



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

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News

This Issue

We're a bit late with this edition of the magazine — our normal deadline of the Peninsularis Run was removed when the run was cancelled and, in addition, we've been much busier than usual during the COVID-19 restrictions.

Next Issue

With a bit of luck, the world should slowly be getting back to normal over the next couple of months but we won't be

Number 54

publishing the next magazine at the Norfolk Broads Run — because that has had to be cancelled; we hope to have the magazine ready in October. We try to 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 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH, and our e-mail is icenicam@ukfsn.org.

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Information Library

Out thanks for new information go to Edward Lambah-Stoate for GYS Motamite, Stephen Warner for Victoria FM38L, and Tim Adams for Bianchi Aquilmotor. This time we have also made additions to the library about AJS bicycles, Brockhouse Corgi, Caesar Cycles, Calcott & XL cycles, Ducati Cucciolo, Excelsior, Griffin gear, Honda PC50,

Mal Rees cycles, Monet-Goyon, Motosacoche, New Hudson autocycles & cycles, Osmond cycles, Phillips P3 Sports & P15 Vox Populi, Puch R60R, Socovel, Swallow Gadabout, Triumph cycles, TriVelox gears, Victoria Vicky 3, & Williams cranks. Nearly all the new material has been added to the on-line library too. Speaking of which, the on-line library now contains 2,261 documents on 249 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 summer events here but, with the restrictions surrounding the COVID-19 outbreak being slowly lifted, everything is in doubt. Some events have started going ahead already — others are still being cancelled. Several village hall based events have been cancelled because the hall isn't open, others are taking place by using just the car park and not the hall itself. Then there are the lunch stop venues ... a few pubs are open, while others are delaying until they can devise a safe way to open. All this leaves the calendar in a state of flux and we don't have a hope of giving you any sort of accurate list.

We'll be doing our best to keep the website events list up-to-date with the latest changes.

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 0DZ 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, 7½" long x 2" diameter x 5½ 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 2½" 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 1½" slim foam single-saddle with sprung mounting and 7/8" stem clamp £40. 'Extra-comfort' vinyl upholstered 2½" deep foam single-saddle with sprung mounting and 7/8" stem clamp, all black £45. 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' 10½" long x 8" wide x 2½" deep - £12 & 'Extra-wide' 10¼" long x 9¾" wide x 2½" deep - £14. **New:** Sele Royal traditional style cycle saddle with dark brown cover on gel foam padding, chrome springs & wire frame, 10" long x 8½" wide x 3" deep £35. **New:** Profile Standard black unsprung eurathane foam moulded saddle 10¼" long x 8¼" wide x 2½" deep with 7/8" stem mounting £12. **New:** Raleigh Comfy Classic black saddle with gel & foam pad & compression springing 10¼" long x 8¾" wide with 7/8" stem mounting £20. **New:** 'Reptile' Comfort black foam pad saddle with compression springing 9¾" long x 8¼" wide x 7/8" stem mounting £16. **New:** 'Smoothy' economy black cycle saddle with firm foam pad & compression springing 8½" wide x 9¾" long with 7/8" stem mounting stem mounting - £14.

Saddle Stems: **New** chrome plated saddle stems 1" diameter main stem with ¾" 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 ½" 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"x1½"x4" strap ctrs. £30 each.
Autocycle tool Wide/Standard 10"x1½"x4" @ 5" strap ctrs. £45 (with 2 clips)
Autocycle tool extra 8"x2"x5" strap centres, £40 each.

Triangle Bags

- Large Cyclemotor 8½"x7"x2" £40 each
- Large Cycle (narrow) 8½"x7"x1½" £40 each
- Small Cycle (narrow) 7"x5½"x1½" £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,

7½"x3½"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.

Stumey-Archer 5/8" axle cone spanner £1. **NEW:** Torque cycle tyre levers, set of 3 levers in plated steel £3.

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E-mail: mark.daniels975@btinternet.com

Website: www.mopedand.co.uk



Moped/autocycle drive chain ½x3/16eq £10 boxed length. Spare connecting links for 3/16 & 1/8 chains £1. Pedal chain ½x1/8xstd 112 pins c/w springlink, Quality Adie £6, Ventura Economy £5. Spare spring clips pack 12 £1. Link splitters std £14 / H-duty £16 / 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"x20tpi £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. Peugeot102/103 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" longx7/8" pair soft rubber 'palm' grips £4 pair. Cycle/cyclemotor 4½" 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. 19x1.2 Radaelli Westwood 36-H chrome rims £48 each & Italcercchio Endrick pattern 36-H chrome rims £42 each. 19x2 Italcercchio Westwood pattern 32-H chrome rims £48 each

(for PC50 front). **New:** Italcercchio 'lightweight' 19x1.0 Westwood pattern 36-H chrome rims £40 each. 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 Italcercchio Westwood 36-H chrome rims £48 each (Tomos, Garelli, Batavus etc). Italcercchio 600x50B (24"eq) Endrick pattern 36-H chrome rims £45 each. 26x2x1¼ 36-H chrome rims for early autocycle and trade bike £25 each. Special 32-H & 40-H piece 26x2x1¼ new chrome rims £40 each (Norman Cyclemate etc.) 26x2x1¼ 36-H special dimpled & pierced chrome rims for Cyclemaster £60 each. 17x2.25 Takasago Westrick pattern 1.2x36-H Moby M40 chrome rims £25 each. 17x2.50 Takasago Westrick pattern 1.4x36-H Moby 50V/NV/Honda C50 chrome rims £28 each. **New:** Super quality 12G stainless steel 36-spoke & nipple sets £50 for lots of mopeds & autocycles in stock, and made to order. Crazy tyre bargains: 26x2x1¼ autocycle/trade bike 2 new Journey tyres + 2 tubes at £25. 26x2x1¼ autocycle/trade bike 2 new Duro tyres+2 tubes all for £35. 26x1½ Michelin 'World Tour' 2 tyres + 2 tubes £23. 26x1.3/8 Roadster pattern 2 tyres + 2 tubes £20. 26x2 Continental (Quickly, RM1, etc) £35/tubes £4. 20x2x1¼ 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. 600x50B, 24x1½x2, 25x2 Chambrier blackwall £40/tubes £5. 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 £24 each. RM4 side panels LH & RH £22 each, RM4 toolboxes LH & RH £18 each, Moby AV89/Raleigh RM5 side panels £22 each. Runabout side panels LH & RH £18 each. Old Moby side panel 3-set £44, Cady M1/M3 side panels LH & RH £18 each. Moby M40 side panels LH & RH £20 each. Moby AV42/48 side panels LH & RH £18 each. Moby AV76/78 side panels LH & RH £22 each. Nippy Mk1/2 engine covers LH £22 & RH £20. Cyclemaster 26 & 32cc (Amal & BEC) carb covers £17 each. Batavus 50mm & Ariel-3 52mm Encarwi air filter housings £16. Lidoche RM9/+1 chain guard £25. Norman Nippy Mk2, Mk3, Mk4, Lido headlamp nacelle c/w lamp £85. **New:** Villiers 1F/2F front sprocket cover casting £15. Rubber rim tapes all sizes 12" to 26" £1. Cyclemaster engine mounting

