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

lockdown to get on with restoration projects meant we were busier than ever before. Lockdown wasn't the only factor; if it was we'd have been back before this. But enough of excuses... Those of you with subscriptions can rest assured that you'll still get the full number of magazines that you've paid for.

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News

This Issue

We're back!

This issue is over two years late! We expect many of you had given up waiting for another magazine but, nevertheless, here it is. To some extent, the delay is down to the dreaded pandemic—far from lockdown giving us the time to produce the magazine, the fact that you all used

Number 55

Next Issue

With a bit of luck, things should be getting back to normal now and we hope we'll be publishing the next edition at the Radar Run in April. 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.

Information Library

One thing that did carry on while we've been away was the growth of the on-line library, which now contains 3,161 documents on 333 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'.

People who've contributed new material include: Andrew Gill, Bill Ives, Cally, Carl Harper, Chris Noble, Damian Higgins, John Aley, Ken Hammond, Michael Easton, Michael Szanto, Rob Harknett, 'Shapemoc', and Tom Castle — thank you all.

Calendar

Every Tues EACC and FMCC evening meeting at the *Falcon*, Walton, Felixstowe.

1st January The VMCC Cyclemotor Section will be at Stony Stratford Classic Car & Bike Show, 09:30–14:00.

2nd January The EACC 40th Mince Pie Run from Orwell Yacht Club, Ipswich. Martin: 07944-058644.

15th January EACC Lancs Slow Riders Hangover Ride: 10:30 Preston Museum, lancashireslowriders@gmail.com

26th February VMCC Cyclemotor Section Winter Wandering Runs from *The Plough*, OX25 1NY. 01494-672459

16th April **The EACC 17th Radar Run and Mopedjumble starts at Bromeswell Village Hall. 01394-671222**

16th April VMCC Cyclemotor Section The Welsh Run from Castle Street, Abergavenny. 01873-858344.

23rd April FBHVC Drive/Ride it Day in support of the NSPCC's Childline.

26th April VMCC Cyclemotor Section Southern Saunter from Honeystreet Mill Café, SN9 5PS. 07870-258527

14th May Moto Rétro Genk: Bourse de cyclomoteur et motos d'époque, Geleenlaan 29, 3600 Genk, Belgium

21st May VMCC Cyclemotor Section The Nasty Run from the *Rising Sun*, SG4 7DR. Chris on 07950-903794.

4th June The VMCC Cyclemotor Section will be at Stony Stratford Classic Car & Bike Show, 09:30–14:00.

11th June VMCC Cyclemotor Section Postcombe Run at 10:30 from *England's Rose*, OX9 7DP. 01494-672459.

25th June VMCC Cyclemotor Section Bikes in Beds Run from the *Dukes Arms*, NN14 4HE. 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 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH or e-mail icenicam@ukfsn.org

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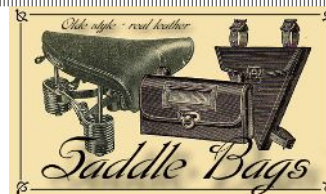
PARTS WANTED



Darren Buckley
Call : 07775 998628
email: motorcyclebuyer7788@outlook.com



I am looking to sell my **Honda PF50 MR** 2-stroke as it is a non-runner and I can't get it repaired as it is missing the entire clutch assembly which is now redundant. The bike is otherwise complete and clean, it may have residue of petrol in the system and tank as I put some in to try to get it running prior to finding out that the clutch was missing. It comes with a spare crankshaft and flywheel. I also have an original Owner's Manual and Parts Manual available with it. V5 in my name, currently on SORN. £600.00 the lot, collection only. Remy: rdubois62@gmail.com, Buckingham, MK18 7BA



Saddles, seats & covers: Lycett pattern single saddles for light motor cycles 12"x12" new, £40. 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 £40. 'Triangular Pad' black vinyl upholstered saddle, 1ft long x 9" wide, with firm 2" high-density foam, solid mounting with ⅞" stem clamp £50; black sides with red top and white piping £50. 'Standard-comfort' vinyl upholstered

1½" slim foam single-saddle with sprung mounting and ⅞" stem clamp £40. 'Extra-comfort' vinyl upholstered 2½" deep foam single-saddle with sprung mounting and ⅞" stem clamp, all black £45. BTG Bategu single-saddles with rubber covers in black £85 (as fitted to old Puch and other continental mopeds). Replacement BTG rubber covers in black, grey and cream £40 each. Eurathane foam moulded singles-seats in black with ⅞" stem mounting: 'Std' 10½" long x 8" wide x 2½" deep £12 & 'Extra-wide' 10¼" long x 9¾" wide x 2½" deep £14. Selle '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 ⅞" stem mounting £12. **New:** Raleigh Comfy Classic black saddle with gel & foam pad & compression springing 10¼" long x 8¾" wide with ⅞" stem mounting £20. **New:** 'Reptile' Comfort black foam pad saddle with compression springing 9¾" long x 8¼" wide + ⅞" stem mounting £16. **New:** 'Smoothy' economy black cycle saddle with firm foam pad & compression springing 8½" wide x 9¼" long with ⅞" stem mounting £14. **New:** Wisp saddle cover (black) £15.

Saddle Stems: **New:** chrome plated saddle stems 1" diameter main stem with ⅞" diameter stem top for saddle clamp fitting x 12" total length - £6 (can easily be cut down if shorter length required)

Saddlebags: Genuine leather, old-style toolbags suitable for fitting to cyclemotor, autocycle, moped, and cycle saddles. Fixing by 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" x 1½" x 4" @ 4" strap ctrs. £30 each. Autocycle tool Wide/Standard 10" x 1½" x 4" @ 5" strap ctrs. £45 (with 2 clips)

Autocycle tool Extra 8"×2"×4" @ 5" strap ctrs. £40 each.

Triangle Bags

Large Cyclemotor 8.½"×7"×2" £40 each.

Large Cycle (narrow) 8½"×7"×1½" £40 each.

Small Cycle (narrow) 7"×5½"×1½" £30 each.

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

Mercury Cycle Bag: Genuine leather frame bag to fit Mercury Mercette 7½"×3½"×3" £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 34×30×12cm in Green £30 pair. Top flap with double clip & 2 side pockets w reflective strips.

Tools: Brass Bristle 4" miniature spark plug brush £1.

Sturmey-Archer 5/8" axle cone spanner £1. 10" black plastic handpump c/w Schrader valve adaptor £3. Typically fit Mobylette etc.

Tel: 01473 716817

E-mail: mark.daniels975@btinternet.com

Website: www.mopedland.co.uk



Moped/autocycle HD drive chain 1/2×3/16eq £10 boxed length. Spare connecting links for 3/16 & 1/8 chains £1. Pedal chain 1/2×1/8×std 112-pins c/w springlink, Ventura Economy £5. Spare springclips pack 12 £1. Link splitters std £14 / H-duty £16 / light cycle £4. Imperial 3/8" cotter pins £2 pair. Continental 9mm cotter pins £2 pair. ISO 1¼ Freewheels 16T £6, 18T £9, 20T £12, 22T £14, 23T £15, 24T £16. Miniature 14T 1"×20tpi £10. New: Imperial 7/16"×26tpi cycle thread 'plain' fixed cones £7 / 'adjustable' cones £8. Sachs clutch plates, cork insert or bonded types £8 each. Cyclemaster clutch chainwheels with new cork insert set, service-ex £30. Excelsior chainwheels with new cork insert, service-ex £40. Also Villiers Junior/JDL/F-series re-corked chainwheel and clutch plate sets service-ex £30 each. Peugeot 102/103 clutch discs £8. Lots more clutch plates for other makes too—see website. Italian block type & Roadster (reflector) pattern pedals £7 pair. New: Heavy-Duty rubber block pedals & reflector block pedals £9.50 pair. New: LH&RH new chrome pedal crank arm sets 5½" centres/2" offset £20 pair. Excelsior band fork rubber buffers £4 each. Ariel-3 front suspension 2-buffer kit £25. NVT Easy Rider fork seals £10 pair. Moby fork gaiters £12 pair. New: Mobylette mudguard stay chrome eyebolt sets 10mm/16mm/22mm £5 each. Moped 4" long black handlegrips. 'Classic' style £4 pair. Autocycle 5" long×¾" pair soft rubber 'palm' grips £4 pair.

Cycle/Cyclemotor 4½" long×¾" pair soft rubber 'palm' grips £4 pair. Ariel-3 toothed drive belts £7.50p. Wide range of most moped drive belts from £6. 19×1.2 Italerchio Westwood & Endrick pattern 36-H chrome rims £50 each. 19×1.2 Italerchio Westwood pattern 32-H chrome rims £50 each (for PC50 front). 21×2.50 2F-autocycle Radaelli Westwood 36-H chrome rims £46 each. 16×2.25 Italerchio Westwood 36-H chrome rims £48 each (Tomos, Garelli, Batavus etc). 26×2×1¼ 36-H chrome rims for early autocycle and trade bike £25 each. Special 32-H & 40-H pierce 26×2×1¼ new chrome rims £40 each (Norman Cyclemate, etc). 26×2×1¼×36-H special dimpled&pierced chrome rims for Cyclemaster £60 each. 17×2.25 Takasago Westrick pattern 1.2×36-H Moby M40 chrome rims £24 each. 17×2.50 Takasago Westrick pattern 1.4×36-H Moby 50V/INVT/Honda C50 chrome rims £28 each. Crazy tyre bargains: 26×2×1¼ autocycle/trade bike 2 new Journey tyres+2 tubes all for £25. 26×2×1¼ autocycle/trade bike 2 new Duro tyres+2 tubes all for £35. 26×1.3/8 Vee Roadster pattern 2T&2T £21. 26×2 Continental (Quickly/RM1etc)£45/tubes£4. 20"×2×1¼ trade bike small front £6. 2.50×21 Golden-Boy universal pattern block tread to fit 2F autocycles, etc £50/tubes £7.50. 19×2 Continental blackwall £35, Whitewall £35 / tubes £6. 19×2 Mitas 'Economy' blackwall £20. 19×2.25 Heidenau blackwall £60. 19×2.25 Continental blackwall £40, Whitewall £40. 18×2.25 Mitas (Moby AV89/Raleigh RM5) blackwall £30, Whitewall £38/tubes £6. 17"×2 & 17"×2.25 Vee £15/tubes £5. 17"×2.25 Mitas Sport blackwall £30/whitewall £40. 16×2.25 Vee (Batavus GoGo, Tomos, etc) £15 / tubes £6. 2.50×15/20×2.50 Golden-Boy (BSA Dandy, Ariel Pixie) universal pattern block tread £40. 14×2.25 Vee (Honda Express, Yam QT, etc.) £15 / tubes £6. 8×3.00 Vee (Honda Stream) £18. Fibreglass moulded panels Raleigh RM1/RM2 sidepanels £24 each. RM4 sidepanels LH & RH £22 each, RM4 toolboxes LH & RH £18 each, Moby AV89/Raleigh RM5 sidepanels £22 each. Runabout sidepanels LH&RH £18 each. Old Moby sidepanel 3-set £44, Cady M1/M3 sidepanels LH & RH £18 each. Moby M40 sidepanels LH & RH £20 each. Moby AV42/48 sidepanels LH & RH £18 each. Moby AV76/78 sidepanels 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. Raleigh RM9/+1 chainguard £25. Villiers 1F/2F front sprocket cover alloy casting £15. Rubber rim tapes all sizes 14" to 26" £1 each, 21" £1.50p. Cyclemaster engine mounting rubbers 4 × bush kit £12. New: Moby/Raleigh all metal 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. 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 £18 pair. 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

