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Contents

News

This Issue

It looks as if we're back on shedule with this issue coming out the regulation three months after the last.

As you can deduce from the masthead pictures, we have another of our 'Track Day' features showcasing Italian exotica. Next we look at a Raleigh 'might have been' sports moped. For out third feature we have a complete contrast to these sports machines when we revisit our old friend, the Clark Scamp with some of the new information that has come to light in the eleven years since our *The Devil Rides Out* article.

Next Issue

We hope we'll be publishing the next edition at the Peninsularis Run in July. 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.

Copyright

Information Library

There's not much new to report from the library; most of the recent additions have been about pedal cycles—as well as the stuff about motorised cycles we have a large, if somewhat random, selection of pedal cycle information in the library. We've also continued to expand the online library by scanning and uploading some of our existing items.

Calendar

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

16th April	**The EACC 17th *Radar Run* and Mopedjumble starts at Bromeswell Village Hall. 01394-671222**	30th April	EACC SEME *North Downs Run* from Edenbridge Leisure Centre car park. 07771-705627	11th June	VMCC Cyclemotor Section *Postcombe Run* at 10:30 from *England's Rose*, OX9 7DP. 01494-672459.
16th April	VMCC Cyclemotor Section *The Welsh Run* from Castle Street, Abergavenny. 01873-858344.	7th May	50th *Ipswich to Felixstowe Road Run*, 11:30am from Christchurch Park, Ipswich to Felixstowe Prom.	17th & 18th June	Suffolk Aviation Heritage Group's Summer Show, Foxhall Road, Kesgrave.
22nd April	14th *St George's Day Bike Show* at *The Bell Inn*, Kesgrave. 12 Noon to 6:00pm.	14th May	*Moto Rétro Genk:* Bourse de cyclomoteur et motos d'epoque, Geleenlaan 29, 3600 Genk, Belgium	25th June	VMCC Cyclemotor Section *Bikes in Beds Run* from the *Dukes Arms*, NN14 4HE. 01933-419800
23rd April	FBHVC Drive/Ride it Day in support of the NSPCC's Childline.	21st May	VMCC Cyclemotor Section *The Nasty Run* from the *Rising Sun*, SG4 7DR. Chris on 07950-903794.	25th June	EACC SEME *South Downs Run* from Civic Approach car park, Uckfield, TN22 1AR. 07771-705627
26th April	VMCC Cyclemotor Section *Southern Saunter* from Honeystreet Mill Café, SN9 5PS. 07870-258527	4th June	The VMCC Cyclemotor Section will be at Stony Stratford Classic Car & Bike Show, 09:30–14:00.	2nd July	EACC SEME *Run to Rye*, meet at Headcorn Railway Station car park at 11:00am. 07771-705627.
30th April	EACC Wiltshire Whizzers run from Blunsdon Station, Tadpole Lane, SN25 2DA. 07891-251118	9th to 11th June	EACC Northern Camping Weekend at Hooton Lodge Farm, Hooton Roberts, Rotherham, 01709 961434	16th July	Sammy Miller Museum Scooter & Moped Owners Ride In. No booking is required.

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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Hi guys, Here is my **1973 Camino**, V5 present and MoT'd till February '24 but that's the last one it will need. It has never been restored or rebuilt but it has had a replacement carb. It's very lively off the mark and pulls extremely well. I have the original front shopping basket as well, which will naturally come with the bike. Im not saying it's unmarked but is as good as it comes for a 40-year-old bike in original condition. Happy to answer questions. £995.
Landline: 01965-218496 E-mail dabinett46@icloud.com
I live in Warminster, Wilts BA12 9JA, Chris.

Saddles, seats & covers: Lycett pattern single saddles for light motor cycles 12"×12" new, £40. Lycett pattern light motor cycle new chrome plated saddle springs for rigid frame type seat, 7½" long × 2" diameter × 5½ coils × 6mm diameter wire, £8 pair. Trials type upholstered pad seats, 15" long × 10" wide £40. 'Triangular Pad' black vinyl upholstered saddle, 1ft long × 9" wide, with firm 2" high-density foam, solid mounting with ⅞" stem clamp £50; black sides with red top and white piping £50. '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 × 8" wide × 2½" deep £12 & 'Extra-wide' 10¼" long × 9¾" wide × 2½" deep £14. Selle 'Royal' traditional style cycle saddle with dark brown cover on gel foam padding, chrome springs & wire frame, 10" long × 8½" wide × 3" deep £35. **New**- Profile Standard black unsprung eurathane foam moulded saddle 10¼" long × 8¼" wide × 2½" deep with ⅞" stem mounting £12. **New:** Raleigh Comfy Classic black saddle with gel & foam pad & compression springing 10¼" long × 8¾" wide with ⅞" stem mounting £20. **New:** 'Reptile' Comfort black foam pad saddle with compression springing 9¾" long × 8¼"wide + ⅞" stem mounting £16. **New:** 'Smoothy' economy black cycle saddle with firm foam pad & compression springing 8½" wide × 9¾" 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 × 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"× 1½"×4"@ 4"strap ctrs. £30 each.
Autocycle tool Wide/Standard 10"×1.½"×4"@ 5"strap ctrs. £45 (with 2 clips).
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 Frame 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 + 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.
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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 1⅜ 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. Peugeot102/103 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×⅞" pair soft rubber 'palm' grips £4 pair. Cycle/Cyclemotor 4½" long×⅞" 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 Italcerchio Westwood & Endrick pattern 36-H chrome rims £50 each. 19×1.2 Italcerchio 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 Italcerchio Westwood 36-H chrome rims £48 each (Tomos, Garelli, Batavus etc). 26×2×1¾ 36-H chrome rims for early autocycle and trade bike £25 each. Special 32-H & 40-H pierce 26×2×1¾ new chrome rims £40 each (Norman Cyclemate, etc). 26×2×1¾×36-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/NVT/Honda C50 chrome rims £28 each. Crazy tyre bargains: 26×2×1¾ 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"×2×1⅜ 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 £45, Whitewall £35 / tubes £6. 19×2 Mitas 'Economy' blackwall £25. 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 £45/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 £18each, MobyAV89/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" £1each, 21" £1.50p. Cyclemaster engine mounting rubbers 4 × bush kit £12. New: Moby/Raleigh all metalastic engine mounting bush kits, top mounts AV89/RM5 £8 each, top mounts AV48/RM9 £15 each, small bottom mount £6. Selection new Moby pedal shafts £8 each. 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 (No stock). Honda Graduate type 180°fuel tap 12×1mm pitch LH/RH thread £12. Ewarts pattern brass plunger taps ⅛ 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 / ⅞"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
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Mobylette AV89, full rebuild, runs very well, V5 in my name—£1,150. Contact Brian 07885-421925

1953 Mobylette AV32 Utilitaire. It is NOVA registered and it has an EACC dating certificate from June 2020 (that will need to be renewed). The bike is in good original condition with a nice patina but it will need to be recommissioned.
I am looking for £600 (no offers) and the bike is located in Devon. My contact details are: Adrian, 07973-806143.

Andy Est 1972 Tiernan

1958 Berini 32cc £350

1950 Bown Auto Roadster 98cc £2,850

1952 Cyclemaster 32cc £1.150

1951 British Salmson Cyclaid 31cc £1,450

1945 Norman Motobyk 98cc £2,000

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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"×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 £8. **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. **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×10W DC rated stainless bezel horns £5. Shrinkwrap sleeving box 127pcs in 7 sizes £9.
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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 Cyclemotors, Autocycles & Mopeds. This is much like an on-line Autojumble pitch for small bike parts, but also listing complete bikes for sale. New parts are regularly adding as sold items drop off, so there's a constant turnover of new listings.
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For Sale: 1982 Honda Melody De Luxe, rare bike, rare colour, excellent condition, MoT although now not required, V5c, Haynes manual. Owners handbook in original wallet, spares, advertising literature, original Honda wire basket, top box. Not used by me so it will probably need a new battery. £1,350. 07491-884288 (Essex)