rubbers 4 bush kit £12. **New:** Moby/Raleigh all metalastic engine mounting bush kits, top mounts AV89/RM5 £8 each, top mounts AV48/RM9 £15 each, small bottom mount £6. 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 4m/5mm/6mm black neo £1.20p/ft. RH 10x1mm 180° fuel tap £14. RH 10x1mm LH 90° fuel tap (Mobylette M40/50V/51V) £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. Ewarts pattern brass plunger taps 1/8 Gas to tank/1/4 Gas to tank. Petrol tap corks, barrel & blade types 50p each. **New:** Chrome fuel cap for Raleigh RM4, Runabout, Wisp, RM11, RM12, Norman Nippy £15. Petrol cap seals for Honda PC50 £1. Petrol cap seals for Cyclemaster, 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. 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. 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. **New:** Mobylette/Raleigh chrome exhaust pipe all fixed-engine models £30. **New:** chrome exhaust pipe AV89, SP50, Raleigh RM5, RM11, RM12, £37. **New:** Moby/Raleigh exhaust nut £4. 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. Honda PC50 carburettor O-ring seal kits for main jet & float bowl £3.50p set. 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. **New stock** PC50 28T rear sprockets £30. PC50, Express & Camino speedo cables £10. Tomos speedo cables £10. **New:** Huret speedo cables 55cmm £15, 65cm £16, 85cm £18, £85cm with removable end for leading-link fork early AV89/RM5 £20. VDO speedo cables, range of lengths. New front sprockets DKW, Kerry Capitano/Minarelli, Mobylette, Raleigh, Sachs, Parilla, Victoria, HMW + many other odd continentals. New stock of speedo drives VDO, Huret, CEV, Lucia, all £10. NOS speedos, Veglia £20 each. VDO £40 each. 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: www.mopedland.co.uk
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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:** Wipac & Miller mag-flywheel nuts 5/16"x22tpi 50p. Lots of assorted new stock contact points for all manner of old and obsolete machines—see website. Bosch pattern capacitor 18mm (screw contact) £7. Bosch 18mm (solder contact) £8. **New:** CEV pattern capacitor £9. Dansi pattern capacitor £8. Honda C50, C70, Mobylette, Raleigh capacitor £7. C90 capacitor £6. Miller FW17 capacitor £6. Excelsior Wipac 15/72 & Miller W7/BS9 capacitor £7. **New:** Villiers pattern flat package capacitor £9. 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 **Switch gear:** Chrome horn button £7. 5-way switch beam/off/dip/horn/cutout £9. 3-way switch beam/dip/horn £8. **New:** 3-way switch beam/off/dip with wiring lead £9. 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 5 1/2" case/4 1/2" lens £18. FS1E pattern chrome steel 5 1/2" case/4 1/2" 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. Ariel-3 etc CEV5464 rear lamp unit £20. 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 127 pcs in 7 sizes £9. **Workshop multicore solder**, proper 60% tin/40% lead alloy 1/2lb reel SOLD OUT.
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Raleigh moped RM front light, N.O.S. Includes postage: £26.
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VéloSoleX Wanted.

Ideally I'd like to buy a pre-1980 model 3800 with a V5c but I'll consider anything offered. I don't mind doing a bit of cosmetic/mechanical work if necessary. If you have anything that you think would be suitable please telephone me, David, on 01773-852748 or e-mail me on d.romaine@btinternet.com (Derbyshire).



Sachs Madass 50, 2004 registered c/w V5C—£595.
Starts easily and goes really well because it's fitted with a Loncin 110 motor and a big carb. Hydraulic rear calliper conversion, and new stainless steel exhaust system cost £300. In regular use for last 10 years. Good roadworthy bike, though some electrical items need attention.
Tel: 01473-716817 (Ipswich).
E-mail: mark.daniels975@btinternet.com

Andy Est 1972 Tiernan



1952 Bown Auto Roadster 98cc £3,000



1957 Bown 50 49cc £2,850



1951 Bown Standard 98cc £3,000



1958 Göricke Diva Lexus Schwing 50cc £500



1955 BSA Winged Wheel 35cc £1,100

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Rollerdrive – Machined New Cyclemotor 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, M24×1.5:

£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, M22×1.5: £15.

Bosch 115mm mag flywheel puller for both alloy & steel types, M26×1.5: £15.

CEV/DANSI/Kerry mag puller for 2 & 3 window flywheels, M19×1: £15.

Ducati Cucciolo mag flywheel puller, M22×1: £15.

Honda P50, PC50 single-end mag flywheel puller M24×1: £12. Honda P50, PC50, C50, C70, C90 dual-end mag flywheel puller M24×1RH / M27×1LH: £14.

Lavalette/Hercules Corvette flywheel puller, M22×1: £15.

Manhurin Hobby mag flywheel puller, M24×1.5: £15.

Miller Type FW17 mag flywheel puller Phillips, HCM etc, 13/16×26tpi: £16.

Mobylette/Raleigh clutch drum extractor, M24×1: £12.

Mobylette/Raleigh points cam extractor M26×1: £15.

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

Moto Guzzi Stornello 125 flywheel extractor M22×1 - £15.

Peugeot all models mag flywheel puller, M20×1: £15.

Raleigh RM1/RM2 Lucas mag flywheel puller, M22×1.5: £15. Raleigh RM1/RM2 Sturmey-Archer engine drive pulley extractor 1"×10-tpi BSF: £20.

Sachs clutch centre extractor, M27×1.25: £15.

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

Simson SR2 Optima & S51 flywheel puller, M27×1.25: £15.

Villiers 3K mag flywheel puller 7/8×14tpi 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.

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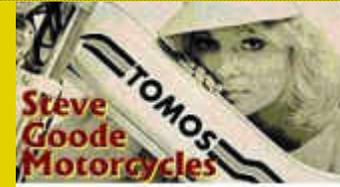
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Website: www.mopedland.co.uk



Mopedland Jumble Parts section, featuring mainly used and NEW/old stock odd parts for various Cyclemotors, 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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Quality reproductions that look like the original, at a fraction of the price and without the finger-marks! Here is a selection of our small capacity machine manuals. All prices include UK postage and packing.

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. **Cyclemaster** 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"

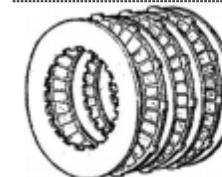
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Today I have come across a cylinder barrel from that collection and after a little research on this site believe it to be from a Mini-Motor (possibly a MK1 or 2). Is it of any use to anyone? Happy to gift it if someone is willing to pay the postage (I'm in York).

imp@pickers.co.uk.



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E-mail enquiries to Melv200boy@yahooil.co.uk.



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1951 Sun 2F 99cc Autocycle, reg 919 UXM with V5c (non-transferable). £1,950.

Road legal and good running order for occasional use, but a tatty old scruffbag.

Call Paul, Felixstowe: 01394-671222 or Mob: 07702-192008



1964 Matchless G2, 250cc, reg ARR 38B with V5c (original registration, and transferable). £1,950.

Running order, everything works, nice ride. Road legal and in occasional use. Good condition, but not immaculate

Call Paul, Felixstowe: 01394-671222 or Mob: 07702-192008

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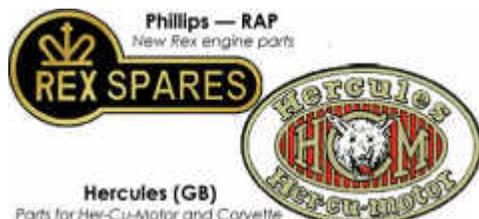
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Motom 48L for sale, paintwork a bit shabby in places, £850.
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Going to the Go-Go

by Mark Daniels

Sponsored by Dave Smith, Eccleston, Lancs
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IN 1904, Andries Gastra opened a shop selling clocks, watches, sewing machines, and small farm machinery equipment. Within two years, he had also started selling bicycles manufactured by the German *Presto* company, and quickly dropped the other products to concentrate on cycles, which were becoming widely popular.