12 for £1. Further extended range of kit components to make up your own cables (see website). Petrol pipe clear 5mm light 90p/ft, 5mm HD £1/ft, 6mm HD £1/ft, black neoprene pipe 4mm/5mm/5.5mm black neo £1.20p/ft. RH10×1mm 180° fuel tap £14. RH10×1mm LH 90° fuel tap Mobylette M40/50V/51V) £16. Puch Maxi type 90° fuel tap 12×1mm pitch LH/RH thread £10. Honda Graduate type 180° fuel tap 12×1mm pitch LH/RH thread £12. Ewatts pattern brass plunger taps ¼ Gas to tank, ¼ 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. New: 40mm push-in fuel cap light grey £7.50. Petrol cap seals for Honda PC50 £1. Petrol cap seals for Cyclemaster, Power Pak 90p, for Runabout, Wisp, Mini-Motor, etc £1. Cylinder black paint 100ml tin £8. New: 21mm Ø Continental handlebar stem 6½" L £12 / ¾" Ø Imperial handlebar stem 7" L £8. Handlebars 'North Road' & 'All-Rounder' patterns £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. Mobylette/Raleigh chrome exhaust pipe all fixed-engine models £30. 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 each. 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. New: PC50: Front brake cable £16, Rear brake cable £18, Throttle cable £10. New: PC50 sidepanel/toolbox cover screw £5. PC50 28T rear sprockets £30. PC50, Express & Camino speedo cables £10. Tomos speedo cables £10. Huret speedo cables 55cm £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 SKF 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 Tel. 01473-716817 (Ipswich), E-mail: mark.daniels975@btinternet.com

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50cc (not 38cc) Mosquito Friction Drive Autocycle in lovely proper frame. Fuel cap under the seat and fuel in frame. Cosmetically challenged. Age related reg. Road registered. Was running nicely a few years back. No clutch. Decompressor to halt but suprisingly easy to ride. Will need recommissioning/setting up/a new chain/can't see the number plate. You may need to get one. Quite rare as 50cc enclosed flywheel version. No clutch (use the decompressor). V5c in my name. SORN. Comes with the number plate and rear rack, and vintage metal panniers (not shown in photo). £700 please. Collection only. Cash on collection. Thanks for looking

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Andy Est 1972 Tiernan



1958 Berini 32cc £1,250



1949 Brockhouse Corgi 98cc £2,000



1952 Cyclemaster 32cc £1,150



1951 British Salmson Cyclaid 31cc £1,450



1945 Norman Motobyk 98cc £2,000

Andy and Jo Tiernan The Old Railway Station, Framlingham, Woodbridge, Suffolk, IP13 9EE, UK
Viewing strictly by appointment
Tel **01728 724321**
Please see our website www.andybuysbikes.com



Ignition: 6V High-energy HT coil 32mm mounting for Mobylette etc £25. Villiers 50mm body HT coil for 1F/2F £25. Wipac S1233 pattern HT coil for Scott Cyc-Auto & BSA Bantam D1-D7 £25. 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" x 22tpi 50p. **New:** Mobylette/Raleigh M11 LH new chrome mushroom-head mag nuts £15. 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. **New:** Dansi pattern capacitor £8. Honda C50/C70/Mobylette/Raleigh capacitor £7. C90 capacitor £6. Miller FW17 capacitor £7. Excelsior Wipac 15/72 & Miller W7/BS9 capacitor £7. **New:** Villiers pattern flat package capacitor £9. Suzuki FZ50/TS50/GP100etc 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 £10. 3-way switch beam/dip/horn £8. 2-way switch beam/dip £7. Brakelight switch £8. Wipac pattern Tricon switch c/w wired lead beam/dip/horn/cutout £15. **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. Genuine original Puch Niox headlamp £20. EB moped headlamp black £20. CEV pattern moped black headlamp switched £26. Chrome wire stoneguard for Niox/CEV/EB headlamps £7.50p. Headlamp peak chrome 4" to 5" round £8. Headlamp clips pack of 5 for £2. **Taillamps:** Genuine Old style autocycle/cyclemotor rear lamp units £22 each. Bruchsicker LED rear cycle lamps £2 each or 3 for £5 Lucas 679pattern back lights for NVT Easy Rider £12. Polished cast alloy taillight bracket for Lucas 679 £15. Adaptor plate for Lucas 679 assembly £8. Lucas MT110 & 211pattern rear lamps £15. Lucas 477/1 rear lamps £18. Autocycle/cyclemotor 1" rear lamp £22. Luxor pattern-75 chrome case £7. Ariel-3 etc CEV5464 rear lamp unit £20. Wipac S446 pattern single-contact rear lamp £12. Wipac S446 pattern stop/tail rear lamp £14. Puch pattern oval rear lens £10. ULO232.03 pattern Mobylette rear lens £8. Yamaha FS1E rear lens £5. Yamaha Passola rear lens £4. Puch Luxor type rear lens £4. Suzuki 1974-80 rear lens AP50, AP100 etc £5. **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. 6V x 10W DC rated stainless bezel horns £5. Shrinkwrap sleeving box 127pcs in 7 sizes £9.

E-mail: mark.daniels975@btinternet.com

Tel. 01473-716817 (Ipswich)

Website: www.mopedland.co.uk



We are a small company selling new and used or reconditioned moped spares with an emphasis on the BSA BEAVER, BSA BRIGAND, BSA BOXER, BSA GT50, BSA EASYRIDER and NVT EASYRIDER machines produced in England between 1976 and 1984. We also endeavour to supply spares for the BSA BOND and BSA FALCON machines made under licence in India. BSA GT50 and Boxer Tank Decals - £15.00 a pair; BSA Boxer Side Panel Decals £10.00 a pair both in vinyl; Postage £2.85 in the UK. Mopedbug Limited, Unit 14, Hardys Road, Cleethorpes, Lincolnshire. Telephone UK 01472 233296
Mopedbug@hotmail.co.uk



Honda CD175 - 1975 - Blue. This is the kickstart only version. It's in excellent running order—used on several EACC runs. It doesn't mind running around at 30 to 40 miles an hour in 3rd or 4th gear. New piston rings and timing chain last year. Valves ground in and valve oil seal fitted. Bore honed. New coil and plugs. Runs well. Tax and MoT exempt. Registered as historic vehicle with V5c in my name. Cosmetically not the greatest paint job some time ago but holding up. One side panel cracked (only visible internally) and non-original air box. If you're looking for a decent bike to ride to events that are a little further away, that doesn't need too much looking after—Here it is! £1,700 £1,500 ono please—which is less than it owes me. Collection only please. Come and take a look. Guy Bolton, Suffolk, IP17 2AH
[07947-809335](tel:07947-809335)

Wanted: Villiers-engined motor cycle in roadworthy condition

122-197cc

Tel: [07596-556070](tel:07596-556070)

Fred Spaven Engineering

Until recently I have been restoring a wide variety of historic vehicles from 1960's Cooper-Climax racing cars to a 'bitsa 1950's trials AJS but, now back to being a full-time student, I can't take on such long and involved projects. Instead I'm looking for smaller 'evening and weekend' tasks to keep the workshop ticking over. I've got extensive experience of engine and gearbox building, frame & suspension repair/modification/fabrication, welding & machining facilities and close links to local vapour blasters, machinists, painters and so forth. As I don't have the time to take on whole vehicles (even tiny ones!) I would be willing to offer services up to and including engine rebuilds to ensure sensible turnaround times. Some of my old work is on my website:

www.Spaven-Engineering.co.uk

E-mail: Fred@Spaven-Engineering.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 adding 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.



Rollerdrive – Machined New Cyclomotor Drive Rollers and Special Extractors

Itom extractor for original composite roller M24x1.5—£15.

Itom Tourist all steel drive roller—£65.

Lohmann hard rubber drive rollers—£25.

Bosch 100mm mag flywheel puller NVT etc.M22x1.5—£18.

Bosch 115mm mag flywheel puller for both alloy & steel types M26x1.5—£15.

CEV/Dansi/Kerry mag flywheel puller for 2 & 3 window flywheels M19x1—£15.

Ducati Cucciolo mag flywheel puller M22x 1—£18.

Honda P50/PC50 single-end mag flywheel puller M24x1- £12.

Honda P50/PC50/C50,70,90 dual-end mag flywheel puller M24x1RH / M27x1LH—£14.

Lavalette/Paloma/Hercules Corvette mag flywheel puller M22x1- £18.

Manhurin Hobby mag flywheel puller M24x1.5—£15.

Miller Type FW17 mag flywheel puller Phillips/Her-cu-motor etc.13/16 x 26tpi—£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 making new stock Moto-Guzzi Stornello 125 flywheel extractor M22x1—£18.

Peugeot all models mag flywheel puller M20x1—£15.

Raleigh RM1/RM2 Lucas mag flywheel puller M22x1.5—£18.

Sachs clutch centre extractor M27x1.25—£15.