Rollerdrive – Machined New Cyclemotor Drive Rollers and Special Extractors
Itom extractor for original composite roller M24×1.5—£15.
Itom Tourist all steel drive roller—£65.
Lohmann hard rubber drive rollers—£25.
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Bosch 115mm mag flywheel puller for both alloy & steel types M26×1.5—£15.
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Honda P50/PC50 single-end mag flywheel puller M24×1- £12.
Honda P50/PC50/C50,70,90 dual-end mag flywheel puller M24×1RH / M27×1LH—£14.
Lavalette/Paloma/Hercules Corvette mag flywheel puller M22×1- £18.
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Villiers 3K mag flywheel puller 7/8×14-tpi UNF—£15.
Scott Cyc-auto Wipac S1233 mag flywheel puller—£20.
Wipac Bantamag & Series 90 (un-ported 2BA/3BA) 3-hole mag flywheel puller—£20.
Wipac Series 90 & Miller BS9 (ported 2BA) 4-hole mag flywheel puller—£20
Wipac Series 90 (ported 2BA) 4-hole mag puller—£15
Piston Stopper engine service tool **– £8.**
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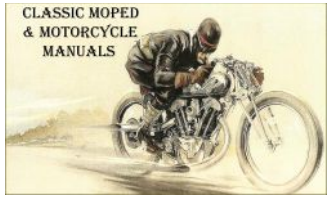

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E-mail: mark.daniels975@btinternet.com
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Extensive range of new moped piston rings from Achilles to Zweirad-Union. Often typically only £8 pair. We have the impossible to get stuff in sub-50mm bore sizes! Cyclemaster/Berini M13 26cc ring sets in A-slot type £8 pair, new stock 32×2mm B-slot £15 pair. Cyclemaster 32cc 36×2mm A & B-slot types £15 pair. Trojan Mini-Motor/Raleigh RM1/RM2 Sturmey Archer 38×2mm B-slot £15 pair; some oversizes too! New NVT Easyrider/Morini Franco std 40.4×1.5mm B-slot £18 pair. Recently increased selection of BL-section Dykes sport rings, good range in stock.
Pistons – NEW genuine 1957 stock. NEW genuine Villiers Junior deflector-top pistons in Std 50mm, +0.020" +0.060" £50 per/set. NEW genuine Villiers Junior De Luxe flat-top piston sets in +0.010", +0.020", £50 per/set. NEW genuine Villiers Midget-Marvel 98cc 1935-39 Heplex ref 5890 50mm + 0.030", +0.040" £60 per/set. Benelli/Motobi/Yamaha FS1-E piston sets in 40mm Std £20. Sachs & Rex moped engine piston sets incredible range of oversizes £20 per kit. Minarelli pattern piston sets from 39mm through several oversizes up to 42mm dia £20. Genuine Minarelli piston sets in selection of oversizes from 40mm – 40.60mm £30. Suzuki M12/M15 Sportsman/M15D Sovereign/M30 piston set 3rd O/S 41.75mm. HMW piston sets in 38.25mm, 38.50mm, 39.75mm, 40mm, £30 per/set. Mondial piston sets in 39mm £40. Parilla Parillino piston sets 38mm (std) £40. Peugeot piston set 40mm (std) £25. Victoria piston set types in 38.75mm, 39mm & 40.25mm. **Circlips** selection from 10mm clips for 9mm pin (Cyclemaster/Cyclaid size), up to 15mm clips for 14mm pin.
Small-end needle roller bearings for Moby/Raleigh and NVT/Morini £8 each. New piston ring stocks, sizes and types coming in all the time. Please refer to website chart for current stock listings..
Tel: 01473 716817 (Ipswich).
E-mail: mark.daniels975@btinternet.com
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Phillips — RAP
New Rex engine parts
REX SPARES

Hercules (GB)
Parts for Her-Cu-Motor and Corvette

Rex piston sets: Kolbenschmidt, Mahle, Vertex, range of oversizes for 1-speed, 2-speed, & 3-speed Rex. Rings, clutch parts and plates for all models, front sprockets, cables. Range of parts for most models - Gadabout, 2sp/3sp individual cylinder head gaskets £3 and base gaskets £2. 2-speed & 3-speed full range of front sprockets. Some engine parts: Rex 1-speed, 2-speed & 3-speed. New stock of some cables for all Panda & Gadabout models. New 50mm air filters £9, for 12 & 14mm Bing carburetter Panda/Motorised Cycle.
Hercules (GB): a small range of new & used stock. New piston rings Corvette and Her-cu-motor. Main bearings and seals. New Lavalette/Corvette/Paloma 27½" drive belts £9.
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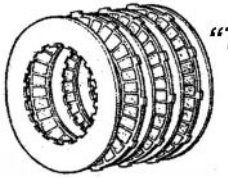

"The Clutch Cork Carvery"

Clutch plate recorking
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Tel: 01559-371770
E-mail: info@theclutchcorkcarvery.co.uk
Facebook page:
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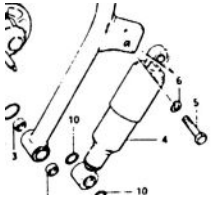
Judenne CJ50 Cucciolo. A rare beast indeed. UK Historic Vehicle registered on age-related plate. Running nicely! 2-speed hand change. Lights work! Beautiful bespoke frame by Judenne of Paris (see larger picture). They made bespoke frames and added your engine of choice. Almost all original fittings and lovely patina'd paintwork. Cucciolo engine flywheel says 'Rocher', so made under licence in France. Original tyres left on but a replacement set included if you want to do some miles. Price is £2,200 or therabouts please. Guy Bolton. Suffolk. 07947-809335

A nice COMPLETE Dell'orto carb from a Mosquito autocycle. All internals present. Choke mechanism present and intact. Drip tray and manifold present. Probably 10mm and also I think used on other autocycles? £50 including UK postage only. Guy Bolton. Suffolk. 07947-809335

PALCO aftermarket cycle fork mounted shock absorbers. Very rare. £70 including UK postage only
Guy Bolton. Suffolk. 07947-809335

Zorplan (Puch Maxi) Trike for sale.
I have for sale my Zorplan trike—based on the pedal-start Puch Maxi. It's extremely well described and photographed in an excellent article by Mark Daniels: 'Plan Z'. Reg NVZ 12V. Its starts easily and is in nice useable condition. V5c in my name. V5c states '2-wheel' plan as it was a conversion. Lockable box. Excellent for shopping! Now Historic Vehicle staus so doesn't need a trike MoT and I've had no trouble getting it insured. Not many about! I'm looking for £1,600 or therabouts. Some old documentation and even a Dutch magazine article! Guy. (Suffolk, IP17 2AH) 07947-809335



Wanted: good front shocker for a Suzuki CS50 please, as the one on mine has gone, just bottoms out, they are gas-filled and my local motor cycle shocker rebuilder says that they can't be repaired. Can't find one at all at the mo!
Phone Phil on 01282-617204, Nelson, East Lancs.
Or e-mail wixywalker@hotmail.co.uk

Late '70s/Early '80s Holdsworth Specialized Racer. Frame size approx 22.5". One down from the top of the range frame-set. Campagnolo spec large flange Record hubs. GS Chainset and brakes. Campagnolo front & rear mech and shifters. Mavic rims and Sakae Japanese 250 pedals. Nice 700–28C tyres. Set up for touring but will provide Campagnolo original handlebar levers if you want to convert to original. It's very nice to ride and worth the asking price of £400 in bits alone. I'd love it to go to someone who will use it (not break it). I will not post the bike. Cash on collection only.
Guy Bolton, Suffolk, IP17 2AH 07947-809335

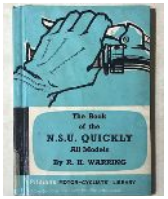
50cc (not 38cc) Mosquito Friction Drive Autocycle in lovely proper frame. Fuel cap under the seat and fuel in frame. Cosmetically challenged. Age related reg. Road registered. Was running nicely a few years back. No clutch: decompressor to halt (by design) but suprisingly easy to ride. Will need recommissioning/setting up/a new chain. Number plate and nice period rack and mini metal panniers to fit. Quite rare as 50cc enclosed flywheel version. No clutch (use the decompressor). V5c in my name. SORN. £650 please. Collection only. Cash on collection. Thanks for looking
Guy Bolton, Suffolk, IP17 2AH. 07947-809335

1953 Garelli Mosquito engine mounted on a 1954 Tildesley Stag bicycle. The engine obtained as a 'basket case' some time ago. Took many hours to restore, but the only spares required were new piston rings! The unit is on a V5 in my name. At the time I re-built the engine I had neither funds nor contacts to get the magneto working; hence the set-up is battery & coil operated. The coil is mounted on the down tube, and the battery is in a box on the rear rack with an external on–off switch. Engine engages with the rear tyre using a side lever; this works well and has never slipped within my use. The tank is ex-Atco mower, also mounted on the luggage rack. An in-line fuel filter is fitted, and the plastic pipe to the carburettor is concealed within a painted tube fixed to the frame. To make the unit more user-friendly I have made an auto-cycle type stand for the rear wheel. This is an absolute boon, not only for starting, warming up and making running adjustments, but also for parking up in use and at shows! The only down-side to the engine is that on my last run I lost the choke/air filter unit off the front of the carburettor when returning from a show on the trailer. It seems to run OK without it, but hopefully a spare could be found. The Tildesley bike is quite rare, having been made at Planet Works in Birmingham. It is in great 'original' condition so I have not attempted to restore it, beyond a bit of touching in here and there. It is fitted with a 3-speed Sturmey–Archer gear. Lighting is by a front wheel Dynohub. Tyres are good and the wheels free of rust. All in all this is a very usable unit with quite a turn of speed. Caliper brakes seem to work well enough in use. I am hoping for £850 but am open to offers from club members. I have a trailer so could deliver a reasonable distance for petrol money. Richard Rowsell, Wickford, Essex.
rfrowsell@gmail.com Mob: 07951-702293