He soon began making his own bicycles and selling them under his own Batafus and Batavus cycles, listing the two brands side by side. By 1917, Andries had taken over a large bicycle factory. He continued using the two brands until the Batafus badge was dropped in 1923, and hasn't been used since, though the Batavus Company still holds the patent on it.

The 1930s proved difficult as much of Europe became locked in the great economic recession, but Batavus continued growing by diversifying to include carrier tricycles, motor cycles, and ice skates.

In 1936 Batavus marketed its first motorised cycles for both men and women, however because Holland had no laws on the use of such vehicles, it was deemed necessary by the authorities to require regular rider testing for a driver's licence, which was the main reason why the cyclemotors weren't a commercial success in the thirties.

World War II saw the temporary shutdown of the factory, but business resumed when the war ended in 1945 and demand for bicycles increased, so the company invested in a new

factory with modern assembly lines, which brought it to the forefront of cycle manufacturing. With the uptake of fitting attachment engines to bicycles, Batavus started manufacturing specific 'Hulpmotor' frames to take particular popular makes of cyclemotor engines like Mosquito and Itom Tourist, before presenting its first moped in 1951 as the Jlo F-48 powered Bilonet.

By 1954, the company's assorted factories produced a variety of machines, but in 1956, 52 years after Gastra had opened his shop, a new factory opened in the industrial park at Heerenveen. It had an area of 6,000m² and the workforce had grown to 300. After the new premises opened the company continued primarily to be a bicycle manufacturer, though moped sales in Holland were also booming, and Batavus produced many different Bilonet commuter models and Transport carrier mopeds, before introducing further Toer and Sport models in the later mid-1950s. With a change to regulations, separate dual-saddle CombiSport models became single dual-seat Super Sport and CombiSport models from 1959, and the range extended further with Conforte versions, and the most popular Whippet Sports with high-level twin exhausts from the single cylinder motor.

In 1966 Batavus introduced its first Batavette automatic mopeds with a rigid frame and options of rigid or telescopic forks; this was powered by the new Dutch NV Anker Motoren Maatschappij engine manufactured in Rotterdam at the former Berini factory.

Anker was part of a major group that held interests in shipping, coal, bricks, oil and electrical products, which bought into mopeds and engine manufacture when Berini went bankrupt in 1964 and was purchased by the Laura state mining group Anker Kolen Maatschappij. Laura was originally the coal mine named after his wife by its founder Anton Wackers, with drilling of the first (Wihelmina) shaft in 1901, and followed by a second (Hendrik) shaft in 1902 (which were presumably named after his children). The Berini brand was successfully returned to moped market sales again and the manufacturing division was structured into three branches: Clinton–Laura (stationary engines), Boatmaster–Laura (outboard motors), and Anker–Laura (moped engines).

The first Anker engines to find their way to the UK were in the Dutch Gazelle-manufactured Ankermatic mopeds imported by Nedermotive Agencies, 37 Holland Mews, Hove, Brighton.

In 1967, Anker divested its interests in the Berini moped brand to Gazelle, who then also sold identical Ankermatic models under the Berini badge, as well as its own Gazelle name.

However, the mining group retained the Anker engine manufacturing and re-established engine building in 1967 with Anker–Laura as the new brand name of Laura Motoren at Eygelshoven in Limburg. The new factory was set up by the Laura & Vereniging coal mines as replacement employment after the Laura mine ceased production in 1968, followed by the Julia mine closure in 1974.

UK imports of the initial Ankermatic model finished in March 1968, but briefly resumed again by a seemingly new importer as SS Motor Cycles, Anker House, 46–50 Dean Road, Bitterne, Southampton, with the Ankermatic MkII version from July to September 1969.

Further Anker powered Batavus Batavette versions followed as the V1, V Mini 1, and VA2 with rear suspension in 1968, and the V Mini 2 in 1969.

In 1969, Batavus acquired the bicycle and motor cycle production of the Dutch Magneet company, and the following year took over three other three-wheeler factories in Germany. Although sales of motorised two-wheelers fluctuated with model and style changes, there was steady growth year-on-year.

Elements of the original Anker engine with its round-finned cylinder and head were modified in Limburg and incorporated into the later type M-48 motor with square-finned cylinder and head for 1970.

In 1970, Batavus joined the Dutch Laura group, which included Laura Motoren, and Anker–Laura engines would be fitted into a new range of Batavus designed mopeds, excepting the top-of-the range Sachs-powered MK4S sports model.

The Laura Motoren factory built and supplied engines to Batavus, Gazelle & Berini, BSA for the Ariel-3, Tomos, Solifer, and Solex for the Ténor model. There was also an outboard motor in their model package under the name Laura–Boatmaster.

Anker Laura motor specifications.

M 48-01: 40km/h

M 48-02: 50km/h (UK) rated 2.4bhp @ 5,000rpm

M 48-03: 30km/h (CH: Switzerland)

M 48-04: 30km/h (DK: Denmark)

M 48-04: 30km/h (S: Sweden)

M 48-05: 25km/h

M 48-08: 45km/h

UK market versions were supplied in 02 specification, so we probably want to consider ourselves lucky—we had the fast ones!

We don't have much in the way of further details as to how Euro market motors were performance limited, but smaller bore carburettors (typically 8mm) are one likely means, and European market models were also fitted with aluminium head gaskets (UK market models did not have any head gasket, so the compression ratio would have been higher).

The lower performance rated machines also seemed to have run lower drive ratios. Dutch market belt flywheels typically have 12-tooth front sprockets, whereas UK market flywheels were fitted with 13 teeth.

An Encarwi S22 of 12mm bore supplied the fuel. Induction wasn't by the more usual piston ported control, but reed-valve directly into the bottom of the crankcase, which means the carburettor sits underneath the motor.

Since a reed-valve closes as soon as the piston comes down, it retains a full charge of induction gas to deliver up the transfer ports to the combustion cylinder, whereas piston-port engines tend to lose a proportion of this charge as 'blowback' to the carburettor, particularly at lower revs. The 'blowback' effect on piston-port motors tends to be negated toward increased revs, so reed-valves offer little difference to the top speed. Their advantage is apparent in low speed torque, generally making a reed motor more effective at acceleration, hill climbing, and into a head wind.

In the early 1970s, bicycle demand continued to increase, prompting expansion of the Batavus Heerenveen factory to 25,000 square metres.

1972 production records indicated 250,000 bicycles and 60,000 mopeds built in the year, of which 60,000 bicycles and 27,000 mopeds went for export. Sales were strong in West Germany and Switzerland, while Iran, Israel, Belgium, and Greece were also considered important markets. In Turkey, Batavus mopeds began to be manufactured under licence in 1972.

Though Batavus was a long established manufacturer just across the North Sea in the Netherlands, the brand only started exports to the UK from July 1973. First imports began with the setting up of Harglo by two former BSA/Triumph executives, Wilf Harrison and Peter Glover, who imported and distributed Batavus mopeds in the UK and Ireland, starting with Go-Go 'V' & 'VA' models.

Four other new machines were added to the UK market imported list in 1974, comprising three further Anker-Laura engined models, as the Compact (small-wheeled mini-bike), Bronco (trail), and HS50 Sports models from January 1974, and the Mk4S 4-speed Sachs-powered sports moped from August 1974.

The early Go-Go V was a rigid frame machine, but discontinued manufacture at Batavus shortly after the introduction of the Go-Go VA sprung-frame version, so UK imports of the V model ceased in April 1975. By this time the company had a reputation for well-built machines, which, while not the cheapest or particularly fast, looked smart, and proved simple and reliable.

A new Starglo model was added to the import list from October 1976, and Harglo showed their seven-model range at the Earls Court Motor Cycle Show.

