, but the motor runs out of carburetion as the revs start getting up, so the

performance starts to drop away just about when it should really be coming in strongly, so you have to change up gear when it runs out of legs. When you get to fourth and the same thing happens, then you'd like a fifth gear—but there isn't one.

It's under-g geared, so it revs a lot, but doesn't produce enough effective power.

The suspension worked well enough on our test ride, though the stout rear shocks felt somewhat over-sprung, but were probably compensated for by the pneumatic effect of the fat rear tyre.

The single-leading front brake plate has a sporty looking air scoop, but the brakes seem pretty poor considering the apparent size of the brake drums (around 120mm); the foot pedal seems to require more pressure in proportion to surprisingly less effect. Normally with the leverage power you can apply to a footbrake, you'd expect it to be much better than it is. The front lever too requires harder hand pressure than the brake seems to deliver. The brakes are generally capable enough for the performance, but if it were geared-up and carb'd-up, you could be finding the brakes more lacking if you wanted to ride the bike to its best.

All electrical fittings (headlamp, tail light, horn and switchgear) are CEV, and everything works as it should, though we did notice the headlight switches, off-sidelight-headlight, but

without any beam-dip. The Italian market seemed to have different specifications in the 1970s.

MZV Cambridge SS, all looks and show, but no real go...

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In 1975 MZV dabbled with a couple of 125cc prototypes with Hiro engines, Verlicchi frames, and suspension by Marzocchi and Corte Cosso. There was a road-going model, and trail-style Cross Regolarita, but only 23 machines were produced for assessment and the project did not proceed any further.

Further MZV moped models were equipped with Minarelli four- and six-speed motors, and Morini-Franco with four- and five-speed transmissions.

MZV brochure literature in 1983 was giving the company address as Via Edoardo Ferravilla 10, 40127 Bologna (Italia), though the area now appears to be mainly just urban residential flats with a few small shops on the ground floor, but with no indication of any industry there —so have things changed there that much, or was this no more than just a mailing office?

Looking into the future

by Mark Daniels

Sponsored by Dave Bushell
EACC Crystal Palace.

Sur-ron is a new type of electric bike—but not the usual E-bike limited to 15.5mph.

It has a twist-grip throttle, and motor cycle-style footrests instead of pedals. Designed in the fashion of a rugged off-road mountain bike, it appears primarily aimed toward track-&-trail applications, but with further fitment of a conversion kit of lights, indicators, and a rear number plate, can be road registered as a 30mph electric moped!

So is this our first look into a new future?

Autocycle—cyclemotor—moped—sloped—scooter—E-ped?

The Chinese-made Sur-ron does appear to have a somewhat better build quality than many small motor cycles and scooters that come out of the orient. Its cycle frame is constructed as a pressure die-cast aluminium sectional welded fabrication, with a further cast aluminium section fabricated mono-shock swing-arm. The pressure is adjustable on the mono-shock spring damper, and this one's set to firm.

The key plugs in just behind the steering headstock, turn on, and the circuits initialise. There's an LCD display on top of the battery pack indicating the level of charge, and a blue light above the key-switch illuminating the charging socket. On the fork crown an LCD speedometer activates, and surrounding status lamps blink, an amber battery light flashes on and off, a blue lights indicator, and the two left & right green indicator warning lamps flash on and off. If the prop-stand is left down, an amber (!) warning light stays on, and the system won't operate. Put the stand up and the (!) light goes off and the green (ready) light blinks on.

Models listed in the brochure were the Cobra (in an off-road crosser style), Cobra Tipo Ferrari, Cobra 85 Special 400MT, Cobra Mac1-ORO (all *tubone* roadsters), and Cobra Snuppy OZZ.

MBI Safari lasted much longer than most US moped brands, from its start-up in the mid '60s as First American Biczeta, up to around 1991, and MZV seemed to be supplying them with various models right throughout most of the period.

We have no more idea of MZV's end, than we do about its beginning, but may it be that the two symbiotic companies ended together?