Raleigh Runabout RM6, 1966. Registered with V5. It has been an extremely reliable moped with a recent 50-mile trip with no issues. A new clutch was fitted about a year ago. The speedo is not connected. £750.
Located near Romsey, Hampshire. Call or text 07816-202743

BSA BOXER / GT50 Classic Bike. 1980 BSA Boxer or GT50 sports moped, runs fine and I ride it every now and again. Registration is YVV 2markevans574@gmail.com76W, 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: ~~£2,000~~ £1,750
Phone Mark on 07580-376131 or e-mail

I have recently purchased a **1953 New Hudson autocycle** with the Villiers 2F engine and I am seeking any spares which maybe available, but specifically **I am in desperate need of a pair of wheels and forks**. Many thanks, David Tate. (07805-836199)

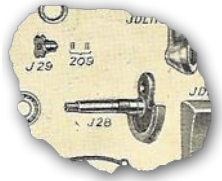


The Book of The NSU Quickly by R H Warring. Good condition. £12 postage and packing included.
Rex: 07506-070057

1952 Cyclemaster in CWS Federal bicycle. Registered 'Historic' with V5c in my name, and MoT and tax exempt. New bearings and seals fitted and new engine mounting bushes. A better carburettor is fitted but could be changed back to its original Amal. The bicycle is in nice condition with lights working and powered by the engine. Good all round Cyclemaster ready for some spring and summer cyclemotoring. For sale as I am thinning out my cyclemotor collection for some room in the garage. £650.00 cash on collection only.
Ring or text 07340-000486. St Ives, Cambs. Ken.

Wanted: a Honda PC50
My phone number is 07885-421925. Many thanks, Brian

Pashley Picador Adult Tricycle. Small wheel. Twin brakes. 3-speed hub gears and twin front brakes. Leather sprung saddle. Good overall condition. A little surface rust. Working condition. Come and take a look. Pick up only. £140 ono. Rendham, Suffolk, IP17 2AH Call Guy 07947-809335



Wanted: JDL crankshaft, preferred in usable condition.
Andy Williams: 07903-873757 chiefmuppet64@hotmail.co.uk

Raynal Autocycle wanted from a good home, to go to a good home. Phone Rex: 07506-070057 Many Thanks.

James Superlux autocycle wanted from a good home, to go to a good home. Phone Rex: 07506-070057 Many Thanks.

For sale: Complete (apart from rear number plate) BSA Winged Wheel includes original BSA bicycle frame. I bought it a couple of years ago to restore but I now have spinal stenosis and COPD so I'm reluctantly having to sell it. I've also had it registered on a V5 and the engine spins (although I've not tried to start it). Overall including registration it cost just under a thousand pounds so I'm looking for offers close to that. Telephone 07806-472234
E-mail Mail@steve-pepper.co.uk
I'm based in Harrogate, North Yorkshire

Track Day 5

by Mark Daniels

Sponsored by Les Gobbett, Lincolnshire EACC

BEFORE the Second World War, Enzo Mengoli began learning his trade at the *Cicli Busi* workshops in Athos, Bologna, which was building racing bicycle frames for various brands. By the advent of micromotors in 1940, Enzo had graduated to working directly with Busi himself in the preparation of frames to take various makes of engines for the new cyclomotori and scooters. Resuming work after the war, *Cicli Busi* became renamed as *Officine Meccaniche Busi* as the business began to develop complete *motorettes*, the first being the *Nettunia* (Neptune) brand in 1947, initially designed for the Ducati Cucciolo but later going on to produce sporty two-stroke, four-speed motor cycles with 125 and 160cc engines.

Meanwhile, Mengoli had left Busi to found his own workshop business at Via Emilia Levante 158 producing frames and suspensions for motorised vehicles under an agreement with Amedeo Rocca, owner of O.Me.S (Specialised Mechanical Workshop). After presenting

two *Moto Mengoli* (a 175 Turismo ohc four-stroke engine, and a conventional economy 125 two-stroke) at the Milan Motor Show in December 1952, Mengoli decided to abandon the project in the New Year and sold his machinery and patents to his colleague Angelo Zanasi, who already managed another nearby motor cycle workshop at Via Melloni 3, Monteveglio, Bologna.

Zanasi was speculating on the increasing demand for light motor cycles and mopeds, and the relative bureaucratic simplicity of homologating mopeds and motor cycles designed and built in small batch series. Production was planned to combine his own-made parts with bought-in proprietary components. In February 1953 Zanasi changed his business name to *Officina Meccanica Montaggio Motoleggere Moto Meteora*, and registered the brand of *Moto Meteora* in prepartion for starting the manufacture of motor cycles.

The first model was rushed into production and presented in April 1953 as a development of Mengoli's Turismo O.Me.S 175cc ohc engine with four-speed gearbox, rated at 8.5bhp@5,800rpm for 95km/h (59mph).

A pilot batch of just 30 bikes was built, but proved unsuccessful because of the unreliability of the underdeveloped and under-tested engine.

In 1955 a new Meteora TS 125cc bike was produced, along with a 75cc motor cycle and other moped models, all fitted with two-stroke Franco Morini Bologna engines. Sales of these models increased steadily to the point of requiring more space so, in 1956, the company moved to Via San Mamolo 154. The move led to increasing the production volume of models and introducing further variants. Smaller capacity machines were proving particularly popular using FBM and NSU engines for mopeds and mini-scooters. A small Meteora motorcar with Morini Franco engine was also produced.

The range expanded further in 1957 with the introduction of a 150cc Minarelli-engined motor cycle.

During 1957, Zanasi became ill (dying later in the same year), and transferred the workshop and its management to Signora Isora Negri, who was an existing employee of the company.

The production of existing models continued as well as the continuing design of new ones, from the most basic *Kalimero* utility moped with rigid frame and Morini Franco motor in 1962, to refreshing the Meteora 150cc motor cycle with an updated engine. Beyond machines for practical transport and sport styles, new recreational off-road models also began to appear.

From the end of the 1950s and into the 60s, small batches of innumerable types were produced, often with just general descriptive names like *Luxury*, *Sport*, *Super Sprint* and *Tourism*, or even without any model name at all! As was often the case for small batch productions, the model names were often re-used several times, and together with machines 'built to special order at customer request', it creates a confusing situation in trying to assess the numbers of specific models built and, for dating purposes, identifying the production numbers.

Meteora also assembled three-wheeled microcars and moto-trikes using NSU engines in the 1960s.

So, our first 'bike of the day' is a 1962 Moto Meteora *Super Sprint* kick-start 50cc sports motor cycle with a Morini Franco Motori four-speed foot-change motor on an alloy rocking-pedal shift, forward & down for first, then three back for second, third, & fourth; neutral is between first & second, and as many false neutrals as you can find along the way.

Iron cylinder, alloy head, Dell'orto UA16S cross-slide carburettor with bell-mouth intake, and Sito racing expansion exhaust—it's called a silencer, but it doesn't!

It's fitted with a new 36-tooth rear sprocket, and the 13-tooth front sprocket looks about as large as you might comfortably fit, so we wonder if this bike might be high geared for top speed?

Chrome 19-inch Radelli rims on nice Grimeca alloy hubs, 110mm rear and 100mm front with single-leading brake plate, and 2.00 Continental tyres. The telescopic forks are neat too, with smartly finished polished alloy shrouds on the steel bottom legs, and clip-on handlebars below the top yoke, furnished with polished alloy Domino controls and chrome levers.

The CEV headlamp is powered from the Dansi mag-set, and a Cronos speedo is marked up to 80km/h.

The chassis is a conventional single down tube spine frame with a popular proprietary period rounded tank and toolbox set, and NISA. humpback dual sports saddle, though no rear footrests, so maybe less intended for a passenger, and more for the rider to 'tuck down to the job'.

The rear mudguard has deeper practical sides than the front guard, which has a closer wheel gap to make it more weather effective.