The top-of-the-range MK4S specification, with motor cycle styling and the Sachs four-speed motor, included an electronic tachometer, battery-operated indicators, and heavy-duty

suspension front and rear. This model, which has the overall dimensions of a full-sized motor cycle was the biggest machine sold by Batavus.

In 1977, Batavus made more bicycles and mopeds than any other company in the Netherlands, and was the biggest Dutch exporter of machines, with 55% of production going outside the country.

To accommodate a developing interest for fuel-efficient transport in the USA during the 1970s, Batavus set up its US market headquarters in Atlanta, GA.

UK imports of the Go-Go VA discontinued in March 1978, and its position in the model range was wholly replaced by the Starglo. In September 1978 a dual-seat



Starglo-2 model was introduced, though this seems to have been fairly unsuccessful since it became re-listed as 'imported to special order only' after April 1979.



Our purple Go-Go VA would seem to have been among the last of its class, being V-registered in late 1978.

With front and rear suspension, the single-speed Go-Go would seem to be aimed at the middle ground of basic commuter mopeds, and appears a fairly compact machine due to the 16-inch wheels giving a short 64-inch overall length and just a 43-inch wheelbase.

Operation is simple, just turn on the fuel tap at the bottom left of the tank, then the manual says 'with a cold engine, pedal a few yards and then pull in the start lever. As soon as the engine starts, release the start lever and twist the throttle. Keep the choke lever pressed in during the first 20-30 seconds.'

So we give that a go with the 'flying' type start, and yes, the Anker-Laura M48 engine fires right away, and seems happy to run without choke almost immediately. The reed-valve system often seems to offer easier starting than some traditional piston-ported engines, which is always a benefit.

Twist open the throttle and Go-Go pulls away smoothly and easily under its own effort, and without any request for pedal assistance. The engine delivers unfaltering acceleration right from the off, though the better top speeds are unlikely to be attained until the engine has thoroughly warmed up, so we cruise around the first part of our test course to get the general feel of the bike.

Go-Go feels well together along bumpy surfaces, handles tidily enough on





corners though seems a little cramped in its riding position as the saddle feels somewhat too close to the handlebars with only a limited adjustment for height, and rises at an angle that takes it towards the handlebars as it goes up.

The 60mph VDO speedometer tended to wave its needle over a greater range as the bike went faster, so failed to give any useful indication—we had to rely on our pacer.

We cruised around the outward leg of our test course at a comfortable 25mph to warm the motor thoroughly, then raised the pace along the first straight of the return leg to clock 32mph along the flat with rider sitting upright.

At this point we should say that the engine in this bike had some modifications while it was in the workshops being rebuilt from a decrepit ruin; it was given a 1.5mm transfer porting lift with a 20% increase in vertical height of the exhaust port for better scavenging at revs, and a compression ratio increase up to 9:1. The downhill run was paced at 36mph, at which the motor was revving fairly hard, following which, the uphill climb was confidently despatched with the bike only dropping back to 25mph before cresting the rise.

Reed-valve motors often show strongly against hills anyway, but this performance was probably further helped by the compression ratio increase.

Catching a following breeze along the return flat in a prone position, our pacer clocked a peak of 34mph.

The tuned motor handled the higher revs smoothly and capably, which generally would be difficult to achieve on a 'stock' M-48 motor since they are commonly 'held back' by four-stroking in the upper rev range due to the restricted porting checking them back to the maximum design speed of 30mph.



The Bronco was de-listed in January 1979, and the Pronto model added in April. The HS50 Sports was discontinued in April 1981, and replaced by a new Mondial model with variable transmission.



Our featured Starglo was UK X-registered in 1982 and, though it looks fairly similar to its forerunner and has basically the same running gear, there are a number of different features from the earlier Go-Go model. The rear frame, swing-arm, and carrier arrangement is changed, and so is the seat mounting. Matching mudguards are aluminised steel instead of painted steel at the rear and stainless steel at the front. The exhaust pipe is a changed form. The side panels and fuel tank are modified and a plastic moulded tool tray is located in the forward space of the rear carrier, so that when the parcel clip on the rack springs down, it holds the lid closed.

It's probably worth pointing out before we actually start, that despite having had some cleaning up and service work to the cycle components (new front inner tube, rear wheel bearings + new cup, and HMP chain grease treatment), otherwise this machine is completely untried because it's been unused since its last tax disc expired in July 1990! Yep, 30 years in the back of a shed, and we're hoping it's going to go for us...

The fuel tank has been cleaned out, with the seal replaced on its original tap, and a new fuel line.

All operational and control features are the same as the Go-Go, though the fuel tap positions are only indicated on the tank as Dutch hieroglyphs printed on faded vinyl stickers, which are probably nothing that even the most skilled archaeologist could interpret.

After a little experimentation with the fuel line detached, we establish the middle position is off, with on and reserve position to either side. Both positions work with the amount of fuel in the tank, so it doesn't really matter which-is-which to us for our brief purpose of test running the bike.

Going with the 'kick-start on the stand technique', poising the right foot on the left pedal, pull in the clutch-lock, then finger the choke trigger beneath the twistgrip—which instantly crumbles to pieces of broken plastic.





That's a winner then! Some of these road tests don't always go to plan.

Following some plastic welding surgery, we resume where we left off earlier and, after a couple of spins, the motor fires right up. Being a warm summer day, the Laura engine barely requires much choke and the motor seems to settle down to a steady beat.

All seems OK, lights all work, horn, brakes, and despite having a working VDO speedometer set, which is probably over-optimistically graduated up to 60mph, we have our pacer to check the actual speeds.

The M-48 engine delivers a smooth and torque pull-away as the throttle is turned open and, though the centrifugal pressure plate clutch engages the drive at fairly low revs, the motor accomplishes the operation confidently and without any need to pedal assist the take-off, thanks to the efficiency of its reed valve induction.

That sort of start always gives a good first impression.

We amble along a back lane at an indicated 20mph just to warm the motor, and get the feel of whether we think the engine is OK after its 30-year slumber. All seems smooth enough as we turn out onto the first long straight, so we give a little more throttle to indicated 25. The motor is starting to buzz a bit more now, and still feels quite happy, so toward the end of the

straight we give a short full throttle burst up to indicated 28mph sitting upright, before easing down to tickover at the junction to the second straight.

Again we pull smoothly away without any pedal assistance required and manage to run up to an indicated 29 in a crouch along the flat, but just short of halfway mark on the dial.

Turning into the return section heading back to base, we determine to try for the 30 mark, and just about hit the target on the downhill run in a crouch. While the engine was still running smoothly and happily enough, it was clearly running out of puff at that speed due to the limited transfer and low exhaust porting in the cylinder.

A light uphill gradient followed our downhill run, and the motor tone distinctly changed to clearer two-stroke firing as it came under load on the climb to pull strongly up the slope.

Definitely a good performance for a standard engine straight after a 30-year sleep!

The cycle chassis handled confidently and well enough for any basic commuter moped. The 80mm front and 70mm rear brakes were adequate, though unspectacular, but satisfactory for the job, and all round, the Starglo delivered a very capable ride on its 2.25 x 16 tyres on Silverline Westrick pattern chrome plated rims.

The exhaust and carburettor induction was satisfactorily silenced at both ends, so you wouldn't really notice either.

Coasting back into the garage, we only then discovered that the cut-out button had dropped off the IKJ switch, so it was no longer possible to kill the ignition (they were always cheap and nasty rubbish switchgear that fell apart on the NVT Easy Riders too). So pull on the clutch-lock starting lever to stall to a stop.