Simson SR2 Optima & S51 mag puller M27x1.25—£15.

Villiers 3K mag flywheel puller 7/8x14-tpi UNF—£15.

Scott Cyc-auto Wipac S1233 mag flywheel puller—£20.

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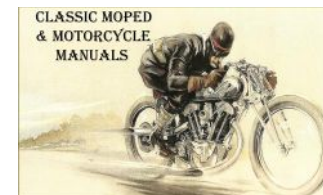
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AtoZ Rings

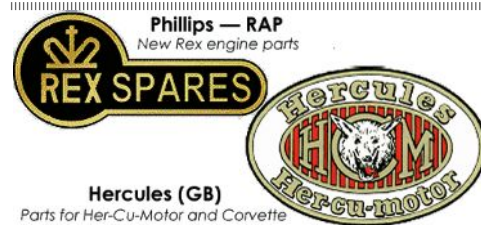
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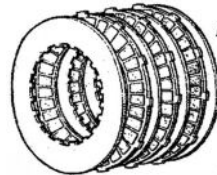


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BSA BOXER / GT50 Classic Bike. 1980 BSA Boxer or GT50 sports moped, runs fine and I ride it every now and again. Registration is YV 276W, the bike is tax and MoT exempt owing to its age. Log book and two keys included, reluctant sale but is not needed anymore and no longer ride it, would love to see this BSA classic go to a good home. In very good condition, the bike is blue which is not the original colour. It has also had an ignition mechanism added, hence the two keys mentioned above. Otherwise in very good condition, the indicator lights are a bit loose and bike needs new suspension dampers. Bike has been used with E5 fuel and oil mix and is currently in storage. Will be listed elsewhere too for sale, comes with paperwork and proof of age and authenticity. Send me a message with any questions, no time wasters please—serious enquiries only. Location: Newport, Isle of Wight, United Kingdom. Price: £1,750. Phone Mark on [07580-376131](tel:07580-376131) or e-mail markevans574@gmail.com

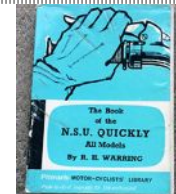


For sale in Scotland: my Kreidler Florett, a 1963 3-speeder bought by me a few years ago for £1,200 from a fellow member and acquaintance in Lincolnshire, At one point it had a highly tuned engine (long gone), which explains the bigger front brake and fork damper. It came to me with a stock 3-speed engine and I've never got around to connecting up the wires or gear change cables. The horrible yellow seat is nothing to do with me. Original with the chrome starting To go off a bit, and there isn't a rear chaincase. Now offering to members at £1,050.

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Pitman's Book of The NSU Quickly, 1966. covers all models, nice clean condition, dust cover, £15 including postage. E-mail: garycvw@hotmail.co.uk (Essex)



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Moving Quickly

1873 ... and on a small island in the Danube River, by the town of Riedlingen, two young mechanics named Heinrich Stoll and Christian Schmidt set up a workshop with an old English-made lathe and a waterwheel to provide the power. They

called their new business 'Mechanische Werkstätte zur Herstellung von Strickmaschinen', which translates as 'Mechanical shop for manufacturing knitting machines'.

Their manufacture and repair of knitting and sewing machines was well supported by the local *Hausfrauen* (housewives), and the company prospered to such an extent that a move to a larger factory at Reutlingen became possible in 1874. By the late-1870s, the partners decided to go their separate ways, with Heinrich continuing the original sewing machine business and Christian moving on to Neckarsulm in 1880. At a former Plaster-of-Paris mill, he settled down to continue the knitting machines while developing his own new sewing machine.

Schmidt was a technically astute entrepreneur, and knitting machines of his now called 'Neckarsulmer Strickmaschinenfabrick AG' were produced almost exclusively for the Austrian market. There followed a period of rapid business growth. Christian was also following the increasing interest in cycling that was developing in the 1880s, and entertained prospects of manufacturing his own bicycle, but never lived to see his dream come true, since he died in 1884.

Management of the company was then left to his brother-in-law, Gottlob Banzhaf, but in 1885, Austria increased its import taxes fivefold, which dramatically compromised sales, so the company was driven to look toward other products.

The ongoing and increasing demand for bicycles continued developing during the later part of the decade, so it was Gottlob who progressed the business into cycle manufacture in 1886. Their first cycle product was a 'Hochrad' (high-wheeler) or 'penny-farthing' model as we know them today, which was mostly assembled from English parts, and sold as the 'Germania'.

A 'safety-bicycle' designed by the Neckarsulmers followed in 1888, which was sold as 'Pfiel' (arrow). By 1889, records show the 60 employees produced 200 bicycles alongside the dwindling manufacture of knitting machines.

As cycle demand progressively increased, the last knitting machine left the line in 1892, and a new brand name was established as 'NSU im Hirschhorn' (NSU in the deer horn); NSU was obviously taken from the title letters of the two local rivers: Neckar and Sulm, but 'n the deer horn'? We have no idea, though the company logo of the time showed the NSU letters within a deer antler.

The 'Niederrad' (Envious Bike) model made 1893–96 became very popular and proved a sales success. All parts were now produced within the factory and, from 1892, it carried a badge 'Original NSU' on the cycle head tube, and the company name was now registered as Neckarsulmer Fahrradwerke AG (Neckarsulmer Bicycle Works).

Old company records from 1900 indicated some 450 workers producing 5,281 bicycles, and going on to the next step to manufacture the first NSU motor cycle in 1901. This was fitted with a 1.5hp Zedel motor imported from Switzerland, and around 100 of them were produced.

In 1903, NSU presented its first 'all in-house built' motor cycle, using a 2hp motor designed by Christian Schmidt's son Karl. This proved reliable, sold well, and production soared to

2,228. Sales expanded and so did the factory. The 2hp model was followed by a water-cooled 4hp NSU, then some V-twins of 3, 3½, 5, and 5½ horsepower.

By 1905 NSU was selling a very popular 3hp motor cycle model, and presented its first car.

Within just a couple more years there were several automobile motor choices being offered, from 1,300cc to almost 4 litres. NSU was also quick to appreciate the value of racing its products for promotional purposes, and that doing so had a positive effect on both development and sales, so there were many victories and records set.

In 1909 a 1,000cc V-twin motor cycle was introduced, while taxicabs and small lorries also went into production.

When war came in 1914, NSU was obliged to supply both cars and motor cycles to the Imperial German Army during WW1, but experienced difficulties in regaining the civilian sales of this side of the business after the Deutsches Heer was abolished on 6th March 1919, and provisionally replaced by the Reichswehr.

The Great War left a lasting and detrimental effect on NSU's business, and it was not until 1922 that the factory really got back on its feet again when 3,000 people were employed. Models produced were basically the pre-war machines up until 1924, when a completely new 'unit-construction' line came off the drawing boards. The first model was a 2hp side-valve single that was available with either two or three speed gearbox and belt drive, followed by a 4hp twin, then an 8hp twin with all-chain drive.

Aimed toward the utility market, the *Kriegspony* was an inexpensive two-stroke, clutched, single-speed, economy lightweight weighing just 11½st (73kg), with a top speed of 38mph, and over 100 mpg.

In 1927, NSU became the first German company to build cars on an assembly line but, as a negative effect of the national hyper-inflation problems at this time, the car division was sold to Fiat in 1928 under an agreement that Fiat would commit to continue to build NSU cars until 1932.

In 1929, Walter Moore, the English designer of the original overhead camshaft racing Norton joined NSU to re-establish its racing team.

Fresh off the drawing board new 350, 500, 600, and 700cc single-cylinder ohc racing models were rapidly developed with a gear-driven overhead camshaft actuating two rockers and hairpin springs on the valves. Motors mounted an Amal racing carburettor at a slight down-draft angle, and was ignition by a Bosch magneto.

The engines were mounted in a single-loop cradle frame with a rigid rear and a girder fork at the front as the only method of suspension. A foot-change gearbox was fitted, and the wheels were built on cast aluminium brake hubs. The wrap-around oil tank was similar to that used on the British Nortons, and the long fuel tank was hand-beaten aluminium alloy.

The works racing team consisted of British rider, Tommy Bullus, and a German, Heiner Fleischmann. While the new NSU racers proved to be fast, they weren't quite fast enough to challenge the top British marques, and the only significant success was by Bullus claiming an unexpected victory at the 1930 Grand Prix of Italy.

Into the 1930s, side effects of the Great Depression particularly affected the German economy, so NSU reacted by switching from expensive racing promotions, and instead producing cheap utility motor cycles. They even returned to a motorised bicycle in 1931. This was the 63cc *Motosulm*: a two-stroke cyclemotor engine mounted on the front fork and driving the front wheel through a clutch and chain.

In 1933, NSU assembled three 'Type-32' prototypes for Ferdinand Porsche, which became the predecessor of the Volkswagen Beetle.

1936 saw the takeover of bicycle production from Adam Opel, and two major sales successes in further newly introduced lightweight 'Quick' and 'Pony' models.

1939 brought World War II, and yet again NSU had to produce for the military, designing and mainly building the HK101 Kettenkrad half-tracked motor cycle vehicle equipped with an Opel Olympia engine, and a 250ZDB army motor cycle.

NSU's Neckarsulm plant was partly destroyed in a bomb raid just a couple of weeks before the end of the war, then used as an allied forces repair shop, until NSU managed to return the factory to re-manufacturing the pre-war 98cc Quick two-speed light motor cycle later in 1945. Pre-war 350cc *Konsul-1* and 500cc *Konsul-2* motor cycles were also returned to sale to match similar models by BMW and Zündapp in an effort to maintain market share.

In 1948, NSU celebrated its 75th anniversary by presenting a new 100cc 4-stroke 'Fox' model, which was marketed with the slogan "*Fixe Fahrer Fahren Fox*" (*smart riders ride the Fox*). By the early 1950s, restoration of the plant and damaged equipment was recovered enough for NSU to further undertake manufacturing of the Italian Lambretta scooter under licence.

The older Konsul 1 & 2 models were withdrawn in early 1953 when the 250cc Max ohc motor cycle was introduced

Later in 1953 the NSU Quickly moped was introduced...