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Next—You've seen various monkey bikes, but you've probably never seen a monkey bike like this one, because it was a model never sold in the UK. 'It's not for you', said Mr Honda—but that doesn't stop us accessing one...

The headlight & taillight have no off-on switch, or beam-dip, and they come on every time the ignition is turned on, so the only switches are for the left & right indicators on the left-hand bar, a horn button, and a red EP(out)-Sport(in) button.

The wheels are fitted with 70/100 × 19 knobbly tyres on alloy rims, and 200mm cycle hydraulic disc brakes front and rear.

The front forks are hydraulic telescopic with adjustable preload and rebound damping, so you can set up all suspension to suit your own requirements and applications for on-road or off-road.

The 6kW electric drive motor is mounted at mid-bottom of the frame, with a synchronous belt driven intermediate reduction pulley to a final chain drive. The 60V × 32Ah Lithium-Ion battery pack is housed in a removable cartridge captive in the frame and requiring the key to unlock, though it can also be recharged without removing it.

So we're on and ready to go.

For legal road use as an electric moped, the bike functions in EP mode, which delivers the best energy-efficient use for a quoted maximum battery range of around 50–60 miles. This gives a smooth and graduated acceleration which builds up to an indicated maximum speed of 27mph on flat, and can be coaxed up to 28/29mph on downhill sections. It's a little eerie how everything happens quietly, with little more than some road noise from the knobbly tyres, some whirring from the motor transmission, and a minor background chain sound.



The short brake levers seem rather odd and, because you can't get your whole hand

onto the lever, operate by only two fingers on each hand. This is probably to limit the amount of pressure you apply, because the brakes are so fierce! The brakes are far more likely to surprise you than the bike's performance. You need to adapt quickly to only light application of even those half-length levers.

OK, Sur-ron goes better than a 15.5mph restricted E-bike, but within just half-a-mile, we were



lean forward to keep the front end down.

The most effective use of sport mode is

just to click it in when you want to keep up the pace in town traffic, which would ordinarily overwhelm the bike in EP at 27mph. EP is just that little bit too slow for most impatient motorists, who will be constantly overtaking and cutting you up (as they do)—only to get stuck at the next lights or junction.

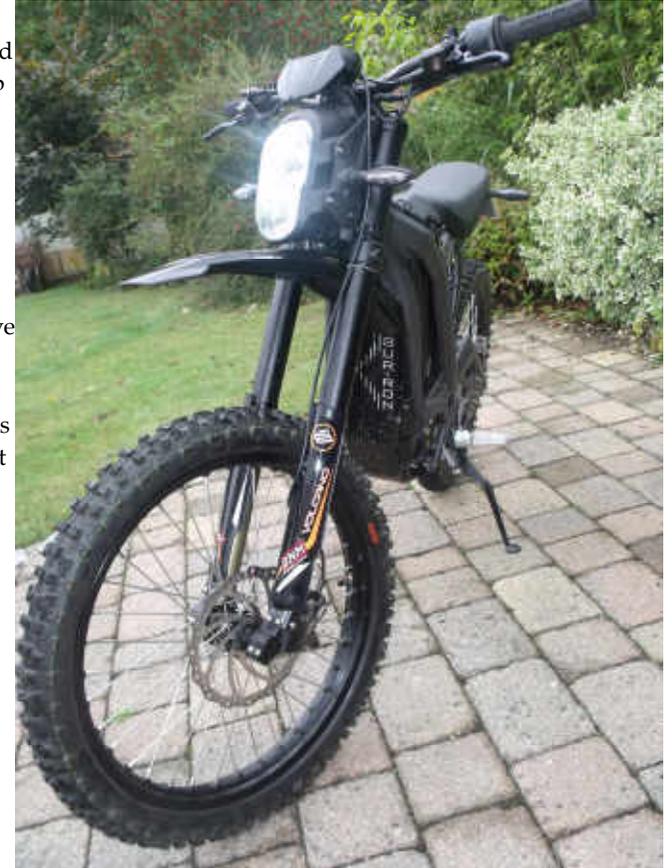
That extra boost allows you to maintain general traffic pace and run with it, rather than becoming a slower moving obstacle.