Comparing notes with our pacer reported 30mph for our indicated 28 upright run along the straight, and the same 30mph for our 29 crouch run along the flat, but a surprising clock of 34mph on the downhill run!

All a little faster than we thought ... which is why we never believe moped speedometers.

The report from our pacer, however, was apparently fogged by billowing clouds of two-stroke smoke every time we were running on throttle, which couldn't have been coming from the lean 33:1 semi-synthetic pre-mix we put in the fuel, so it was presumably burning off a 30+ year old mineral oil accumulation in the exhaust.



Batavus continued the MK4S Sachs powered Sports model right into the late 1970s and also built its last mopeds using Anker-Laura engines in the late 1970s, after which it reverted to Sachs and Peugeot motors.

The entire Laura Motoren factory was sold to South Korea and, after 1980, Anker-Laura M-56 engines were re-made in Korea by Daelim Motor Corp.

In 1981, Berini was also sold on to South Korean ownership, who used the brand for Berini mopeds in the Korean home market for a further 15 years.

A Pronto De Luxe with dual-seat was seemingly the last new Batavus added to the range in January 1983, and discontinued with the Mondial September, which represented among the last Batavus built moped models.

It had made and sold lot of moped models over 30 years of production, but returned to concentrate on its core business of bicycles as the moped market dwindled away with the emerging popularity of the 50cc CVT scooter ... different times.

The Berini name returned to Europe again in 1998 under the ownership of the Alblas company of Rotterdam, who sticker-branded batches of imported Indian-built mopeds, remarkably fitted with Anker M-48 engines! Alblas still continues to import and market a new generation of Chinese-built Berini branded scooters, light motor cycles, and electric bikes.



Next –Quickly moving on to our next feature, this German manufacturer ... Oh, you've guessed it already.

The Monkey King

by Mark Daniels

*Sponsored by Paul Long,
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HONDA'S Dax 'monkey bike' series machines are probably most familiar to people in the form of the ST-series or CT-series models, with their distinctive 'T-bone' frames, initially equipped with 50cc & 72cc semi-automatic Cub engines.

These were produced by Honda from 1969–81, before the model was discontinued in Japan. However JH2D licence-built versions continued to be made outside Japan until Honda's patents for the original ST-series expired in 1998, since when further Dax 'replicas' have been made by many Chinese manufacturers such as Jincheng, Lifan, Panda, Redcat, and other brands often sold for export.

When Honda discontinued the Dax they sought to replace it with another more up-to-date monkey bike model, which is where our story really starts...

The trail begins in Japan, way back in 1971, when Honda launched the CB50K1 into its home market. The single-overhead camshaft engine was 42mm bore × 35.6mm stroke, with a compression ratio of 9.5:1 and traditional upright cylinder, rated 6bhp @ 10,500rpm and fitted with a five-speed gearbox. Weighing in at 74kg (less than 11-stone), and built in the style of a sports 50 with a drum front brake, it looked like a proper little motorbike.

The CB50JX-1 followed in 1973, now with a disc front brake, and the engine uprated to 6.3bhp, with factory performance given as 90km/h (56mph) ... but it would be some time before export markets would be seeing these machines, and when they did, it would often be to a somewhat different specification.

It was a time when the number of teenagers involved in accidents riding ever faster sports-50cc mopeds was causing social concern. In the UK, the history of the moped was redefined on 1st August 1977, when its official description changed from 'A machine of engine capacity not exceeding 50cc, and equipped with pedals by means of which it is capable of being propelled', to 'A machine of engine capacity not exceeding 50cc, restricted to 30mph, and weighing not over 250Kg'.

When the CB50J was launched into most European countries in 1978, the motor power was down-rated to just 2bhp @ 5,500rpm, and top speed given by Honda for the European model as just 40km/h (25mph) ... and for some countries it only had a four-speed gearbox!

The power was reduced to suit compliance in most restricted performance European markets, so it allowed younger riders under 17 to be able to ride the bike as a new specification 'Sloped'. Regulation had turned a potential sports-50 classic into a total misery to ride.

A spin-off from the CB50 was the CY50 model: a new style of monkey-bike employing the CB50 engine in a tubular steel frame from 1977, and primarily intended for the Japanese home market, Germany, France and Belgium. The CY50 employed the same stifled European engine specification as its cousin to comply with the German market StVZO road traffic licensing order of the time, again limited to a maximum speed of around 40km/h, by fixed position ignition timing, and a restricted carburetter.

The wheels wore much larger width off-road type 'marsh' tyres than its Dax predecessor, which gave more the impression of a small utility motor cycle. The bike could be fitted with front and rear carriers, and had five-position adjustable rear shock absorbers to compensate for loads. A trip meter in the speedometer and a six-litre fuel tank now allowed a practical range of up to 200km, where Dax's tiny 2.5-litre capacity meant you really had to pay attention to your fuel level.

Honda's own advertising curiously coined the name 'Nauty Dax' (Naughty Dax) for the CY50, but its 6V electrics proved a problem when a change in StVZO regulations required the use of daytime running lights: the generator output was never designed to keep up with continuous use lighting, and the indicators failed to function as the battery drained.

In the few European countries where it was sold, the CY50 subsequently achieved a similar popular cult status to its Dax predecessor, but not in the UK because the model was never sold here.

A larger version of the CB50 motor was produced by Honda for the off-road XR75 72cc four-speed 40mph schoolboy scrambler (1973–78), which was re-fitted with a five-speed gearbox in 1977. The XR75 was replaced by the XR80R off-road schoolboy scrambler (1979–2003), with the same single-overhead camshaft engine now increased to 47.5mm bore × 45mm stroke, with a compression ratio of 9.7:1, fitted with a five-speed gearbox, and quoted manufacturer's top speed of 49mph.

Initial production models had silver finish engines, but when second generation versions appeared in 1983, their motors were all painted black.

The XR80 then led to another particularly obscure spin-off, in the form of the CY80: a rare machine in the UK, because, again, they weren't sold here. The main European markets were Germany, France, and Belgium; but even in the countries where it was sold, the model was far less common than the CY50.

Its familiar single-overhead camshaft engine with upright cylinder is much the same as the XR80, with 47.5mm bore × 45mm stroke for 79cc, 9.7:1 compression ratio, and rated 5.5bhp @ 7,500rpm, fitted with a five-speed gearbox, and manufacturer's quoted speed of 75km/h (47mph).

A Honda CB80J was also developed as another intended road bike version, but did not go into series production because of 'classification complications'.

With the same characteristics, the CY80 also failed to meet the requirements of a European market 'light motor cycle' according to the legal regulation of driving licence class 1b from April 1st 1980, for which a maximum 80cc, maximum 80km/h, & maximum 6,000rpm specification was set.

Ooops, it didn't meet the max revs requirement, so the CY80 was therefore classified as a motor cycle when it was first registered, so the driver needed the open licence class 1 for this small capacity two-wheeler. Its appeal was greatly reduced.



Going from the French language stickers on the fuel tank, our CY80 looks as if it was originally a French or Belgian market machine. The fuel tank is steel, but all the other trim is plastic; both mudguards, side panels, seat tailpiece trim, and headlamp shell. This is a markedly different monkey bike from the pressed-steel, T-bone frame Dax. CY's tubular steel frame looks longer and wider, which, maybe, also makes it look very low, so we measured the saddle height at 27 inches, which actually isn't as low as it looks. The saddle is 2 feet long by 11 inches wide, so there's lots of space for solo riders to spread themselves about and find the optimum comfortable riding position. The seat ends with a 'fastback' trim, which isn't particularly obvious on our example due to the rear carrier and back-box.