The Quickly N was the original and most basic version of the NSU Quickly, using the original version of the engine, 40mm bore × 39mm stroke, with a 5.5:1 compression ratio, output was variably rated as 1.3bhp @ 5,000rpm or 1.4bhp @ max 5,200rpm. The early Quickly version featured a left-hand mounted exhaust and a Bing type 1/9/1 carburettor with a flood button to the float chamber but no choke shutter, since it employed a strangler to the 'wet element' air filter mounted in the frame.

The N featured a manual two-speed transmission that was operated from the handlebar by a clutch, and it ran on 26×2 wheels front and rear.

Introduced to the UK from August 1955 the N was listed at £49-18-4d (+ purchase tax) in period advertising. Our example serialised 264422 was registered on 2nd September 1955, so it's among one of the very first NSU Quicklys to come to the UK, and its last road tax ran out in December 1961, so 61 years in mothballs and it's still in fantastic original condition.

Original specifications and period road tests quoted 180mpg economy, top speed around 40km/h (25mph), and weight as 33kg (more about the weight very soon, because weight parameters were particularly significant in Germany at this time, though not at all relevant in the UK).

German regulations of the time specified these early mopeds to be built within a maximum weight limit of 33kg, so the light construction would present some engineering challenges and limitations to various manufacturers' designs. The NSU lightweight pressed-steel frame would probably help a little to keep the dry weight down, and the leg shield accessories would be excluded from the weight regulation. We've checked other period continental mopeds before, and some have seemed a little 'over marginal' on their weights, so has our standard NSU Quickly mysteriously piled on the pounds over the years? Rear weight 21kg & front weight 20kg = 41kg, so do we think the leg shield set, a dribble of gearbox oil, and about a litre of fuel in the tank will weigh 8kg? That's 17½lbs. Really? Or is that another German bike to add to our list of machines that didn't really meet the specified weight limit? The jury is still out...

While stood on its wire stand, the back wheel sits on the floor, and the front wheel is elevated with 3 inches of ground clearance—and that's a lot! The bike looks precariously perched, though is actually quite stable—until some passing pedestrian might catch the front of the bike, wheel, mudguard, or handlebars, in which case the bike easily spins on the stand and might come to grief.

Probably the most obvious observation is that no one in their right frame of mind would consider trying to start one of these early model Quicklys on the flimsy wire stand, and



neither should anyone ever think of sitting on the bike while it's on the stand. The stand on our bike is actually in very good condition, so it's seemingly never been abused, but we've seen a lot of teetering Quicklys with twisted stands over the years, and little prospect of ever being able to straighten them out again.

Push the bike off the stand, but it doesn't return to the 'up' position with any spring assistance and just drags along the floor, because it's just a loose and dangly wire stand which requires the rider to push it up with their foot until it locates in a spring clip on the frame to secure it. One might even call this primitive.



Petrol tap Z off-on-R res at the bottom right of the small 5 $\frac{1}{3}$ pint 'peanut' tank (later tanks were increased to 1 gallon capacity).

The early Bing 1/9/1 carb only has a tickler button to the float chamber top (later carb types were changed to Bing 1/9/22 with shutter type strangler choke), and we usually found tickler flooding to be more effective than trying to start by the choke control on the left-hand side of the frame. This is a lever on a disc, marked with an anti-clockwise arrow pointing to 'Auf' in the down position ... and if you're thinking Auf might be choke off, think again, because Auf in German = On. So up must be choke off? Can you imagine British customers not being confused by that? We were, so we just left the switch in the up position, and used the flood button instead.

The 'approved' Quickly starting method is absolutely off the stand, and spin the engine over in neutral with a downstroke on either pedal, whichever is in up position at the time. If it doesn't start, then change leg and 'kick' with the other foot. If the pedal isn't quite in the optimum position to press down, then pull in the decompressor trigger and move the pedal to the required spot. Pushing the pedal down is strongly resisted by the high pedal ratio and the motor compression, and requires firm pressure on the pedal, so it can help to get it spinning easier with a starting tweak on the decompressor trigger, then release the trigger to start once the motor is turning.

After a couple of firm spins of the pedals, the motor gently strums into life, and a plume of smoke floats from the end of the silencer, then leave it to warm for a while.

There's a small 'window' in the twist control body to indicate the gear position, but it's unhelpfully impossible to read from the riding position, so completely useless to the rider.

Haul in the clutch lever (that's a really heavy clutch, despite having a new cable), and firmly twist the shift forward & down for first, which is pretty hard since you have to hold the hand-change firmly down as you release the clutch lever to ensure the gear engages—and we're away. The motor proves very docile, gently and easily running at low revs as we pootle down the drive. While waiting for our pacer (our Quickly has no speedo) to get his act together, we idle time away by easily performing tight low speed turns without any tendency to falter or stall, so really useful torque if you're needing to trickle along in traffic.

Joined by our pacer we cruise steadily around the course to just get an impression of the bike, and some aspects become pretty obvious. Both brakes are absolutely terrible. Even though the hubs have been cleaned out, it's a low mileage bike and the linings seem good, but the front brake is so poor that it barely even rides up on the leading-link suspension!

You can apply a lot more mechanical effort to a rear brake by leg action rather than by a hand lever, and back pedal brakes are usually so effective you can often lock up the rear wheel if you apply them hard—except for the Quickly. You can stand up with your full weight on the back pedal, and it still barely slows down! We even spoke to other Quickly riders, and it was generously agreed that theirs barely work either. The consensus was that the mechanics of 26-inch wheels very much work against the small hubs and skinny shoes, and it really needed a bigger and better brake.



The general ride is pretty good considering the rigid frame, because the leading-link front suspension, 26x2 tyres, and rubber-covered sprung saddle effectively cushion most surface feedback. The handling on corners is also good, but downshift of the gear-change, particularly into first continues to be a big bugbear. Up changes from first back to neutral or through to second work fine, but down changes work against the spring loading of the gearbox selector. It's not so bad going from second to neutral, though you sometimes have to 'feel' around a bit to locate neutral, but selecting first always remains a pain.



Turning onto the main straight, now with a hot engine, and a signal wave to our pacer, we're recorded at a max of 19 in 1st, then hold onto 2nd down the straight for a best on flat pace building up to 30mph before deciding it's time to start pulling on the lousy brakes in

safe time to stop for the upcoming junction. Comfortable cruising speed is around 25mph (all our pacer speedo readings confirmed by sat-nav).

Back at base, we try the light switch—yes! Front and rear, and the horn buzzes too! Just thumb the decompressor trigger to stop.

In period road tests, *Cycling* gave Quickly 'N' 33mph on 14 April 1958 (bare frame), and 30mph on 22 October 1958 (with leg-shield set). Interestingly, *Cycling* stated in its report that they felt the 'aerodynamics' of the leg-shield set dragged the top speed down, and we recorded exactly the same result on our machine with leg-shields.

Later models of Quickly changed the exhaust system from the left side to the right side because it was always a bit too close to lots of things on the left, despite which we're told the early left-hand exhaust models are now the real collectors' piece. The headlamp changed from a blank shell, to a shell with a socket to take a speedometer, and the original Bing 1/9/1 carburettor was replaced by Bing 1/9/22.

The NSU Quickly was becoming a successful machine, with a new S model introduced in 1955 (1 gallon fuel tank, valanced mudguards, proper centre stand and prop-stand), a 'Lux' L model in 1956, Cavalino in 1957, and lots more ... later models from Cavalino onwards quoted their engines with a compression ratio raised to 6.8:1, fitted with a 3mm larger Bing 1/12/117 carburettor, and power rated 1.7bhp @ 5,000rpm or 2bhp @ max 5,500rpm.

539,793 Quickly N mopeds were manufactured from 1953 to 1962, and more than one million Quicklys of all models had sold by the time production ended in 1965.

During the 1950s NSU had again started looking toward the resurgent car market, beginning production of twin cylinder Prinz cars in 1957, with subsequent model versions up to Prinz-4 in 1963, a Bertone designed Sport Prinz in 1959, and 4-cylinder Prinz 1000 in 1964 followed by larger 1085cc and 1177cc 1200TT model.

Both the 4-cylinder TT and 2400TTS engines were also used in Münch Mammut (Mammoth) motor cycles.

As car manufacturing was increasing, production of motor cycles was decreasing, the last scooters being discontinued in 1964, and NSU's last motor cycle in production, the Quick-50, concluded in 1965. Even NSU-branded bicycles were now licence built by Heinemann, so all NSU's eggs were now firmly in the automotive basket.

Working in cooperation with Dr Felix Wankel to develop his rotary engine design, NSU built the first Wankel motor that was ready to be tested in a car by 1960, and in September 1963 the NSU single-rotor Wankel powered 'Spider' sports car was presented at the Frankfurt Fair. 2,375 were built between 1964–67, but presented many problems due to insufficient testing, and particularly the rotor apex seals becoming prone to wear when the engine was started and being over-revved—which it did very easily.

The Spider was replaced by the twin-rotor Ro80, and unveiled at Frankfurt in 1967. Being launched for sale when it still had problems gave the car a reputation for unreliability, and a necessarily generous warranty policy had irreparably undermined NSU's financial situation.

Under pressure from a large German bank as one of its main stockholders, NSU was acquired by Volkswagen in 1969, and merged with Auto-Union to create the modern-day Audi company.

Though most of the reliability issues claimed to have been resolved by 1970, the damage had already been done. High fuel consumption of the rotary engine further worked against the car following the dramatic international oil crisis of 1973, and the Ro80 remained in steadily reducing production until being discontinued in 1977.

The Neckarsulm plant was switched over entirely to producing Audi A2, A6 and A8 models.

By 1984 the NSU name had completely vanished from use within the VW/Audi organisation. Now only the address of NSU-Strasse remains for Audi-Werke in Neckarsulm.

Registered at the corporate address of NSU-Strasse 1, 74172 Neckarsulm, Germany, NSU-GmbH still technically continues to exist, though purely for the corporate purpose of 'Preservation and commercial use of the NSU brand, in particular the licensing of the brand and the distribution of spare parts, accessories or model cars under the brand'.



Next—Time is pressing already for our next issue. We can't say with any certainty what might be coming next, but it might be three of something, or maybe three of something else...