The chain guard style seems suitable enough to match the bike, though it appears to be too long, and with a welded front mount we do wonder if it might not be original? However, checking up to compare with other examples of the model, surprisingly the gawky chain guard does appear correct, so we can only presume that Meteora might have bought a job lot of 'one size fits all' proprietary chain guards.

Looking closer again, and the front footrest assembly is clearly a crudely welded and home-cooked affair, which makes us wonder if the four-speed foot-change motor could be a poorly executed conversion to what may have started as an earlier three-speed hand-change sports moped—but the kickstart, 4-speed, foot-change Super Sprint was a genuine model. All a bit of a mystery, now lost in the mists of its own history.

The gold and blue paintwork with white coach line is a tasteful combination to a mostly smartly restored machine with a very classy look. The period grease forks came as undamped, and it's wearing the correct ADE Italy undamped rear spring units, but there's just a few details that let it down if you look a little closer.

The centre-stand looks as if it's had the saggy 'chip shop' treatment, been repaired prior to the paint restoration, then further welded afterwards, which has burnt the paint.

On the plus side, the 'ring' cable guide welded to the frame down tube in front of the cylinder head is such a neat detail, with another 'ring' on the right-hand fork shroud for the front brake cable.

The switchgear, wiring, and cabling is so tidy, and the horn invisibly mounted off the bottom yoke and tucked behind the headlamp—horns don't need to be seen, only heard!

The fuel tap is located on the right-hand rear of the tank: off–on–res; click in the cross-slide choke from the left-hind side, flood up the float chamber ... and we'd better remove that 'bung' from the bellmouth intake while we're here (and put it in your pocket for later).

The motor fires up after a couple of kicks, but we don't know the routine for this tuned and temperamental boy racer. How much choke? How much flooding? When to open the throttle? So after it's died out a couple of times, we push start and coax on the throttle until it gets the message and the engine warms to run clear.

Hmmm, that motor sounds suspiciously angry?

Pulling away down the road on a pre-test ride, we work up through the gears, and discover a couple of false neutrals along the way (yeah, that's a neutral between every gear).

Working the bike up to speed in top gear, the exhaust is predictably very noisy with the usual gulping induction roar every time the throttle is opened. The motor felt to be prematurely over-revving from seemingly too low gearing, but this was probably an early impression of other problems to come. The highest indication we got to on the speedometer was 60km/h (37mph), which was quite as much as we dared, because the engine felt worryingly harsh and angry with associated vibrations (suspected slack in the big-end bearing).

We didn't want to try running this motor any faster due to concerns of possible terminal damage. Yes, it really was that bad, and never even made it to the track!

In 1967 the company passed into the hands of Franco Bonfiglioli (son of the previous owner Isora Negri), who moved the business to Riale di Zola Predosa, in via Risorgimento 88, and resumed the building of more Morini Franco powered machines including the *Arrow*, *Mini Sebring*, *Minimet*, *Gim Cross 50*, *Cross 5M* with radial-fin Turbo Star engine, as well as the *Meeting* moped in the style of the Piaggio Ciao, and mini-bike models.

By 1975 a sales crisis in the motor cycling sector was beginning to bite,

and many of the traditional smaller players were being swallowed up by larger Italian national or foreign companies. The situation led Moto Meteora to reduce its production and to suspend research and development of new products, which in the case of small series production costs were now exceeding the income. In order to supplement its own reduced production, Meteora formed an agreement with Motobécane to build lightweights for the Italian, American, French, and German export markets, constructing some 15,000 machines up to 1980. Following a further transfer to Monteveglio, Meteora ceased producing machines under their own brand in 1980, resorting to subcontract assembly and supply of parts to other companies including Malaguti, Malanca, and briefly to Moto Villa who ceased trading later in the year.

In 1981 Honda agreed with Meteora to the assembly of 400cc to 1,100cc motor cycles for the European market utilising its Bologna factories, which at this time were underemployed and close to complete disuse.

So Meteora continued into the 1980s by assembling components from Japan, preparing and testing the bikes for putting on the road, utilising the technical resources and capabilities of its experienced staff, up until the definitive closure of the Bolognese plants in 1985.

The company however still continued as *Moto Meteora di Franco Bonfiglioli*, and moved again to Zola Predosa, in Via Mazzini 21/1, working mainly as a subcontract assembler for a period, building LEM motos and the Beta Minimoto since 2001, building mopeds and making mechanical components. The *Moto Meteora* trademark is still owned by the business, though currently unused.

ꕥ ꕥ

As well as the exotic Meteora, we have another more familiar slice of exotica … remarkably, another Tecnomoto!

We got really lucky securing our first Tecnomoto Special-50 model for our second *Track Day '70s* feature in July 2017, and we could never imagine that we might get a second Tecnomoto for our fourth *Track Day* feature in April 2020, and now we have our third Tecnomoto, which maybe our most remarkable example to date.

Wearing frame serial ☆4006☆, this yellow-finish machine is dated much earlier at 1970, in comparison to the blue and silver 1973 ones we featured in the two previous articles.

Our previous two Tecnomotos had the later angular case FM4R TurboStar motors, but this earlier yellow machine has the earlier round-case four-speed motor … and it's experienced some remarkable modifications!

Straight away we note this is another twin-tap version at each side toward the back. The forward position tap is appreciably more difficult to access, since it's quite obstructed by the frame brace.

The motor is fitted with a modern Malossi sports water-cooled top-end plumbed to an FIM radiator! There's a Simonini vented dry clutch set with a cast alloy finned primary cover and matching Simonini cast alloy finned mag cover, behind which is a Spanish Motoplat Electronico ignition set, which doesn't seen to deliver any generator power, because neither the CEV headlamp, Catalux FR tail lamp or horn apparently work—so maybe they're just for show? Carburation is by a Dell'orto UB20S cross-slide with a bellmouth intake, and the motor exhausts though a 34mm downpipe with chrome plated straight-through race expansion pipe. It looks pretty impressive!

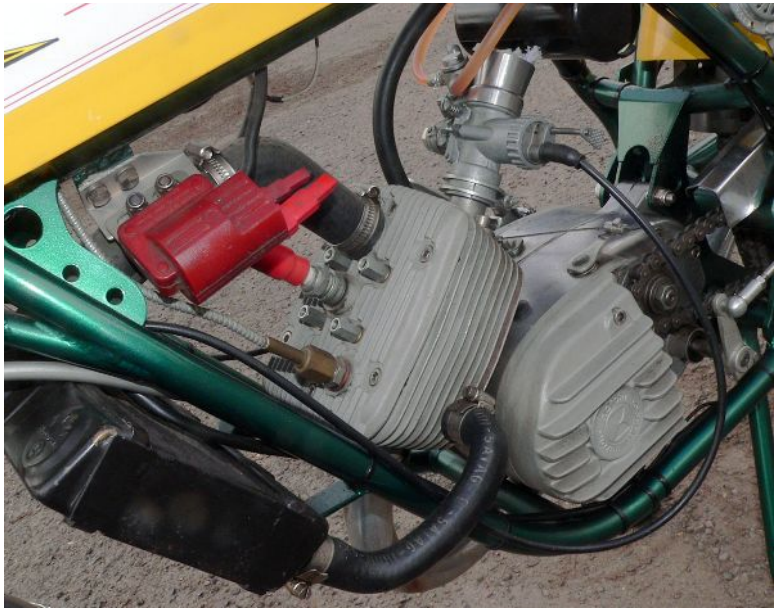
The Tecnomoto frame shows all the expected top quality fittings that characterised this breed, a widely spaced twin-tube frame designed for maximum rigidity, 30mm Ceriani forks with alloy legs and alloy yolks, and period twin rear shocks.

The 120mm front hub is fitted with two single-leading alloy air scoop brake plates, one each side, which means two cables coming off the right hand brake lever. The 110mm rear hub wears a standard single-leading rear brake plate, with both hubs laced into what look like Borani alloy gulley rims (though unmarked), shod with 2.25–18 tyres, and covered by stainless steel mudguards.

It sure looks an awesome bike, and now we've got to figure out how to get it to go…

Turn on a fuel tap, press in the slide choke, and flood the carb with the float chamber button … though it seems the kick-start is going to foul the rear brake lever?

We then notice that the foot-rest unscrews, and removing that allows the brake lever to be turned while still attached to its cable, so it then clears the kick-start. A few kicks, and the motor fires up for a test start, but initially seems to require constant blipping of the throttle and frequent re-flooding to prevent the motor from dying out. This situation also seems impractical for prospects of refitting the footrest and rear brake pedal.



After running the bike in the garage and getting deafened and smoked out for some five minutes, we decide the situation requires some sort of Plan B, so we shut down to have a think about it.