The most striking aspect of this bike is the fat tyres, which are 5.40 × 10 Bridgestone 'Rectangle' tyres (probably a special size, and they're going to be expensive), which look like the sort of thing you'd be more expecting to find on a three or four wheeled ATV. It would

have looked most unusual and eye-catching to see tyres of this type on a motor cycle in the late '70s & early '80s, and they're appreciably wider than the preceding Dax model's 3.50 × 10.

The wheels have bolt-together half-rims on alloy-spoked hub-centres, so you presumably strip down the wheels to change the tyres.

The 80 was basically just a larger capacity engine in the same frame as the 50, but the exhaust



systems were different between the 50 and the 80, though both had the same nasty habit of badly rusting out their exhausts from the inside, which is exactly why our machine is wearing a pattern



exhaust kit. The 80 also inherited the 50's 6V electrical system, but with no daytime running light requirement in the UK, it doesn't suffer the discharging problem in this country.

Mounted on the left side of the steering headset, the kilometre speedometer is marked with speeds in gears, showing: first 18km/h, second 35km/h, third 50km/h, fourth 60km/h, and fifth to 75 km/h, then the dial ends at 80km/h.

To the right of the speedo is an ignition box with a key-switch that only switches from off to on, and simply contains just two warning lamps for neutral and indicators. All other functions are controlled from handlebar switches, with lights off-park-head on the throttle control, then indicators L-off-R, horn, and lo-hi beam on the left-hand bar-set.



What? No electric start?

No, none of these small capacity, upright motor types had electric starts, so it's back to the old-fashioned method: the kick-start...

And, if you might be looking for one, the CYs didn't have a centre stand either, just a side stand, which is why they all lean to the left at a jaunty angle.

The fuel tap at the bottom right of the tank is pretty obvious, but where's the choke? There's got to be a choke somewhere, but we can't find any knob to pull or trigger to thumb, there's no obvious lever on the right-hand exposed side of the carb, and there's nothing that looks like an automatic choke mechanism on the carb ... hold on? What's that on the

on the other side of the carb? Maybe a lever? But you can't reach it at all from the right side. Surely you don't have to access it from the other side? Oh yes you do!

The choke is a lever operated arm, hidden away on the left-hand inside of the bike with access only by reaching right through the cave to move the lever arm up through 90° for choke on, then once you've got the bike going you'll have to do the same to switch it off again. More like Indiana Jones than motor cycling ... it's a long way from operator friendly, and hardly what you'd expect from Honda!

A couple of kicks and the motor bursts into life with a noisy growl from the aftermarket muffler. Despite a moderately warm summer's day, CY still wants the choke for a while and premature attempts to open out the choke result in the engine fading out, so you do have to wait for it to be ready in its own good time.

The clutch lever feels light and easy, while the gear pattern is one down/four up on the left foot, and CY capably pulls away, so we do a couple of low speed turns up and down the road to get the feel of its tractability while our pacer kits up.

The 80 motor proves nice and docile on low throttle, and the bike handles well enough in tight turns on tarmac, so the width of the tyres doesn't seem an issue ... at this point.

Along the road and going up through the gears, the pattern silencer produces a loud deadened beat on throttle, which would certainly be noisier than the original Honda system

before it rusted away, but replacement factory exhausts simply aren't available as replacement parts. That's always the problem with obscure and obsolete models ... there's not much choice but to improvise.



The motor pulls capably enough up a gradient, and it's always an option to drop down a gear or two if required ... then you start to notice that exhaust does bark a bit when you throttle-on.

The kilometre speedo doesn't help much to gauge the speed, because it doesn't have any secondary mph scale, and while you're trying to adjust to such an unfamiliar machine, the mental ready-reckoner isn't working fast enough as we drift across the road through a bumpy corner.

The big 'swamp' tyres may look cool, but they don't seem to do much for its handling on tarmac. A few more bumps along the way soon confirm that CY80 does have some unpredictable 'wandering tendencies'. You quickly learn that bumpy corners are not something that you want to be going round fast, as the bike wallows across the road and you soon start to wonder where it's taking you. This really isn't a machine to be ragging round

the roads, or you could be looking for trouble. It's far more sensible to ride CY in moderation. While the preceding Dax model monkey bikes often end up fitted with lively 125, XY140, or 160 motors, you probably wouldn't want to be doing the like with a CY, because the handling is too random for further increased power. The 80cc engine is more than enough for the bike as it is.

When you buzz the motor up through the lower gears, the acceleration is much stronger than its CT70 semi-automatic predecessor, then into fifth you have to hold the throttle on to creep up towards the top of the gear. Building up speed on a smooth flat straight, then dipping down into a low tuck, we managed to pin the needle on 80 at the end of the dial, which would convert to 50mph, but our pacer actually clocked it as 54 in real money!

Ordinarily the CY80 is a happier ride up to around 40mph on tarmac, because it's probably more intended for functional operation in the rôle of a utility vehicle.

We tried a little light off-road track riding, for which it felt fine, and that sort of use would generally be done at a more sedate pace anyway.

All the electrics worked fine, though the 6V headlight would probably seem to produce weak illumination at night for many people now more used to 12V electrical systems.

Slowly going Mad

by Mark Daniels

Un-sponsored - Please make a small donation to IcenICAM to help keep the show on the road..

BORN in Petershausen in 1867, Ernst Sachs held sporting ambitions from an early age, and demonstrated a capable interest in engineering. As an amateur rider, he celebrated his first successes in bicycle racing, but felt that the bicycle's bearings did not run smoothly enough, so he sought to improve the mechanics.

After moving to Schweinfurt, Ernst Sachs met the accomplished commercial salesman, Karl Fichtel. In 1894 Ernst Sachs made his first design attempts toward a better bicycle hub, with the first patent registered on 23rd November on bicycle ball bearings with a sliding ball track, which led to the establishment of Schweinfurter Präzisions-Kugellager-Werke Fichtel & Sachs on 1st August 1895, for the production of ball bearings and wheel hubs for bicycles. The founding capital sum was 15,000 German Empire Gold Marks (currency 1873-1914), with Ernst Sachs registered as Technical Director and Karl Fichtel as Commercial Manager. By 1896, Schweinfurt Precision Ball Bearing factories employed 70 workers, who produced about 50 to 70 hubs daily.

Sachs produced the first commercially successful bicycle freewheel in 1898. He presented his design for a back-pedal brake, and the company launched the F&S Torpedo freewheeling bicycle hub with integrated coaster brake upon the market in 1903. Ernst Sachs was the also first to have the idea not to patent the whole product, but worldwide patent only one component, without which no-one could theoretically build a equivalent modern bicycle.

The brakes were good, which is what you'd usually expect for most vehicles with small diameter wheels, and the extra width of the tyres meant there was an effective grip on surfaces.



The CB50 series was made up to 1982.

The CY50 was listed from 1977-83.

The CY80 was just produced in quite limited numbers from 1980-82 and only sold in a few markets, so it is an unusual model. The 80cc engine certainly gives the bike a more practical performance than the restricted CY50, and CY80 was the fastest standard monkey bike built by Honda.

For followers of the cult, the CY80 is The Monkey King, and it doesn't need to be customised to make it something very special in the UK.



Next - We test a 'Band of Three' Italian cyclemotors. Not the Good, the Bad, and the Ugly ... more like the Good, the Exotic, and the Beautiful.

This however was followed by a wave of product piracy from a number of manufacturers at the time, who produced many strikingly similar replicas of the Torpedo freewheel hub.