The Good, The Bad, & The Ugly

by Mark Daniels

*Sponsored by Peter Moore, Leyland EACC
'Thanks for the articles, the more obscure
and cyclemotor related the better'.*

WE PICK up each of the chapters of each tale heading into World War 2, to set the stage for our Band of Three cyclemotors, which would all appear shortly after the war.

In the 1930s, the Bianchi Company began building trucks for supply to the Italian army to satisfy Benito Mussolini's empiric ambitions in East Africa and the Balkans. Supply of military vehicles consequently found the famous bicycle and motor cycle manufacturer entered onto the target list in World War 2, and production ended dramatically during the allied bombings of August 1943, when the Bianchi motor works, its truck factories, and warehouse buildings in the triangle zone between Viale Abruzzi, Via Plinio, and Via Pascoli of Milan were practically all destroyed. Because the whole factory had been so extensively damaged, Bianchi was faced with the prospect of having to completely rebuild, but the future of the company was then hit by a second tragedy on 3 July 1946, when its founder Edoardo Bianchi died at 81, and control of the firm passed to Edoardo's son Giuseppe.

By 1950 the bombed out Bianchi plant was rebuilt, modernized, and initially returned to production making bicycles again. The new works occupied the same triangular site along Viale Abruzzi, with its office building on the corner to Via Plinio, just opposite the Basso bar, while the cycle racing department was in Piazza Ascoli.

Bianchi's post-war return to motorised vehicles in 1950 focussed on selling economic commuter machines for a transport-starved Italian domestic market. This began with a basic 125cc Bianchina motor cycle, and that great budget mainstay of those austere post-war times, a roller-drive motorised cycle which Bianchi sold as a complete machine, and called the Aquilotto.

The early Aquilotto engine was 45cc and fitted with a 9mm carburettor. The first models had 26-inch wheels, and were finished all in black with a chrome tank and a central wing of cream; then they moved to a black frame with optionally coloured fittings, but retained the chromed tank with the cream wing centre.

The 45cc engine was also offered as a cheaper Aquilmotor clip-on attachment kit, so customers could motorise their own bicycle.

A 'Sport' version of the Aquilotto soon followed, with a 12mm carburettor to make it slightly faster. Later ones fitted a different style of tank to the initial model, which could be either two-tone finished or chrome plated. From 1954 came the Aquilotto Oropa models, where the displacement remained at 45cc, but having a two-speed gear and clutch with chain final drive; also the Azalea model of 45cc with a curved top-tube frame and direct roller-drive transmission. A new Rapallo model introduced a smaller and lighter frame without seat stays, 24-inch wheels, and the engine size increased to 48cc (47.8cc). Next came the Amalfi, where the wheel size returned to 26-inch, but fitted with the new capacity 48cc engine. Rapallo and Amalfi models were direct roller-drive, while the Amalfi and Oropa models

shared the same larger style of frame.

The final Aquilotto version, sometimes called the Avanti, was a small-wheel folding moped.

The various Aquilotto models proved more popular than the Aquilmotor as most customers generally favoured purchasing a complete machine, though the clip-on cyclemotor kit also continued with the 48cc engine unit.

Since the roller-drive Aquilmotor attachment engine could be fitted to any bicycle, they're more usually found on all sorts of different cycle makes, and are much less frequently mounted on a Bianchi bicycle, because customers would generally just purchase a complete Aquilotto model instead. The complete machines were more popular in Italy where, unlike the UK, there was no tax advantage in buying the engine and cycle separately.

Il Buono

This Eduardo Bianchi cycle, coded by frame number B.367528S, is a fabulous example, with a Gent's crossbar 22½" frame standing on 28" wheels with 1¾" tyres, so it's a long way up to the saddle—err, anyone got a stepladder?

There's a round fuel tank transversely mounted below the back of the saddle and built on to the rear carrier. Both rod brake linkages run elegantly though the inside of the handlebars, with the front link emerging cleanly beneath the bars in the middle and ahead of the stem, then continuing slickly down to operate the conventional front stirrup calliper. The rear rod exits the handlebar just left of the stem, to connect to a typical pivot at the bottom of the head. The linkage then follows that unusual top-quality Italian V-link configuration from the bottom





bracket, back up the saddle tube, to work the calliper beneath, at the top of the stay. While you'd generally expect to see this calliper location as the norm from later cable operated brakes, it's quite unusual for earlier rod operated cycle brake systems, and places the brake mechanism at a higher position more out of the elements. This requires a little more engineering to manufacture, and is generally only found on the better quality Italian cycle frames ... and there's no doubt that our Bianchi meets that standard!

Specifications of our Bianchi Aquilmotor No 39737 give 39mm bore × 40mm stroke for 47.8cc with 6:1 compression ratio, and rated at 1.5bhp @ 6,000rpm, with a Dell'orto T1-12-DA 12mm carburettor, and quoted speed of 35km/h (22mph).

The Dell'orto T1-12-DA carburettor features the usual confusing choke

control marked Avv.to → / ← Marcia, which is pretty unclear to many people, but translation misinterprets Marcia as 'confine', so we read this as choke position for starting ... except the motor isn't interested at all, until you switch to Avv.to, and then it starts!

There's a dual control lever set on the right hand bar, working decompressor and throttle. Engagement lever down for drive, decompress on the trigger, pedal away to get the engine turning, then release the decompressor ... and the motor readily fires.

The unsporting form of the handlebars didn't readily lend themselves to adopting much of a crouch position (not that a crouch offered any discernable performance advantage anyway — we did try). Along the flat our Bianchi normally paced at 21mph, but on a light downhill run or catching a following wind in the sails, could be teased up to 24mph, but immediately drops the extra speed again once the bike levels out back on the flat.

The cycle lamps are powered by a *Radius* friction drive dynamo running on the front tyre: simple and adequate for the performance.



Born on 27th April 1897 in Stradella, Italy, Pietro Trespidi completed his studies at an industrial institute, then moved to Milan, where he was employed in Giuseppe Gilera's workshop. In the early 1920s he returned to Stradella to set up his own workshop, where he repaired vehicles and, in his spare time, set about designing and building his own motor cycle with a 250cc two-stroke engine. Completed in 1924, Pietro's motor cycle was tested and favourably reviewed in an article of April 1925 by the specialised *Motociclismo* magazine. The feature particularly praised the technical qualities of Trespidi's motor cycle, which brought it to the attention of the townsfolk of Stradella. Given the modest economic situation of their ingenious fellow citizen, a group of people clubbed together to raise popular subscriptions of 100-Lira shares to establish the Società Anonima Moto Trespidi, which was subsequently founded on 10 February 1926, and described by *Motociclismo* as a 'small factory with modern equipment, capable of producing at least six motor cycles per month'.

The business received some promotion when a 250cc 'Sport' ridden by Ignatius Pernetta won the Italian championship, and a 'Turismo' version was also introduced. After having built some 100 of the 250cc motor cycles in 'Turismo' and 'Sport' versions, increasing demand for the machines promoted a re-foundation of the company in 1927, raising further capital to expand production capacity.

In 1929 a 175cc light motor cycle was added to the range, but as the Great Depression began to take effect, the business experienced a dramatic fall in orders, managed to survive through 1933, but had to close in the early months of 1934.

Trespidi returned to his old mechanical workshop, and resumed his engine designs in the hope of being able to start new production activity in better times to come ... but all that came was World War 2.

Although Italy had surrendered and signed an armistice with the allies on 3 September 1943, which was publicly declared on the 8 September, the northern part of the country remained under the control of Nazi forces, who fought on until their final surrender at Caserta on 29 April 1945.

During 1944, with the Pavia area still occupied by the German military, Trespidi designed and built an 'auxiliary micromotor' prototype intended as an attachment engine to motorise a bicycle. During ongoing conflict within the region, with the support of some friends, he founded the Motobici company on 24 February 1945 to start production of the clip-on motor, which Pietro Trespidi named 'Alpino' ... all while the Allied forces were still preparing for their Spring offensive of 9 April – 2 May 1945. That was quite an example of confident optimism!

The new Motobici Stradella (Pavia) Company became one of the first Italian cyclemotor manufacturers; it had already started production in small series of the chain driven 'Laterale' Alpino S48 during 1945, which was given a range of 70km on a litre of fuel and a speed of 40km/h. At the end of the Second World War, production quickly stepped up as demand for the Alpino increased, thanks to its already established reputation of being a well performing engine that proved virtually indestructible.

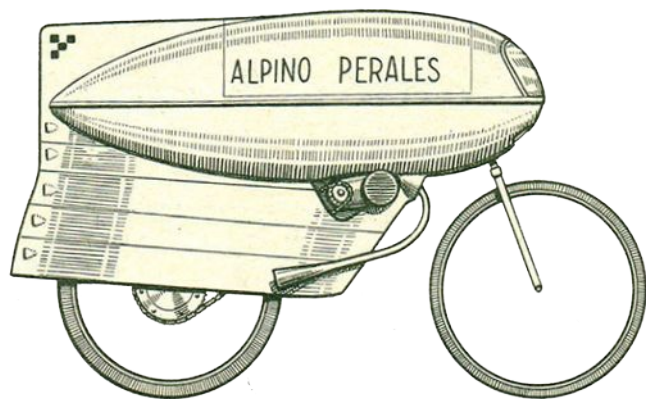
1946 brought in the 'Laterale' Alpino S3 version, 1947 the 'Laterale' Alpino ST60 63cc 'Carrier' motor, and Piuma (Feather) model.

1948 introduced a 98cc motor cycle and a new type of rear-wheel, roller-drive, micromotor R48 attachment engine, while revisions of the earlier 'Laterale' chain-drive designs also still continued from 1949 as the C48, and CF48 of 1950.

1950 represented a year of change as production began to shift significantly from cyclemotor engines to favour new 75cc and 125cc motor cycles, and a 98cc Marinella scooter.

Following disagreements with the shareholders in 1950, Pietro Trespidi abandoned Motobici Alpino to found another company in 1951, again in Stradella, as SIMES (Società Industriale MEccanica Stradella), which launched under the Ardito brand with a model 49B auxiliary motor, and two-speed transmission. Using the same engine, Ardito built the Bicimotore 48 in various versions including a De Luxe model.

SIMES then marketed a model with 73cc engine, three-speed gearbox and dry clutch, with cycle components sourced from different proprietary manufacturers, and followed with an Ardito 75M Motoleggera, further two-stroke 'sport' light motor cycles of 100 and 125cc, and a 175cc four-stroke. Competition laurels for Ardito machines ridden by Paolo Perotti gave a welcome promotion for the brand.