Plan B is to bump start the bike, which would allow the gear lever to remain fixed, and we can keep re-flooding as required and control the slide choke to keep the engine running till it warms up enough to run without enrichment. Trying a bump in third gear works surprisingly well, as the motor readily fires up, so clutch in, switch back down to neutral, then play the warming-up game. The exhaust still produces a lot of offensive noise in the open air, and particularly so because we have to keep blipping the throttle to keep the engine going. The motor still seems to fade if the choke slide is lifted off, so we're resolved to just keep it running and monitor the water temperature gauge towards looking for some point where we might be able to clear the choke. We run up and down the drive a few times to get a feel of the riding position and again try without choke, but still no luck.

Although the bike is UK registered, the sheer volume of exhaust and induction noise is so loud that surely no-one could practically ride it on the road without getting pulled.

After a while longer we just resign ourselves that it's time to load up and take it down the track then just run it around until it gets properly hot, and hope for the best.

So at the track and all kitted out, we just try a couple of light prods at the kick-start, and it fires up right after just a couple of short jabs, though the kick-start does get tangled up underneath the foot-brake lever; but then we find we can just push the footbrake down, which releases the kick-starter to spring back up again—duh! Mount up and cruise around the circuit a couple of laps with the choke on, watching the temperature gauge steadily creeping up as the bike is pulling under load now.

How hot might be hot enough to expect it to perform right? Around 80°C we started opening up, snapping off the choke, and trying for faster laps, but the motor stubbornly refused to run cleanly which dramatically reduced its obvious potential.

Two laps later and we've worked up to 120 on the Nuova Didoni dial, but that's just degrees C, not mph. There still seems to be a limiting rev break-up, which effectively puts a ceiling on the top speed. It's hard to put a finger on quite what the problem is, maybe some carburation issue because it won't run cleanly without choke at lower speed, but won't rev cleanly at higher speed with the choke off because of some sort of ignition breakdown. This might be some problem with the Motoplat electronic ignition, or something as simple as a sick spark plug. Whatever the cause of these problems, it's going to take a lot of sorting out, because it needs a systematic going through, and actually riding under load to work through the troubles.

These issues aren't anything that can be resolved by just revving it up on the stand, because that tells you nothing, which is probably why it is what it is today. Our best paced speed around the circuit was clocked at 42mph at full throttle, on the long and light downhill sweep around the back curve, but held back by rev break-up. With track time running out, and nothing more we could achieve here, it's time to pack up and go home.

Suspension and handling were great, good on the turns, steady on the straight, Tecnomoto made a really good chassis and they're just spot-on every time. The brakes felt effective, though the low speed achieved meant they weren't really worked very hard. The front brake demanded a firm grip to become effective, though that's an absolutely normal situation for twin brake.

Our next segment of time begins in the Italian city of Modena around 1959, where the brothers Edoardo and Ercole Po opened a workshop together, specialising in the repair and sale of bicycles and mopeds. Given the popularity of mopeds at this time, Edoardo Po thought to begin construction of their own mopeds and light motor cycles by assembling frames using proprietary engines and components produced by other companies. Vittorio Minarelli also offered a strong incentive to help establish the new enterprise, with an offer to provide engines on a 'pay only after sale' contract.

Though the brothers began their workshop together, Edoardo Po registered the company on his own, which he titled *Romeo dei Frattelli Po*, the Romeo name being chosen to compliment the name of the Giulietta brand made in Vincenza by a division of the Peripoli company.

The first three Romeo models, *Superturismo*, *Italia*, and *Zeta* were all fitted with Minarelli engines, and offered for sale in 1961.

Due to a high demand for both economical mopeds and sports 50s, the Romeo became an immediate local success, so production volumes were quickly increased to seize the opportunity, while sales were also expanded by wider area coverage. New models to further expand the range included the popular *Sports Sprint*, *Sprint Supersport*, and *Sprint Veloce* mopeds, which Romeo had cleverly chosen to echo prestigious names previously used by famous Alfa Romeo motor sport models. Sales were further increased when Romeo arranged a promotional incentive to free-deliver their bikes directly to dealers inclusive in the sale price.

The moped boom in the second half of the '60s delivered a tremendous surge in the sales of

mopeds and sports-50s as they became very popular and fashionable with younger riders.

In 1968 Romeo designed its first *Fujihama* junior motocross mini-motor cycle built with a lightweight single-downtube frame and an upgraded engine, though initially resisted by Edoardo Po due to safety concerns about young riders, but other manufacturers were already selling similar models, so the *Fujihama* was subsequently launched, and quickly became a craze for youngsters of the time.

Romeo further went on to resolve the structural problems of creating a lightweight dual-cradle chassis using minimalist tubing in 1970, and presented three new models for the 1971 season, *Monster* (touring & sports), and *Scorpion Cross* (both available with Minarelli P4 and P6 engines), and a *Pedrito* (mini-bike)". These also proved very popular and the factory was on overtime and night shifts again to keep up with orders.

So, we've reached the point at which our test machine enters the stage, a Romeo *Corsa* dated 1972.

This is obviously NOT a commuter bike, and what a surprise, *Corsa* is another long-standing sports car name used by Alfa Romeo!

The frame is one of the twin-downtube cradle chassis with twin top rails (it's like a miniature version of a Norton featherbed wideline frame), with swing-arm rear suspension and CRAI damped spring units.

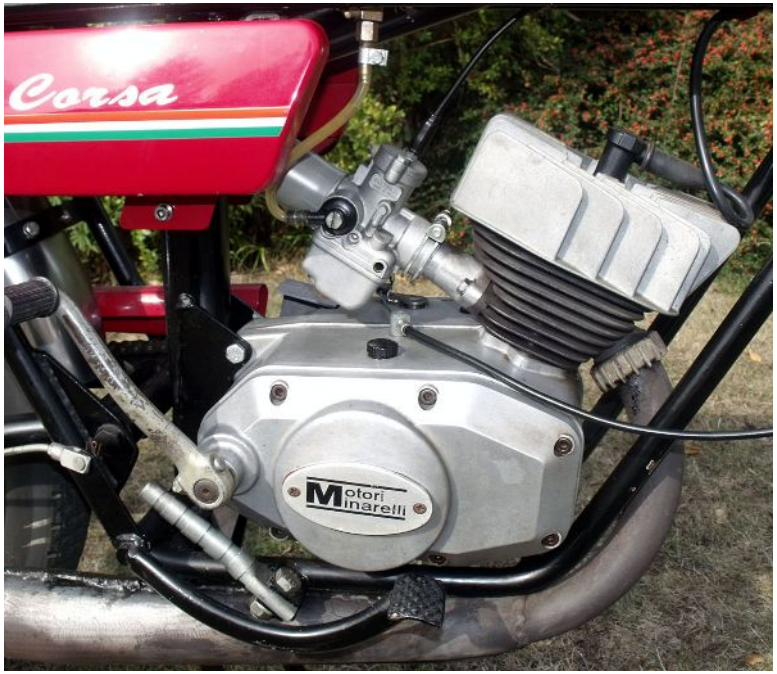
Up front the telescopic front forks have S&F alloy yokes, and clip-ons below the top yoke.

The bike measures 72 inches nose to tail, and the fuel tank is 21 inches long, which naturally presents the rider with a crouched position. The fuel cap is three quarters of the way down the tank towards the saddle end and

the tiny lever fuel tap is tucked away under the rear right of the tank, just off–on, though this may not be the original tap.

The Romeo 'humpback' sport saddle looks as if it isn't pretending to accommodate a passenger, and there are no rear footrests, so it appears the bike was primarily intended as a single-seat sportster, and just trying out the riding position—that's easy to believe!

There are rectangular 'Corsa' panels each side of the frame, but these are just open-backed cosmetic trims, and not functional as toolboxes in any way. Painted dark red with graphic decals and red, white, & green Italian flag trim tape, there's nothing discrete about the way this bike looks—it's an unsubtle boy racer.



The rider's footrests are bare and brutal folding steel pegs, and it's usually better to get into the habit of folding up the right-hand peg whenever you stop, because failure to raise the peg before attempting to start will deliver a painful reminder halfway down the kick-start stroke.

Stainless mudguards cover both wheels, with the rear tyre sized 2.75–17 on a 120mm diameter steel rear hub with steel brake plate and rod brake linkage. The rear sprocket is only 26-tooth, so is that standard, or has this bike been geared up? It does seem very small, we'll have to wait and see.

The front tyre is 2.50–17 built on a double-sided steel front hub with 110mm diameter single leading alloy brake plates each side, complete with with air scoops—but these are just for show since the vents are blanked inside.

The 36-hole front rim is a chrome plated steel-gulley pattern, while the back rim is a Westrick (non-gulley) profile, so the front wheel is probably an upgrade replacement for the original front wheel with single-sided hub.