The breakthrough of the bicycle as a viable means of mass transportation in the early years of the 20th century marked a significant milestone on the road to Fichtel & Sachs's success, and the company grew rapidly. Within just two years, Fichtel & Sachs had expanded production to 382,000 Torpedo hubs a year, and were already employing 1,800 people.

Sachs's father-in-law, Wilhelm Höpflinger, registered a patent for the first practical bearing cage, which is still used today in the ball bearing industry.

When Commercial Director Karl Fichtel died at the age of 48 in 1911, Ernst Sachs took over the sole management of the company, which had then grown to around 2,600 employees. In 1912, to counter high customs duties, Sachs acquired a factory in Černýš (Tschirmitz) on the Eger river in Bohemia.

Fichtel & Sachs were already one of the world's leading companies, and had registered over 100 patents for rolling bearings and bicycle hubs before the outbreak of the First World War. A number of Fichtel & Sachs factories were converted to produce armaments and, during the four years of the war, the number of employees increased from 3,000 to around 8,000.

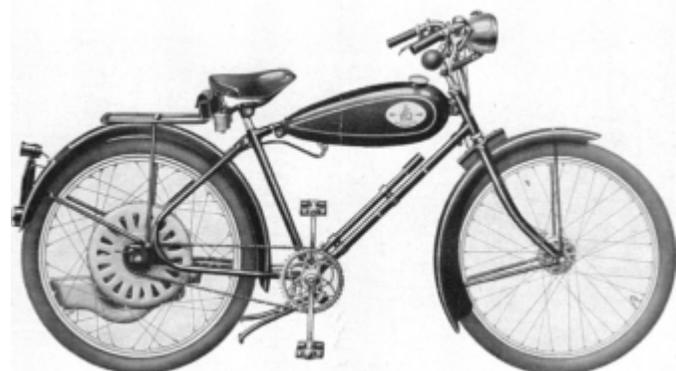
In the Weimar Republic Papiermark hyperinflation year of 1923, Sachs converted to a public company and established Sachs GmbH in Munich as a holding company. By the end of 1927, the number of employees had risen to a highpoint of 9,026; hub manufacture accounted for two-thirds of the total production, the remainder being rolling bearings.

Against the backdrop of looming economic recession in 1929, Ernst Sachs sold the rolling bearing division to the Swedish conglomerate SKF. After paying Karl Fichtel's heirs with their share, the proceeds were invested in future sustainable developments, such as clutches, small vehicle engines, and shock absorbers.

One of Ernst's last projects was the development of light two-stroke engines that could be used to motorise many motor cycles of leading manufacturers. Sachs produced its first motor cycle engine in 1930, a 74cc motor that could be fitted centrally in a bicycle-type frame, giving the appearance of a conventional motor cycle. By 1932, a 98cc version was added to the range; this was available as an attachment motor for installation in autocycles, or as a kick-

start version for light motor cycles, and for the first time, Sachs even listed its own branded frame to use the motor cycle engine (though it's likely the frame was made for them by another manufacturer, because Sachs wasn't really equipped to produce cycle frames).

1939 Bauer with Saxonette motor wheel



Ernst Sachs died later in 1932, and his only son, Willy Sachs, took over the company. In 1937 he presented a Saxonette 60cc motor wheel engine that could be installed in most mainstream bicycles.

At the beginning of the Second World War, the number of employees was again returned to around 7,000, and during the war, there was little significant change to the product range. Almost every German tank was equipped

1938 Hercules with Saxonette motor wheel



with Sachs couplings, but among the 7,000 workforce in 1944, many were forced labourers, and by end of the war, two-thirds of the production facilities had been destroyed.

Despite the damage, production was still resumed by the end of 1945.

New sales success was achieved at the beginning of the fifties with the famous 'Sachser' 50cc moped engine with two-speed gears, and 'Saxomat' semi-automatic transmission for cars from 1956, both of which were made in many different versions into the mid-1980s.

With the market success of other innovative developments, the parent plant in Schweinfurt had to be doubled in size in 1969. In addition, several other companies were acquired and the corporation began to take its first steps into North America. In the late 1970s, batches of Sachs-branded Optima-1, Optima 4-S, Optima 5-S, G3, and Supra-4 mopeds were sold into European countries and the USA, all with Sachs engines, but their cycle chassis were all built by the German Hercules Werke, Nurnberg.

Mannesmann AG acquired a majority of Fichtel & Sachs shares in 1987, and continued the internationalisation programme until, by 1995, Fichtel & Sachs was represented around the globe, with 38 production and sales companies. Renamed ZF Sachs AG, the company became part of the ZF Group in 2001.





In 2004, Sachs presented a radical design of 'underbone frame' motor cycle under their own branding, and called it the Mad Ass! In the USA it was sold under Pierspeed & Tomberlin brands as the Mad ass, and also badged as Xkeleton Trickster, then further sold in Canada as the AMG Nitro. The bike probably originated from German influenced design, and an anodised frame plate displays 'Sachs Fahrzeug-und Motorentechnik GMBH', but we're not convinced, so where was it made?

The familiar looking engine was based on a licensed version of the famous Honda Cub design, in 49cc and 125cc capacities, while the whole machine was manufactured in China and assembled in Malaysia, for international distribution by Sachs Motorcycles.

The simple 'underbone' frame comprises a straight and large diameter tube running from the steering headstock to the rear monoshock swingarm pivot, and doubles up as the 1.3-gallon fuel tank in the same manner as a *tubone* frame design.

A tubular sub-frame assembly to support the seat, exhaust, rear lamp, indicators and number plate, mounts on the main frame, so everything about the machine would be presented in a skeletal style, with no external bodywork or trim.

The three-spoke alloy wheels have the 'Sachs' brand cast into the metal, with a 260mm disc on the front, and a 90/90 × 16 tyre, while the back has a 210mm disc and a 120/80 × 16 tyre.

Both wheels are barely covered by minimalist plastic mudguards, which feel thick enough to be fibreglass—but they still crack at the front mounts.

Just a glance tells you that the token mudguards are going to be completely ineffective in wet conditions, but they look cool. The front guard ends before the engine begins, so everything will get thrown over the motor and your feet on the footrests when it rains, while the short rear 'hugger' will throw everything from the back tyre straight onto the exhaust and the rear electrics. The hot silencer barrel beneath the seat proved particularly vulnerable to water thrown up from the rear tyre, and rotted really badly from the folded seam on the steel body of the can ... and a replacement silencer is how much?

The battery is squished into a plastic box with lots of wiring, and inaccessibly situated at the bottom of the main frame tube just below the rear swing-arm pivot, where it is also ideally placed to get everything thrown at it by the rear tyre. Because the battery is very difficult to access, it really needs to be maintenance free, then buy replacements as required, because you absolutely won't want to be doing that job again...

The frames and fittings are basically the same for the 49 and the 125, with the main difference only being in the engine that is fitted. Despite its skeletal appearance, the frame looks big since the bike stands tall. The wheels & tyres would be wide for a 125, but for the 50 they're enormous.

There's monoshock rear suspension and telescopic front forks, with mighty 37mm stanchions in alloy yokes, so they do look the business, but had a bad reputation for diving on the front brake, so required heavier grade oil in the forks to negate the effect.

When this 2004 Madass-50 was acquired in 2010, being an early model it was fitted with the early type rod-operated calliper for the rear disc brake. This was a system that proved particularly troublesome, and was quickly replaced on later models



by a more conventional hydraulic calliper set. Parts (including replacement brake pads) for the rod-operated calliper had already become obsolete & unavailable within just six years, and new pads had to be machined from brake material. The mechanical calliper continued to be troublesome, sometimes seizing on the brake, and subsequently had to be adapted with a hydraulic calliper conversion and a master cylinder fitted at the brake lever end.