Meanwhile, back at Motobici Alpino, production continued with the addition of an F75 scooter in 1951.

An extended range of 125cc motor cycle models was announced in 1952, and, on 1 February in Argentina, a team Perales Alpino moped fitted with a 48cc engine was created by Alpino's Argentine dealers; equipped with a strange egg-shaped

fairing it broke records for its class, took the world flying kilometre record at a speed of 91.591km/h, and the world flying mile record at a speed of 90.405km/h. Also at the beginning of 1952 in Italy, an Alpino raised the 75cc flying kilometre record to 128.872km/h.

In 1953 the Ardito catalogue listed a Scooterino 49, Lusso 49 scooter, but although the business had got off to a promising start, it had entered the market at the beginning of a difficult time, since interest was already drifting away from two-wheelers toward cars. SIMES Ardito was very quickly compromised by a general decline of sales in the motor cycle trade, and increasing effects of the resultant competition for business, which immediately put the company into serious difficulties and forced it to close in 1954.

Il Brutto

Our Alpino R48 clip-on engine number 6239, which we think dates from around 1953, comes fitted in an AMF Gloria 23" crossbar gent's cycle frame number 75303 dressed in an extravagant green and red finish, which makes a pretty impressive combination!

During World War 2, the Bianchi factory and its warehouse buildings in the triangular zone between Viale Abruzzi, Via Plinio and Via Pascoli were practically all destroyed during the allied bombings of August 1943, but just a little further along Viale Abruzzi, the Gloria site came through much more fortunately, and was barely damaged at all.

Since the Gloria factory remained practically unscathed, it was well placed to benefit from a quick return to production, while many of its former cycle trade competitors were in a much less fortunate position, and work in the Gloria factory at Viale Abruzzi 42 markedly increased as the bicycle became the most common means of transport in the impoverished immediate post-war period.

Around 1950, AMF Gloria was producing around 25,000 bicycles a year of all types: men's, women's and even children's cycles, while an impressive display along the now ten 'showcase'

windows around its showroom's corner of Corso Buenos Aires to Via Scarlatti now also included its various new cyclemotors and mopeds.

In 1948, Gloria had developed its first *bicimotore* (motorised cycle), with a roller-



drive engine of 40cc that could be fitted into its own cycle frame and sold as a complete machine.

This was succeeded the following year by an improved *bicimotore* model, having its two-stroke engine and horizontal cylinder capacity raised to 48cc by increasing the bore size from 35mm to 38mm, and now rated at 1.1bhp. Late in 1949, the cyclemotor was joined by a band-sprung-frame moped, ready for the 1950 season. This used the same 48cc motor top-end as the cyclemotor on a hand change three-speed engine unit, with chain final transmission, and was presented at the *Triennale di Milano* by Gloria's founder Alfredo Focesi.

In the early 1950s, Gloria was considered to be among the elite of Italian bicycle makes, and its finer road and racing models, marked *La Garibaldina*, were subject to the highest standard of finishing at the frame joints. These were finely fettled by careful hand filing, which took the craftsman three to four hours, compared to standard market models that were normally finished in just half an hour of work.

Gloria's quality products were still mainly focussed toward the upper end of the market, at a time when, despite a greater affluence beginning to emerge, there was generally insufficient money available for excessive indulgence ... but Alfredo Focesi, was gambling on an economic boom.

The three-speed moped was quickly developed to become the Gloria 3/m in 1952, with pressed steel frame, telescopic forks and swinging-arm rear suspension. This remarkable machine was probably the earliest recognisable ancestor of the 'sports moped', though performance limitations from its heavy cast iron piston and the 1.1bhp power output from the engine wouldn't have been particularly athletic. The design however was amazingly advanced considering that many other manufacturers were only just beginning to build clip-on motorised bicycles!

In 1953, the range grew with the addition of the Glory-100 motor cycle, a 100cc overhead-valve single with a pressed-steel frame; and another 125cc model with a four-speed transmission, which was further available in Touring and Sport versions. In 1954 the business converted to a joint-stock company under the name of Commerciale Gloria SpA, ambitiously to raise capital for further investment and expansion. For the 1954 exhibition in Milan, Focesi introduced a further new 160cc four-stroke engine motor cycle, with swing arm rear suspension and an Earles pattern front fork.

The choices linked to the expansion of the business, however, failed to return its investments in time, because of insufficient sales, and on 21st February 1955, the Milan court declared the AMF Gloria business bankrupt, and production ceased in 1955.

The Alpino clip-on engine would have been a very period marriage with the Gloria frame, and it really looks the business! The finned reduction drive casing looks fantastic, and is obviously going to promise better drive roller traction by enabling the mechanics of a larger diameter drive roller, and going to improve its capability greatly in wet conditions.

The high performance and indestructible reputation of the R48 cyclemotor is matched by the fitment of Wipperman 'Ultra rapid' 12mm half-width alloy brake hubs laced into 26x1½x1½ rims with 650B tyres. This is an extraordinary cyclemotor that exudes a magical promise of performance, quality, and extravagance ... we just have to get it going first ...

Usual preliminary checks: no spark, but as we spin the engine, straight away, those main bearings don't sound too good. Pressing on, clean the points, fit a non-resistor cap, and new plug ... yes, we now have spark. Drain the tank of the stale old fuel ... hmm, smells really nasty, perhaps we'd better clean out the carb too ... so take off the carb ... but you can't? Nope, there's not enough space to withdraw the carb body off the inlet manifold before it fouls the saddle tube! What? Do you really have to take the engine out to remove the carb? Yes, I'm afraid you do.

OK, we'll settle for twisting the carb body over on the manifold, then taking off the float chamber top and the main jet, flushing it out *in situ*, and blowing everything out with an air line.

Fresh fuel, and let's give it a try.

Oh great, the Alpino engine doesn't have a decompressor! So we're going to be pedalling an unknown cyclemotor up and down the road, against compression, to try and get it to start—I don't think so. So it's out with the electric starter: a mains drill on the mag nut! After a drop of encouraging fuel through the plug hole and a bit of effort free cranking, we manage to get the motor fired up (and the rumbling main bearings certainly don't sound any better now the engine is actually running), so run to warm ... and hope it might go again when we try it again for road test.

OK, without any decompressor, the procedure is to notch down the drive lever on the left of the saddle stem, which tilts the engine to bring the drive roller into engagement with the tyre. There are five notches on the latching quadrant, from disengaged, to increments of



engagement pressure to optimise drive without roller slip according to conditions. A lighter engagement setting in dry conditions can reduce transmission drag for increased performance and fuel economy, but a higher pressure may be required when the load increases against inclines, or under wet conditions when the roller may slip.

Back the engine onto compression, then raise the lever back up to disengage the drive, so you can pedal the bike up to speed before re-engaging the drive and spin the motor over.

Our efforts to pre-run the motor and restart while the engine is still warm seem to pay off, as the motor starts right away.



Our text might make this starting operation seem simple and straightforward, but its most certainly not!

Operating the drive lever requires reaching down the frame with your left hand, with only your right hand to steady the handlebars and work the throttle lever—all while you're still pedalling against the compression!

To make matters worse, the carburettor has no choke or strangler to assist starting. It just has a flood button, so that's going to be a little random.

Imagine a cold start on a frosty December Monday morning in Barrow-on-Humber, already late for the first shift at Elswick-Hopper Cycles' Barton factory for the 7am morning shift, and you're faced with a cold, damp start on your fancy Mediterranean cyclemotor ... which

has no idea that temperatures below 45°F even exist!

Yeah, that's a really long way from our warm re-start.

Anyway, we're up and running with our pacer peeling in behind to track our progress, so tease open the throttle lever to see how the Alpino motor responds, and it's very impressive! The torque is remarkable for an early 1950s' cyclemotor, this is easily the strongest clip-on motor we've ever ridden ... loads of power ... is this really 50cc? You could easily believe it's 70 or 80cc!

Even our pacer is taken by surprise as we smartly zip the Gloria-Alpino away from our shadow, so James throttles on to catch back up by the junction, but we're away first, and already tearing up the road.

Happy that our Alpino is up to performing temperature, we're giving it the beans, and revelling in the excellent acceleration with James in chase—then, aargh! Tank-slapper! What? Hitting a violent tank-slapper in the mid 20s is something that nobody could ever expect, and on a flimsy cyclemotor, it's nearly as scary as it is on a Model-100 Panther at 60mph because the frame has broken on one side of the swingarm, and is chucking itself across both lanes of a dual carriageway.

When you get into a tank-slapper, the only way to handle it is gently ease back the throttle, and try all you can to keep the bike on the road until the oscillations abate, and those eight seconds seem to last for eight minutes.

600cc Panther or 50cc Gloria-Alpino, getting in a tank-slapper at any speed is a pretty scary moment.

James in the meantime has braked back to a clear distance just in case we can't control it, and once the moment is passed we return slowly back to the workshops to check for any faults, like a rear wheel nut loose on one side maybe ... but following a careful inspection, we fail to find any obvious cause.

So after pumping up the tyres nice and hard, and taking our brave pills, we try for another run.

Cautiously tweaking open the throttle lever, and firmly holding on to the handlebars, we gingerly push the bike up past the mid twenties. James is pacing from a noticeably more respectful distance this time as we push into the high 20s—maybe pumping up the tyres has made the difference—meanwhile our pacer is clock watching to see if we can get past the 30mph barrier. Alpino powers the Gloria strongly forward as a possible contender for our cyclemotor land speed record, and while the performance of the engine certainly feels like it could power to the moon, Gloria suddenly decides to chicken out of the celestial opportunity for greatness at 29mph, and throws us into another tank-slapper.

Because we were braced for the very real possibility of another tantrum from Gloria, we held on and checked back the throttle as soon as the twist & shake started again, and once Gloria had finished her moment in the limelight—that's enough of that game, we're going home.

Our Alpino-Gloria seems to be just too fast for its own good.

It really felt as if the Alpino engine could have eclipsed even the Teagle's 31mph record for 1950s' cyclemotors, but not on Gloria, and not today.