Two cables go from the front brake lever, operating each front brake, with the lever brackets welded to the clip-ons, which gives a clean and tidy look, and fitted with sporty looking alloy levers.

There's no speedo in the Veralux headlamp (just a blanking plate), while the Aprilia tail light is little more than a cheap plastic pretence at illumination, and though there's a horn button on the switch—we failed to even find a horn!

But this Corsa is absolutely all about the motor—the incredible P6, which Minarelli introduced in 1969, with six foot-change gears! This looks to be one of the early motors, with iron cylinder and big-fin alloy head, 38.8mm bore × 42mm stroke for 49.6cc, with 12:1 compression ratio, and rated 6.8bhp @ 9,000rpm on a standard Dell'orto SHA14/14 carb … except this has a Dell'orto PHBL20AS with lever choke fitted.

OK, saddle up, and try to find some sort of comfortable riding position, but for anyone over 5'4", over 7¼ stone, and over 18, there doesn't seem to be one (and we fail on every count). The riding position is stretched out, but hunched up, and not designed for comfort, as the footrests are situated in a forward position.

Turn on the fuel tap, then flip the choke trigger on the Dell'orto carb to lock it on in the upright position for full choke. It generally seems necessary to start on the choke unless the motor is still hot, when a couple of jabs at the kick-start usually achieves the desired result, then leave to warm the engine a while since a premature switch-off causes the engine to die out, until we're fairly hopeful we can coax the motor to continue by blipping the twist-grip.

With a big-bore 35mm downpipe into one-piece Lafranconi exhaust expansion system, the tailpipe issues an offensive crack on tickover, which gets even angrier in response to the throttle, and it's joined by a loud intake draw from the open bellmouth. We've not even got the bike into gear at this stage, and it's already obvious that Romeo is not going to be a discrete machine to test ride around town, so straight down to the track for this one.

After the same long warm up sequence on choke, clutch, click down for first, throttle on, and we're away. As you click up through the seemingly endless gears (shift pattern one-down, five-up), the induction roars in even louder gulps under load as the throttle opens up to complement the violent snarl of the expansion pipe, which delivers a constant sequence of noisy throttle bursts as you go up and down the gearbox—it's very anti-social.

The acceleration is pretty impressive up through the gears, and while each shift-click selects pretty well, our progress is limited by having to struggle through throttle flat spots, which become more obvious in the higher ratios. As we get into sixth the motor doesn't produce enough power to pull the gear, and drops pace along the flat until you have to cog back down to fifth and nail the throttle wide open again to try and claw more speed, then lose it again when you retry in sixth.

The highest speed paced around the track was clocked at 46mph in top gear on a full throttle run on the long and light downhill sweep around the back curve, but the engine was obviously not producing enough power to deliver a representative result.

It's either over-geared or underpowered, but the overly long choke-on warm-up period was some indication that the carb is under-jetted. It'd probably figure that the 'bolt-on goodie', big-bore 20mm carb has just been fitted as it came, and straight out of the box, and nobody has put in the effort to set it up properly. Fitting the correct bigger main jet could transform the way this machine goes, because it certainly has the potential to perform a lot better once the motor can be coaxed to produce more power at revs.

The only way to do this is to test ride the bike in gear and under load. Just revving it up in neutral tells you nothing.

The front brake feels as if it has a heavy hand lever action, but the mechanics of having two front brakes means you will need to pull on the front lever twice as hard. The twin front brake can offer better stopping, and with the Corsa, you might be glad of that occasionally if the bike was performing as it should. Riding modern bikes with small but powerful light action hydraulic disc brakes makes you appreciate how hard you have to pull on big drum brakes for a usually lesser braking performance.

In 1973, Romeo's first 'Tuboni' frame *Tentation* model was the pilot model of a successful series, which would remain in production until the 1990s with popular models *GL 4 Flash* and *GTO*. Romeo was really late to the 'Tuboni' party on this occasion however, since the tank-in-tube-frame design was jointly credited to Oscar at Bologna in the North East, and Tecnomoto at Vignolo in the North West in 1968. A whole load of other manufacturers had already jumped on this bandwagon by the time Romeo arrived, but that didn't matter because it was a popular style for 20 years, so everybody got their money's worth out of the design, and they all looked pretty similar because they were all based on Verlicchi frames (see MZV article if you want more Tuboni).

The sons of Edoardo Po, Ermanno and Adriano, had joined the company in the mid '70s and wished to modernise the name. The initial plan was to rename the company Motrom (**Mot**ori **Rom**eo), but as that was considered confusingly similar to Motom, a Milanese motor cycle firm which had ceased production in 1971. So in 1976 the name Motron was adopted instead (not so confusing at all?).

For a while exactly the same models were sold under both Romeo and Motron brands, only distinguishable by the paint scheme and decals.

Motron ceased production in 2000, but still continues as a label under the Austrian KSR group importers with brands Brixton Motorcycles, Motron Motorcycles, Malaguti and Lambretta (which all look like Chinese pick-and-mix to us).

Next –Zbrojovka Janeček = Armoury Janeček. Yes, it's another arms manufacturer who, like so many other armaments manufacturers, ended up making motor cycles.

If we're lucky, and as long as all goes according to plan, then we hope to have three Bab's for you…

Corporate Colours & RM5SS

by Mark Daniels

Sponsored by Blunt & Grannell on-line donation

STARTING with a bit of period background to set the stage: Raleigh announced its first RM1 moped at the Savoy Hotel, London in October 1958, which was finished in what Raleigh described as 'Duo-tone grey enamel', otherwise we have no further interest in the RM1 in respect of this presentation.

In May of 1959 the RM1c (clutch) model was introduced, to join the earlier direct-drive version, until both models were discontinued in December, to be replaced by the RM2c in January 1960, and finished in maroon and light 'dove grey'. On 19th April 1960, the giant Tube Investments Group agreed terms for the takeover of Raleigh Cycles, and Raleigh was subsequently appointed to head up the group re-organisation of all TI companies and products within the British Cycle Corporation, including Norman, Phillips, Hercules, and Sun.

In October 1960, Raleigh de-listed its Sturmey–Archer powered RM2c moped and announced the start-up of a completely new range of mopeds to be made under licence from the French Motobécane company. New RM4 Automatic and RM5 Supermatic models were announced in November 1960 with production scheduled to start in February 1961, and presented in a new two-tone corporate colour scheme of 'Charcoal and Pearl Grey' (which was actually more of a light cream, while the Charcoal seemed to be a very close return of the dark grey deployed on the RM1).

Both models featured step-through frames, the RM4 being a single-speed machine with automatic clutch, rigid frame and telescopic front forks, costing £59–17s–0d, while the 'flagship' RM5 (based on the Motobécane AV89) was fitted with variator transmission, leading-link forks and rear suspension, a dual-seat, and priced at £87–3s–0d.

While Raleigh was preparing for the introduction of the RM5 Supermatic to Britain for the new season in 1961, Motobécane had already introduced its own AV89 and an SP50 'Sport Spéciale' version at the Paris Salon in October 1960. The SP50 was shortly joined by another toned down SPR50 'Spéciale Route' sports model in 1962, for more practical comfort, having a chunkier style of larger capacity chrome-sided top-tank with belt loops, the same heavily valanced front mudguard and fully enclosed chain-guard of the AV89, with a larger round headlamp set. It was still finished in 'Chaudron' bronze and carried the same sporty low-forward handlebar, but was more 'functional' for a mature appeal.

An SP98 model was also launched in 1962, and introduced a third 'angular' type of top-tank with detachable panels, meaning all three tanks were in use at the same time on different models in 1962—which probably seems a bit silly…

The original Motobécane SP50 model with its round 'Mottaz' tank was discontinued in 1963, while the SPR 'Spéciale Route' changed to the angular, detachable panel tank from the SP98 (although pictures in leaflets were still showing illustrations of the earlier tank into 1964)—so now we're more sensibly down to just one common top-tank.

Starting from early Raleigh corporate colours, then drifting into Motobécane sports fuel tanks, it maybe around this point you might be wondering quite where this intro is leading?

Ok … So we've established the RM5 frame with leading-link forks and the angular, detachable panel top-tank were available components in 1963, so if Raleigh might have prototyped a concept 'sports' version of the RM5—could it have looked something like this?

This RM5 Supermatic Sports would have been a machine that Raleigh could have very easily built, since all the components to assemble such a machine were already in production at Motobécane. The SP50 frame to mount a top-tank had existed since its introduction in October 1960, as had the leading-link fork set, though Motobécane had always chosen to fit telescopic forks into their SP50 frame.