The rear shock absorber damping had leaked away, so required a replacement monoshock to stop the bike from bouncing all over the road. Several elements of the electrical system had



already failed, and trying to keep on top of the constant electrical component failures has proved a full time task ever since, indicators, electronic speedometer, rear light, brake light, headlamps, horn, the electric starter, all sorts of electrical connectors, and even the main wiring harness breaks ... they all fail constantly. It's fair to say the Mad ass electrics were absolutely dreadful.

Did we mention head lights in there? Oh yes, so while we're on the subject, the headlights are twin 'projector headlights' with a domed lens, two on for high beam and just one on for dip, look cool, but completely ineffective, because you can't actually see anything by the lights. 12V x 55W of complete uselessness...

If left out in the rain, the socket for the fancy, aviation-style, lockable fuel cap filled up with water, which would then run through the cap seal and into the tank. From the tank, it would find its way down to the carb and eventually stop the engine from running ... meanwhile the cheap and nasty fuel tap didn't seem to react so well with water in it either. The tap failed to close the fuel supply in the off position, and as the fuel level crept up in the carburettor float

chamber, it overflowed into the inlet manifold, past the inlet valve and into the cylinder, then past the rings to dilute the engine oil!

The first you may notice of this is discovering a high oil level in the crankcase, so removing the sum p plug finds the motor draining petrol, the carburettor float bowl with water in it, and draining the tank finds lots of water in the fuel! The fix is to drill a small drain hole at the lowest point of the fuel cap socket when the bike is leaning on its sidestand. What a pity the Sachs designers couldn't figure that out.

And, while we've touched on the subject of the side stand, it's a flyaway side stand, which will really get to annoy you. When you park the bike, you hold the stand down with your foot until the weight of the bike takes over when you lean the bike over to the left, then the stand flies up as soon as you lift the weight off. Sounds OK in theory, but if you're handling the bike from the right hand side, that's a problem. If anyone brushes against or leans on the bike, the stand flies away and the bike falls over, and when you're putting it on the stand you may have to do it several times because the stand can often fly up before you've managed to trap it. You will absolutely get to hate the stand, so why not put the bike on the centre tand? You can't, because there isn't one, which also presents a problem if you need to take out either of the wheels, and the Mad ass is a heavy bike, so it's going to be difficult...

OK, the Mad ass had its problems, but people bought it because it looked radical and seemed like a cool bike to go cruising around on a sunny day. It has no carrying capacity at all, so maybe wasn't intended as a practical bike for everyday use? Perhaps just personal transport, but it doesn't even seem very practical for that to us ... probably more like a trendy toy for faddy riders who occasionally want to play motorbikes.

So, our UK market Madass has a 30mph-restricted 50cc four-stroke motor rated 2.6bhp @ 7,000rpm (presumably to qualify as a moped so it can be ridden at 16), exhausting through a weedy diameter pipe with a catalytic converter, and four-speed foot-change, in a very heavy frame of 100kg (nearly 17-stone dry weight)! You just know this is going to be pathetic ... and it really is the most miserable machine to ride. You have to wring its neck all the time, up through all the gears, while the whining little engine is revving its heart out as you have thrash it constantly just to try and get anywhere at all! Any inclines or headwinds and it really fades, and it's all you can do to tease the bike up to 30mph on the flat. You might just see an indicated 32mph downhill ... it's slow, and it's awful!

It doesn't matter how cool you think it might look, it definitely needs to go better than this, or it will slowly drive you mad...

The 125cc Mad ass was only rated at 56mph, so that was also a similarly poor performance for a 125 ... fortunately, other engines are available...

A deal was done for a pre-used 110cc Loncin engine out of a customised Jincheng Dax, which was being further upgraded to a new 140cc motor. The Loncin had the same four-speed foot-change arrangement in one-down and three-up shift pattern, with electric start, and came

complete with a big carb and inlet manifold. The Sachs mag cover with generator set directly interchanged, so the engine would still look practically the same.

Advantages of the Loncin motors are that they have bigger main bearings than some other makes, and are generally in a softer state of tune than many of the sportier pit-bike/Stomp XY engines, so the Loncin engines tend to be a little more durable.

Switching the motor over was quite straightforward, but even with the maximum size front sprocket fitted, the gearing proved way too low. Since no direct equivalent gear-up final drive sprocket was available to fit the Sachs rear hub, it came down to machining up a special centreless sprocket to adapt to the hub.

The original saddle was replaced by a custom-made larger pad for a little more comfort, then the final modification was changing to a custom accessory, big-bore, stainless steel exhaust system.

OK, so how does it go now?

Ignition turns on a key switch at the left-hand headlamp bracket, fuel turns off-on-reserve by a lever tap at bottom left of the frame tank. There's a rotary choke trigger beneath the left-hand bar set to thumb on for starting, and press the starter button (if it works), or use the kick-start (user unfriendly).

Above the choke trigger on the left-hand bar set is a horn button (which doesn't work the horn—as usual), and a combination beam-dip-L&R indicators. We note the front right indicator has inexplicably stopped working (again), and it looks like the main beam projector headlamp is out (probably cooked its bulb again).

The right bar set has switches for lights off-on, and electric start.

The motor fires up on the starter quite readily, though it proves necessary to keep the choke trigger held in to warm for a while, or the motor will die out. The powerful beat of the exhaust note sounds a lot angrier now, giving a deep muffled pulse at lower revs, and snapping to a snarl as you blip the throttle to clear the choke.

The whimpering puppy has grown into a much more savage canine now.

Obviously the digital speedometer isn't working, because it rarely does, so our pacer peels into tracking position as we pull away.

There are now bags of useful torque from the 110 motor, so our Madass doesn't need to be revved up through every gear anymore, just lightly feeding in the throttle is easy enough, and you can change up to the next gear early and continue using the torque, while the exhaust delivers a powerful thumping tone—hmm, nice!



Icenicam 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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It's a bit of a strange riding position, feeling tall at the back, as if you're sitting on a perch, with forward weight onto your arms, and we're not sure quite which race of human being the frame was modelled upon. It does make the handling feel a little strange.

Snapping from the second junction in first, we click into second and twist on more throttle, and the Loncin delivers its power on command with a strong blast of acceleration, then snick into third and maintain the rate of climb. The response is strong through into top, accompanied by an angry snarl from the exhaust, which makes it sound as if it really means business now.

Without a working speedo, we really don't know how we're doing, so dip into a crouch and hold flat out on the straight, at which our pacer clocks us off at 57mph. The gearing feels about right since it did seem to need that extra dip down to tease out that last couple of mph.

Braking the speed off at the end of the straight, the rear brake pads seemed to be complaining with a fair bit of creaking, though worked fine.

Handling was generally sure-footed enough, but there were some road surfaces that induced a degree of tram-lining and required some steering 'adjustment' to bring the direction back on track.

The gearbox selected all ratios, but needed some delicate feeling around to find neutral, and guided by the neutral light, at least you could tell when you'd actually found it.



The Madass 50 seems to have ceased production in 2015, when it was replaced by an Electric version Madass E, but sixteen years on from its launch, the Sachs Madass 125 still appears to be in production.

The ZF Group merged Sachs into ZF Friedrichshafen AG in 2011, and today, Sachs branded products continue to be sold internationally by ZF Aftermarket, along with other unfamiliar and meaningless brands that are so typical of multinational conglomerates.

Fichtel & Sachs's history now seems to be just a small cog in a big corporate selling machine...



Next—'The Flying Banana' ... What? You'd like another clue? OK, it's a yellow sports moped.

Ahh, that one!

See, it's all coming back now ...?