The great looking Wipperman hub brakes ... didn't work anything like as well as they looked; they were useless, and having lost any further interest in riding Gloria again, we later realised we'd never even tried the lights.

The difficulties associated with operating a fiery cyclemotor like the Alpino with no decompressor, create a lot of complications in its use. The awkward to locate and operate engagement lever means taking your left hand off the bars at time when it's hardest to control the bike as it's usually about to stall out. Every time you stall to a stop, it makes re-starting really hard work. If you're in town traffic, you're going to be seriously thinking about buying a different cyclemotor.



Our third chapter again picks up the story during World War 2, during which time the Turin lawyer Corrado Corradi was operating a small business producing and selling car parts and accessories. In 1944 he started supplying clip-on engines for mounting over the front wheel of a bicycle, which were believed to be 49.5cc two-stroke OMB *Tauma* auxiliary motors made by Officine Meccaniche Benesi of Turin.

In 1947 Corradi also sold further 58cc two-stroke Benotto OMB *Sirio ciclomotori* kits, which attached at the left-side rear wheel spindle.

Corrado subsequently decided to start making his own engines, and founded his own company Industria Torinese Meccanica Srl. in 1948 at Via Francesco Millio, employing former aircraft pilot from Sicily, Guisepppe Spotto, as a young engineer, and assisted by colleague Silvano Bonetto to begin designs of new auxiliary bicycle engine kits.

The first clip-on 48cc two-stroke engine FM version was mounted above and driving the front wheel, and was sold under the simplified brand name of: Itom.

A second MP version of the same motor was developed to mount behind the cycle saddle and driving above the rear wheel, then finally a more popular third variation placed between the pedals and driving the rear wheel from beneath the bottom bracket, which became quite famously known as the 'Tourist' model.

In 1950 Itom produced its first complete Motorette Alba 48 TR cyclemotor with a tubular frame and automatic clutch, which was shortly followed by a two-speed motor version.

The front and rear mounted MP48 Itom cyclemotors were imported to Britain in 1951, and were marketed by Adimar of 222 Brixton Road, London SW9, then both were replaced by the Tourist model in 1953.

Well that was brief, because here we are already at our third Italian cyclemotor.

Il Cattivo

Seemingly based on a Henry Ford Model-T paint scheme, it's all black, and if viewing the bike from the right-hand side, a casual glance could easily take the machine to be no more than an old-fashioned bicycle.

The black front and rear mudguards are both fitted with spray valances, and you'd barely spot the low-slung Itom engine tucked behind that big black fully-enclosed chain-case, and

that matching black camouflaged fuel tank mounted on the down tube blends right in with the general blackness, so your casual observer probably wouldn't register that either.

The flat-bottomed fuel tank comes as part of the 'Tourist' kit, and simply bolts at an angle onto the cycle frame down-tube by a couple of U-brackets. It looks more like it should be mounted on the top crossbar tube in sports motor cycle style, but maybe the width of the back of the tank might obstruct the pedalling arcs? Maybe it wouldn't drain its fuel so effectively, and maybe the longer fuel line routing could be prone to being caught? All illustrations demonstrate the tank mounted on the front down tube, but it really doesn't look quite right from some side angles or the front.

We've been unable to identify the make of the cycle frame, but there's no doubting its quality from the rod brake linkages both running tidily through the inside of the handlebars. The front linkage neatly emerges beneath the bars in the middle and ahead of the stem, then continues down to operate the conventional stirrup calliper. The rear rod exits the handlebar just left of the stem to connect to a typical pivot at the bottom of the head, with a rod to the bottom bracket and another pivot, then a V-linkage back up the saddle tube to connect to the calliper at the top of the rear stay.

Look around the cycle frame, and the rear lamp built into a fitted cycle lock is a novel touch.

The 'Tourist' two-stroke motor with iron cylinder, alloy piston and cylinder head is given as 39mm bore x 40mm stroke for 48cc, and rated 0.7bhp at a lowly 3,000rpm, though could be claimed to produce up to 1.4bhp at obviously higher revs.

The double-sided decompressor-throttle control lever clamped on the right handlebar is a neat twin control, but not for this bike, because the bosses that clamp it to the handlebar completely block the front brake lever from operating! It's not anything you can fix either,



because no matter how much you try turning the control up or down the handlebar, or rotating the control on the bar, it still fouls in every position—except if you move it in towards the centre of the handlebar, but this inconveniently places the throttle control well out of reach, so you'd have to take your hand from the grip.

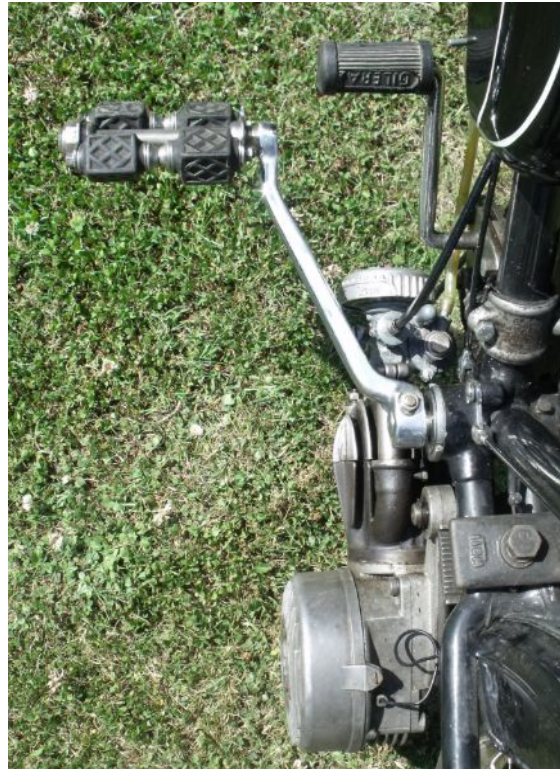
Apart from being highly impractical, it doesn't exactly help anyway, because we find the front brake lever very firmly sticks on whenever you pull it in. You have to physically push the brake lever off again to get it to disengage, so it's no use either way—OK, we've effectively got no front brake.

Looking down at the left-hand side of the motor, there's an interesting foot operated engagement pedal with a Gilera rubber on the peg? No, that's original Itom equipment supplied with the Tourist kit, and it's just a Gilera kickstart rubber. Push the lever down to engage the drive, toe it up again to release, so you can use it like a clutch.

Another piece of the Itom kit is the special dogleg left-hand pedal crank arm, which is essential to clear the protruding magneto casing.

The carburettor is the same Dell'orto T1-10-SA as fitted to the Alpino, but Itom equipped their carb with the more usual filter and confusing choke control marked Avv.to → / ←Marcia, but we've been here so many times before that we now know that Marcia = running, and Avv.to + Avviamento = starting.

When it comes to starting the Itom, turn on the fuel tap, and switch the choke control to Avv.to. Because of the foot operated engagement lever we don't need to lock in the drive before we set off, so we may not need to use the decompressor to get the motor started. You can simply pedal away, stomp down the lever to engage the drive, and maybe the motor will fire up—but this won't exactly be a flying start because the choke is on, and the motor will soon start coughing. There are now two options: stop and reach down to turn the choke off by hand, or tip the choke lever with your



left foot and nudge it across to Marcia. This can work to a degree, but in the long term it's maybe not the best idea to be putting the boot into your carb with a pair of hobnail beetle crushers.

The Itom exhaust is a tinny and un-baffled can, which emits a low flat drone, rising in pitch as the revs build up. People are definitely going to hear this coming, and going, but the noise will always be with the rider. Smooth running can be compromised by some bouts of four-stroking bluster particularly when the engine is cool and off-load, though these tend to abate as the motor gets hot and is pulling under load.

Our first runs were performed in wet conditions and plagued by roller slip, which was probably not helped by the low under bottom bracket mounting position presenting the transmission directly in the elements. Even re-adjusting the engagement to higher pressure failed to clear the slipping problem, because the roller is a relatively small diameter as a result of the simple direct-drive design. Other indirect drive cyclemotors with internal reduction gearing would hold an advantage under the same conditions, since they can run a larger diameter roller for better traction. 20mph proved the best performance available under these wet conditions, because the drive roller always slipped on the tyre once the throttle was fully opened. Once conditions had dried, our third run seemed better as full throttle could now be applied without roller slip, but with the drive engagement still set to maximum pressure, the best achieved speed seemed limited to 22mph on flat due to four-stroking bluster. As we cruised around our course to see if the motor might improve as it got hotter, it actually seemed to do the opposite, with some intermittent firing, which felt like a developing ignition fault ... so back to base again for further investigations.

With the dirty contacts now properly refaced, and the engagement pressure adjusted back to suit dry conditions, our Itom now accelerated rather better, and seemed to cruise comfortably and consistently at speeds up to 22mph, managing to pace up to 24mph along the flat in a couple of sections, and further mercilessly thrashed up to 26/27mph in downhill sections, but still the four-stroking combustion issues prevented the engine from cleanly running at higher revs. Performance in the dry proved better once we'd got the bike sorted out, but the Tourist was certainly very restricted in its wet capabilities.

The Itom Tourist cyclemotor remained on sale in the UK until 1961, listed at £28–10s, which surprisingly was still the original posted price when it was first introduced to the UK in 1953!



Next – What if Raleigh made an RM5 Supermatic Sports? Just a thought? Or maybe a 'Concept'?

The Flying Banana

by Mark Daniels

Sponsored by Richard Davie,
New Zealand

WITH THE arrival of the 16-er legislation on 15th December 1971, a 16 year old learner rider applying for a driving licence starting from the New Year in 1972, found themselves no longer licensed to ride a solo motor cycle up to 250cc or unlimited capacity with a sidocar attached, but would now be confined to a moped until 17.

This motor cycling licensing law change became the trigger for the evolution of a new infamous class of motor cycle: the Sports Moped.

The definition of a moped up to this time was simply 'A machine of engine capacity not exceeding 50cc, and equipped with pedals by means of which it is capable of being propelled', and was unconcerned about further classifying the group.



Sports mopeds though, weren't a new invention of the 1970s. Indeed the Italian Gloria brand had presented its 3/m Sports moped as far back as 1952, and while sports mopeds subsequently became popular on the continent, it wasn't anything that had particularly been adopted in Britain, but now a condition was set to popularise demand for sports mopeds in the UK.