Raleigh was already factoring-in a wide range of Motobécane parts to assemble its various models around this period, from RM4 (Nov 1960) to RM9 (Apr 1964), so all the required components to create this RM5SS would have been readily available.

Since Motor Imports of London were importing equivalent Motobécane models, Raleigh was actively trying to make its own licence branded equivalents look a little different, and Motobécane had never produced a Sport Spéciale version with the leading-link fork fitted.

Our RM5SS Concept is dated 1963, so it could be a prototype built by Raleigh Research & Development Dept from period components, but we'll come clean, it's not, because it's a custom-built special.

So how's it done?

Because you can't fit a top-tank onto the in-frame tank chassis, the outer sides of the frame-tank have been cut away, then blanked off by welding in flat sheets with swaged edges to make the panels more rigid, and look like an original form. A formed bracket is welded to the top of the frame spine to support the rear mounting for the tank.

The stem mounted all-rounder pattern handlebars are turned upside down in the stem (*á la* RM12 style) to effectively become drops, and the rear footrest mountings cut from the rear suspension, so without any passenger, you can always tuck down along the dual seat to take advantage of the best aerodynamics.

The usual rear lamp bracket and rear number plate is removed from the rear mudguard, and replaced by a continental-style mudguard mounting rear lamp unit for a cleaner back-end look.

The offside rear suspension shroud now carries a spring loaded flip-plate (it's a sort of custom thing where the number plate folds in half, with a spring to open it). You might easily forget to open this, and ride around all day with the plate closed, and if you get pulled up, then just surreptitiously flip the catch if you have opportunity, or 'sorry occifer, just forgot to open the plate—there, fixed'.

Look inside the front mudguard, and you can see the rubber-band suspension has been replaced with ex-Norman Nippy front springs, which will be more resilient, though probably not as reactive as the bands.

Another surprising modification of note is that the rear brake lever bracket is drilled to carry a switch operating a rear brake light, and it actually seems to work!

So, on to the motor, and that's been modified too, fitted with a 72.5cc Airsal GAC cylinder kit, which means it's compressing an additional 22.5cc into the same 5.5cc head space, which pushes the standard 9:1 compression ratio up to 12:1.

The standard H14 carburettor has been replaced by a Dell'orto SHA15/15C (C indicates it has a cable operated choke shutter), and 1mm increase in the carburettor venturi diameter is going to add around a further 0.2bhp.

Increases in the capacity, compression ratio and carburettor size all increase the power.

The engine power output of the original AV89 engine was 2.7bhp, and while we don't know quite what the new output is, it's probably well over 3bhp. The gearing ratio has also been increased by 8.3% by changing the rear sprocket from 48 teeth, down to 44 teeth.

So by now you're probably wondering: how does it go?

OK, the lever fuel tap switches on–off–res under the back centre of the tank (which seems an awkward place to locate the fuel tap—maybe you can easily reach it from both sides—or maybe it's just difficult to reach from either side … take your pick).

Best starting procedure is off the stand and a 'flying' pedal start, so twist the throttle grip forward to decompress and get the engine turning over, then twist the throttle back, trigger the choke and the motor fires up right away. You'll need to keep tweaking the choke trigger a bit to hold the engine from dying out, till running clears after a minute.

The variator delivers a progressive ratio change up to the top of its range, after which the revs increase to whatever they'll get up to under the prevailing conditions.

Despite the raised drive ratio, it pulls very well, and acceleration is noticeably stronger than a standard machine.

A period RM5 road test by 'Centaur' in *Cycling* dated 6th November 1961 reported a top speed 'with the throttle wide open—maximum speed being in the region of 35mph' (this approximation might seem a conservative estimate, since in our 'Bronze Age' article we paced a standard AV89 at 36–37 upright in still air on flat, 38–39 in crouch, and 43–44 downhill).

The 22.5cc/45% increase in cylinder volume, certainly wouldn't equate to a direct 45% increase in performance, and though it will certainly increase the engine power, it won't necessarily increase the revs that the motor can achieve, in which case the top speed could remain much the same.

Raising the drive ratio by 8.3% would suggest around 40mph on-flat should be expected as long as the engine is able to pull the increased gear (which we're pretty sure it would, because of the power increase).

Since the Huret 60mph speedo wavers from the moment we pull away, its vague indications are obviously going to be somewhat unconvincing … more of an approximeter than a speedometer, but we planned for this, because Huret speedometers have established a 'reputation' over the years, so we have a pacer for our road test. Speedo peak reading wavering around 50–52mph on a light long downhill run in crouch as paced at 45mph.

With the extra power the motor produces from the capacity increase, it's really easy for the bike to pull up to around an indicated 45 (actual paced 40) on flat, cruising easily in upright posture in still air, and consistently maintaining that pace. A standard AV89 could only be worked up toward that kind of speed with the rider in a crouch, and would invariably drop some pace just by sitting back up.

Despite the extra capacity of the Airsal GAC 72.5cc conversion however, the transfers and exhaust porting are probably similar heights to the original AV89 ports, so while the GAC cylinder pulls better, it doesn't seem to achieve significantly higher revs than the AV89 cylinder.

The RM4 was dropped in February 1964, to be replaced with the RM8 Automatic Mark 2, which again was finished in the Charcoal and Pearl Grey combination. Around the middle of 1965 the RM8 now became offered in a choice of two colour schemes, Pearl and Charcoal Grey or Pearl Grey and Royal Blue.

The SPR50 'Sport Spéciale' was imported to the UK from June 1965, which was when the angular chrome-panel sided tank first appeared in Britain.

All the Motobécane Sport Spéciale models featured a telescopic front fork, while the Raleigh RM5 retained the leading-link fork right up to June 1965, when it changed over to telescopic forks along with the fitting of a square headlamp and new colour scheme of Pearl Grey and Fire Red.

In June 1965, Raleigh also introduced its new RM12 Super-50 sports moped with AV89 motor, but based on a rigid frame with telescopic fork, finished in black, with a Neptune Blue fuel tank and sporting plastic 'chrome' stick-on knee grips.

The Charcoal and Pearl Grey corporate colours were fast disappearing, and from November 1965, the option was deleted from the RM8. Drab monochrome was out, replaced by a variety of colours.

The moment of corporate colours had passed.

The Raleigh RM5 Supermatic Sports never existed…

Next – Following on from 'Evolution' (Jan 2015), and 'New Generation' (Jan 2017), our next edition presents another follow-up on the subject of early Japanese mini-scooters.

This article has been in the tubes for five years, and is particularly interesting as it includes the ultimate technical development of the mechanical/automatic motor, before the simpler, cheaper, more versatile, though bland, CVT took over the world…

Road to Hell

by Mark Daniels

THE Coprolite Run in 2011 was witness to an unprecedented Clark Scamp flash mob! Among this demonic turnout were two Scamp motor wheels on display in the hall and eight bikes, of which four were green, three red, and one blue. Half the Scamps remained on display, while two green, one red, and one blue were ridden at the event. Our tale starts by following the exploits of these two little green devils along the Coprolite course…

It was an extraordinary moment to have four Scamps leading out the run from the car park, then out along the route, though by the time we were approaching the two-mile marker into Kirton, other bikes were already starting to nudge ahead—Scamps it seems, may not be to everyone's taste … just because they're slow?

By the time we were heading around Gulpher Road there seemed to be more bikes pushing ahead and disappearing into the distance than there were left behind—err, where is everybody?

Approaching the end of Gulpher Road, my 'Green-1' was seemingly developing a bit of a rattling noise from the engine department, and stopping for a check-up before the Golf Course revealed one of the top-end studs had vibrated out of the crankcase, so continuing gently for the last mile, I cruised in to the *Ferry Boat Inn* car park at Felixstowe Ferry among the later arrivals. A quick spanner check at this halfway stop re-tightened the stud ready for the return leg, so Chris Day on 'Green-2', and Dave Watson on 'Blue' had arrived before me, while Andrew Pattle on 'Red' became disabled with a rear wheel puncture, which is a major fix on a Scamp, so 'Red' was down and out.

The homeward trip on 'Green-1', V 10721 was more prudently navigated along the direct route at low speed to minimise the effects of further vibration-related issues, while Chris on 'Green-2' opted for the full course at full speed.

Joining up again with the other two Scamps on the road back towards Bucklesham, 'Green-2' U 11024 now had its front mudguard strapped to the rear carrier, apparently having vibrated out all its mounting bolts, until it fell down onto the wheel, and Chris had subsequently ridden over it!

'Blue', 'Green-1', and 'Green-2' completed the course, but vibration was certainly an issue.

The only way to reduce the vibrations was to ride slower…

Following the Coprolite Run, we performed further road tests and photo-shoots on both green Scamps.