The effect of full performance in sport mode has the same consequence as full throttle on a motor cycle: it gobbles up the fuel faster. On Sur-ron, it eats up the battery reserve much faster, and will dramatically reduce the range ... maybe even halve it, or even less than that! If you travel out some distance and don't keep an eye on the charge level indicator, you might end up cruising home slowly in EP-mode—remembering you can't cycle this bike if you run out of electrons, and you can't fill it up again at the local petrol station!

So, is Sur-ron a glimpse through a window to the future?

Maybe a bit of yes, and a lot of probably not.

The knobbly off-road tyres are part of the off-road image, but they're inefficient because of the battery sapping drag they create, and that inefficiency also produces a certain amount of road noise.



already getting bored. Most 30mph restricted sloped and scooters have maybe a slightly better performance than Sur-ron, and at least the engine & exhaust sound makes them a little less dull ... a cyclist might perceive Sur-ron as a great and green step up, but a motor cyclist could well view it as a big and boring step down.

So what can we do to make it more interesting? Maybe press the red button and try it in 'Sport' mode? That may not technically be legal for road use if the bike exceeded its 30mph classified speed, but would be OK off-road, and might still be OK on-road within 30mph? It's all a bit of a case of neither black or white, but fuzzy grey margins...

Press the red button in at the 27mph top EP speed, and a strong 'sport mode' boost kicks straight in to urge Sur-ron on to indicate around 43mph on the flat, and can be teased up to indicate 44/45mph in downhill sections. Throttle reaction feels practically doubled in sport mode, and acceleration is markedly increased. If you're sitting upright and snap up to full throttle from a standstill, it will readily lift the front wheel and you can find yourself looking at the heavens, so if you want to do a drag start in sport mode, then you're best advised to



Many potential riders might prefer a more comfortable and power efficient commuter model, with quieter and smoother riding road tyres, and maybe some practical storage capability instead of the bare bones of off-road styling.

A 50ish-mile range may well suit what many riders would use an electric moped for, in short local trips, then plug-in for more charge.

The better performance does make the E-ped more practical for use, since the 15.5mph electric bike is a bit of a slow irritation to many motorists, and is often treated with disdain by too many car drivers who resent being delayed for just a few precious seconds.

The Sur-ron can capably keep up with general town traffic pace, which means you're

likely to get cut-up a lot less.

The legal requirements of registration, licence and insurance are the price of its classification beyond the electric bicycle, and will maybe keep unqualified juveniles off them for road use until they're old enough...

The writing is already on the wall for petrol-powered vehicles, and you are absolutely going to be seeing more electric scooters and motor cycles appearing in the near future. The big problem is that they're all going to be disposable machinery once the battery expires, because that's invariably what happens to all that stuff, since the replacement batteries quickly become prohibitively expensive or completely unavailable. Off-road E-



Iceni CAM Magazine is produced by Andrew Pattle and Mark Daniels. Mark rides the bikes and writes the articles; Andrew calls himself the editor, putting the magazine together and printing it.

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pedals like the Sur-ron are likely to get knocked about a bit, and become just as readily disposable as mountain bikes seem to have become today, because few get maintained or fixed, they just get thrown away, and people buy a nice new one.

They're likely to become just another icon of the consumer society. If anyone buys one on the self justification of being non-polluting, environmentally friendly, and good for the planet, then they're likely to be fooling themselves because the chances are that it'll be broken in the bin in far less time than a motorised predecessor.

The realities aside, the E-ped is also a pretty soulless thing to ride, and none are ever going to be collectable classics. It's hard to think where IcenICAM might be, if we were reduced to featuring nothing but different makes of soulless E-peds with identical performance in every article, and four times a year.

Porridge for breakfast, every day, for ever...



Next—Sachs comes back in 'A Blast from the Past', but how many of the new generation riders even recognise the history of its name? Perhaps Sachs is making a new name for itself in this striking new modern design? But is it still the same German Fichtel & Sachs of days gone by? Actually, is it even still made in Germany?