Up until the time of the 16-er law, sports mopeds in the UK were pretty much down to Motobécane SP50, SP50R and SP93 Sports Spéciale models, Raleigh RM11 Super Tourist, RM12 Sports-50, and other occasional odd imported obscurities like the RAP Rocky & Imperial, Berini M35 Super Sport, Solifer Speed, Victoria Avanti and Dot-ViVi Avanti Racer (and it's OK, there's no shame if you don't know what any of those models are).

Puch was among one of the first manufacturers to get a 'new' sports moped onto the British market with the introduction of their VS50 Sport in April 1972, and optimum timing for catching sales in the new season, though this moped wasn't a machine suddenly created just to cash in on the new opportunity of the UK market. Puch had been making Sports 50s since introducing their first VS50S Sport in 1957, which was created by simply fitting an enormous capacity triangular 'touring' tank into the step-through section of the MS50 frame, giving the moped more of a motor cycle style—though it was a slightly bizarre look...

The subsequent VS50S model of 1959 was equipped with a dual seat and introduced a smaller and more proportionate style of top-tank with the step-through frame section below filled by a panel. This subsequently evolved into a panel each side with a frame space between, to create a toolbox accessed by a lid on the left-hand side.

By 1967 a VZ50 three-speed fan-cooled sports moped and a four-speed 4.8bhp MN kick-start motor cycle were added to the continental range. These were soon joined by a new M50 Mokick with a tubular frame and an angular tank in 1968. Also in 1968 came a further VZ50 'Skymaster' three-speed fan-cooled sports moped, though fitted with a fully enclosed chain-guard. Around this time, Sport style 50s were clearly more established and popular models on the continent than they were in the UK.

As new VS50 Sport mopeds started appearing in UK showrooms in April 1972, their arrival was very blatantly obvious—because they were painted in a screaming bright yellow!

To the casual glance it's easy to dismiss the Puch VS50 Sport as a boy-racer styled MS50 with the fan-cooled top-end replaced by a pretentious big-fin air-cooled cylinder and head, then a top tank and infill panels beneath to make it look more like a motor cycle. And yes, that's pretty much what it is, just a superficial sports-styled moped to appeal to 16ers ... though there's actually rather more to the bike than that.

Early VS50 Sport versions seem to have had the speedometer located within the headlamp shell, and the top end of the engine was originally in as-cast aluminium finish, with a grey



plastic air-box and grey chain-guard. Glass's Index indicates that VS50 Sport imports stopped in March 1973, however an updated VZ50/3P version had already been introduced in January 1973 to succeed it.

For its second season the speedometer became remounted in a casing off the handlebar mounts, the cylinder and head were finished in black with the edges of the fins linished to alloy, and the air-box and chain-guard now moulded in black plastic.

The changes were distinctive, but so minor and cosmetic that even the Puch illustrated parts list covered the two VS & VZ versions within the same manual, but distinctly identified the VZ50/3P as a different model, which is what we have as today's feature bike.

There's a number of distinctive and quite cool features about the bike, like the Silentium exhaust with 'gills' on its sides at the end – what's that about? Maybe some idea to scoop in air and disperse the smoke? Never mind, it looks good.

The speedometer sits atop a couple of brackets bolted off the handlebar clamps. Not discretely tucked away flush within a headlamp, but prominently positioned so you can plainly see its marked up to 60mph (the usual MS and VS models generally fitted a 45mph speedo), the trouble is that the hi-beam indicator on the top of the headlamp becomes obscured from your line of sight from the seated position.

The infill panels in the frame below the tank and seat form a contained toolbox space, with a key lock for access by a cover in the left-hand side. In the same manner as steering locks, the keys always get lost, so the lock had been drilled out and has been replaced by a lever latch, which is much simpler, more practical, and unlikely to be lost.

The VZ Sport has proper full-size telescopic forks, with a nice looking cast alloy top yoke, and proper cast steel bottom yoke (much better constructed than the flimsy and short telescopic forks off the bottom yoke on the MS models).

The front fork set carries a large 125mm headlamp fitted between motor cycle style brackets, which looks markedly different from the smaller MS moped type headlamp nacelle.

Instead of half-width steel hubs with 19-inch wheels on 2.25-inch moped tyres like the MS, the VZ wheels are built on full width 105mm big-brake finned alloy hubs, with wider 17-inch rims and fitted with proper four-ply 2.75-inch motor cycle tyres. Because of the wider rear wheel, the swing-arm is also wider than the MS models, and so is the centre-stand, which is mounted on the swing-arm, so it has a firmer base when parked.

The wider swing-arm also needs completely different, longer and firmer rear shocks.

The motor cycle style fuel tank looks smart with the chrome top quarters and its badges, but why does a Puch Sports moped need a petrol cap of 90mm diameter? It's not as if it's like filling up a jet aircraft, and more probably just a marketing idea that it needs a feature like that to suit the image they're trying to sell.

The air-cooled engine employs the same basic specification as the fan-cooled motor, using a common crankshaft, clutch, and gearbox; and the same 38mm bore piston with 43mm stroke. The given compression ratio of these air-cooled Sports models is however higher: 9.5:1 compared to the standard 6.5:1 compression for the fan-cooled motor. The difference is achieved by a lower combustion chamber volume of 5.1cc, compared to 7.5cc of the MS fan-cooled head.

There is a logical theory in also finding more useable power by converting a fan-cooled engine to an air-cooled motor, because it is generally taken that driving a forced-air fan can

sap up to 10% of an engine's output.

The VZ air-cooled Sport engine is rated at 3.2bhp @ 4,800rpm, and quoted maximum revs are 5,000rpm.

By comparison the VS50D specifications indicated compression ratio of 8.5:1 for 2.7bhp @ 4,700rpm, while a standard MS fan-cooled motor was quoted at 2.3bhp (though with no given rpm, so the power rating might not relate). The carburettor employed is the same 12mm Bing for all models: MS50V (fan-cooled), VS50D (fan-cooled), and VS50 sport (air-cooled).

The petrol tap is located at bottom right of the tank, marked 'Z' forward for off, down for on, and 'R' back for reserve. There's a flood button on the top of the float chamber, but it's rarely cold enough to need that level of enrichment to start. Usually, just snap down the choke lever and start with a couple of kicks on the pedals, but in this case our bike doesn't seem to want any choke at all and readily fires up without choke. The motor seems typically noisy as the large fins seem to resonate and actually amplify engine sound, so these models often sound more mechanically harsh to the rider, though it does seem to mask the typical clutch bearing noise a little.

The engine feels readily responsive to blipping the throttle, which is probably helped by the higher compression ratio of 9.5:1 on these Sports models, compared to the standard 6.5:1 / 8.5:1 compression ratios on the MS / VS fan-cooled models.

Clutch in, twist forward into first, and off we go. Helped by its higher compression ratio, the VZ makes a rather more energetic getaway than the MS moped models, its motor feeling to pull well for a brisk acceleration. That Silentium silencer also seems rather noisier, but that's going to be all part of its image. Now to the curse of all these models, the dreaded three-speed hand-changed gears! Forward for first, neutral in the middle, between back for second, then right back again for third. Gear selection is rarely good on a Puch, and usually involves a degree of feeling around and crunching to engage some of the ratios. This shifter has been fitted with a brand new selector plate and indicator, which cleanly locates first and straight





into second. Third however is a wrestling match, which finds us unable to grapple the grip around enough to engage the position, so needs letting go of the grip so we can better pull the whole lever bracket back to locate the clutch lever index.

Changing down proves fine, again locating second, neutral and first with no problem; it's just that up-change to third, which is difficult on this bike. Maybe it'll settle in

with use, maybe it'd benefit from new nylon lined cables, or maybe it'll just always be horrible...

Running around our test course, the suspension is firm, and handling is really very good, certainly whole lots better than the spongy feel MS mopeds. The VZ Sport feels and handles like a proper motor cycle, and the brakes are effective too.

A comfortable cruising pace for the motor is found in top gear around 31–33mph, up to which the performance feels good within the expectation of a moped, with reasonable acceleration and good pull up hills, though the handling of the cycle chassis is more capable than the power from the engine. On flat in an upright posture sees 36–37 clocked by a sat-nav from our pacer, hitting 38 on the flat in a crouch, and 40 downhill, at which the motor felt and sounded to be revving out, so you probably wouldn't want to be holding it at that top speed for long.

The VDO speedometer gave accurate readings at all speeds confirmed by the pacer's sat-nav.

The sports-style fastback seat probably looks too short to take a



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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pillion passenger with any degree of comfort, and there are no rear footrests fitted, so it's fair to conclude the bike was only really intended to be a single-seater. Posted at a price of £155.99 in August 1972, VS50 Sport imports stopped in March 1973 & VZ50/3P Sports imports discontinued in January 1974, though there were enough bikes around in the trade for the models to still be selling from stock further into 1974.

The VS and VZ50/3P Sports versions together were actually only imported for just 21 months because, in reality on the streets, Puch's yellow Sports moped wasn't cutting the mustard against the competition. It didn't stand a chance against the performance and appeal of the Yamaha FS1-E, or a whole load of various Italian models, and Puch had to come up with something better, because word was quickly getting around that the VS50 Sport was too slow.

Puch adapted its M50 motor cycle by the addition of a 'token' pedal set, which was introduced to the UK as an M50 Sport four-speed sports moped from September 1973 until July 1977. It was a bulky machine, and expensive, costing £220 in February 1974, rising to £265 in March 1975 by 20% inflation! This 'motor cycle' had a tubular steel frame, but technically still qualified as a moped, since it had 'dangly' pedals that acted as footrests, and was started by raising either pedal to use as a kick-start. Manufacturers were already beginning to interpret their ways around the moped law.

The 'Flying Banana' was succeeded by the VF50 Sport in January 1974, which looked much the same, though painted blue, and displayed a second instrument pod, so presumably the speedo was joined by an electronic rev counter? The VF50S never seemed to generate many sales, and was posted as discontinued in October 1976.

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'. So legislation 2.0, kickstart, footrests, and slow — problem solved!



Next—Long ago, a couple of little green devils were found along the highway, but they were so much trouble, they were put away in a box and eventually forgotten about.

Over ten years later, the box was found ... What's in here? No, don't open that! Too late, they're out, and now we're on 'The Road to Hell'.