Road test 'Green-1', VBJ 116F, Frame number V 10721 (frame numbers started from 10000)

This bike is fitted with a Dell'orto SHA 14/12 carburettor, whereas when we tested 'Blue' and 'Red' in the original *Devil Rides Out* article back in July 2007, both these machines were fitted with Amal 369/162 carburettors.

Starting is much easier with the Dell'orto carb, compared to the Amal as fitted to other Scamp models. Click down the choke lever at the carb, just in front of the air filter. Turn on fuel under the right side of the tank.

Switch the 'power key' (underneath the crankcase) into drive position to engage the starting pawl. Hold in the decompressor lever under the left handlebar cluster, then pedal off. This requires a certain amount of physical effort to maintain, since the decompressor venting doesn't appear totally effective, but the engine readily fires with a light tweak on the throttle and is soon coughing against the choke, so open the throttle wide to automatically release the strangler latch, and Scamp gasps in a few good cylinders-full of air to clear its little lung.

Running quickly settles down to a crisp and mellow popping, with little tweaks on the throttle being responded to with eager little snatches on the automatic clutch. Scamp seems keen to go, so we take off from the kerb. The automatic clutch bites fairly readily, at which the high load and low revs situation makes Scamp's motor suddenly appreciate that pulling off is going to represent more than it can manage without some assistance, so we help with a little boost on the pedals to get through the initial movement phase.

Once away, the exhaust tone clears to a flat drone, with a hopeful urge as Scamp gets stuck in to acquiring some pace. Describing this as acceleration would probably be an optimistic term, as waves of vibration flood in through the pedals from 10mph, increasing in frequency as the revs creep up. It soon feels very much like you're receiving an electric shock through your feet!

The bike seems to get through the worst of these vibrations by the time its crawled a little past 20mph, so it proves better to settle for general cruising between 22–23mph (on pace bike tracking). Though this seems fairly close to Scamp's maximum on flat of 25mph, it's not actually thrashing the bike to death since the revs are still relatively low, it's just that the engine seems unable to pull much more against its final drive ratio.

With no speedometer fitted, the pace bike tracked our downhill run best at 34mph, but this accumulated speed readily dropped away against the following uphill gradient, right down to just 12mph, but 'Green-1' still doggedly crested the rise without resorting to pedal assistance.

It has to be said that the vibration (probably due to poor crank balance) was very tiring during our runs on this particular Scamp. The only way to physically cope with our first couple of 'impression' runs of around 12 miles, was by riding the bike slower. On the main test run after 'holding off' to warm the engine for the first couple of miles, the remaining three to four miles were ridden pretty much at full throttle. The vibration on this main test run was particularly fatiguing, and made to seem all the worse during the trial by constant cyclic drumming from the reduction gear. These effects also take their toll on the cycle parts as much as the rider. Vibration on the first 'impression' run managed to completely lose one crankcase screw and loosen a second. Completing the main test run found the foot of our side-stand had fallen out somewhere along the course! Readers might be happy to know the pace bike retraced our tracks and found the missing part in the road about a mile from base.

Though the rear calliper brake slowed down the bike adequately, there was a number of complaining groans registered from the straining brake blocks. The front drum brake proved more effective and less stressed in operation, but you generally wouldn't want to rely on that alone. A considered balance of the two brakes was certainly the best formula.

The original fitment Radaelli sprung mattress saddle is never going to be any contender in the sumptuous comfort competition, though it proved generally adequate for the more commonly short distances at the typical low speeds that the average Scamp rider might care to normally suffer the bike for. When running at higher speeds, the vibration and constant road battering from the suspension-less frame will come right through and scramble the rider.

It appears that not all Scamps were born equal. The variable quality of Clark's machining and pot-luck crank balance could seemingly result in a number of shades of grey!

The lighting arrangement on this bike was converted to 15/15W beam/dip equipment with 3W tail, and the Dansi generator produced good light from both lamps, perfectly adequate for the bike at night considering the limited performance of the machine. The Miller horn also produced an effective and easily audible tone.

It's not very often we get to compliment effective electrics on old bikes we try—shame about the rest of the Scamp...

Road test 'Green-2', XDY 855H, Frame number U 11024 with Amal 369/162 carburettor.

The remarkable thing about this machine is it's the only example we've seen fitted with a Huret speedometer set and marked as a 16×1.2 ratio Huret drive. This was apparently listed as a genuine Clark accessory kit, and we've never seen a Huret drive like this ever before. There's obviously no question that this special Huret kit existed to specifically suit the 12/16" wheel size, but we can only wonder why Raleigh never offered the set for the Wisp?

As a reminder how much 'fun' it is starting a Scamp with the Amal carburettor…

Pull on the petrol tap at the fuel tank, and the choke is … a strangler on the back of the carb down by the rear wheel! No linkage control, and no throttle latch to release it; you can just bet this going to be awkward! There is a primitive sort of tickle device on the carb, which comprises the top of the float needle sticking through a hole in the float chamber top. You can press this to flood the chamber, though it doesn't seem to offer any discernible advantage in the starting procedure, and a veritable disadvantage would appear to be as a direct access point to allow rainwater into the float chamber!

It takes several attempts before the engine does continue running, but then you've got to stop and dismount to open the choke shutter! To stop it stalling (since we don't want to go through the starting palaver again), the tendency is to keep it on the throttle, but the automatic clutch drags and the bike tries to make off down the road, so you have to hold on the front brake now, while you try and open the strangler with your left hand down by the rear axle! This proves hopeless if you've made the mistake of dismounting to the left side, possible but awkward if you dismount to the right. Once the choke shutter is actually open, it's just as well to lift by the rack to get the back wheel off the ground and rev it a bit on the throttle to clear its throat. Now the engine starts to run slower without dying out, so you can remount and finally get underway.

A lot of these starting difficulties would certainly have frustrated most customers, and it's baffling as to why they ever sold machines fitted with the Amal carb?

Since Huret speedometers can never be trusted to deliver accurate readings, the road test on 'Green-2' was accompanied by our pace bike. Best on flat with tailwind paced 29mph (speedo bouncing between 32–35), downhill paced 35mph (speedo very ambitiously pinned around 40mph on the end stop), and the following uphill climb slowed to 14mph before cresting the rise on engine power alone (without any pedal assistance).

The Huret speedo presented fairly accurate indications up to 25 on the clock, above which the needle began to swing increasingly wildly, and became more optimistic in its indications, which were generally taken as an average on the swingometer. There seemed fewer vibration issues with 'Green-2', and less rider impression of cyclic drumming than 'Green-1'. There was also noticeably less transmission noise commented on by our pace rider, who was mostly following on the offside rear quarter.

Since our original Scamp articles: *Devil Rides Out* in July 2007, and its follow up *Devil's Epitaph* in July 2008, we've added a number more items to the IceniCAM information service, including the full Coco v A.N.Clark Chancery Division 13-page legal account details (or five-page summary if you want the short version). It's certainly an interesting read, whether you agree with the final outcome or not. From a technical point of view, Clark's point regarding the wear rate of CoCo's roller drive to the small 16-inch tyre was certainly very justified—drive roller induced wear would have been diabolical on a 16-inch tyre diameter. Also much focus of the outcome of the case was based on specific aspects of the engine design, which (from an engineering point of view) seemed to have (questionably) played against Clark, since just about every variation the basic piston-ported two-stroke engine design had already been made by just about everybody, and there was nothing special about a bought-in proprietary two-stroke piston.

The legal action didn't change the reality that the engine was pretty dreadful. From an engineering aspect, the pinion design to the ring gear required a difficult standard of machining precision (that ANC obviously couldn't achieve), to prevent the cyclic drumming and vibration issues. Quality issues with crankcases full of voids, suggesting the die-cast machines were not gas-boosted for the initial charge phase, and just relying on a slower hydraulic delivery. Further, the tooling was possibly not equipped with suitable overflows to effectively vent the die, resulting in porous castings, which allowed the crankcase studs to pull out since they had insufficient material to anchor the threads. The zinc cast clutch components, and starter pawl were all too frail and consistently failed, and we could go on, but you get the drift, so what's the point?

Another interesting info file is the Scamp Accessories Leaflet, which lists and illustrates the speedo kit, but instead of the French-made Huret set, it shows a Dutch-made Lucia set!

The period advertising files are hysterical, 'designed for women' … 'err, might that maybe put men off from buying it?' …. OK, we'll do a different 'man's' advert too! Period marketing, no idea…

There are now 25 historical and fascinating Scamp related archive files in our IceniCAM Info Service, all as free PDF downloads.

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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Next—If everything goes according to plan, then we might hopefully be having a Derbi Day, but I wouldn't bet on it!