News

This Issue

Well, this edition is later than it should have been, but only by a couple of days … you might not have noticed if we hadn't mentioned it! If you correctly interpreted all the clues in the last issue, you'll find all the articles you were expecting.

Next Issue

When we started Iceni CAM Magazine, we fixed the publication dates to coincide with four major runs in Suffolk and sold the magazine at those events. Nowadays, no one buys the magazine at the events, so we're going to change the publication dates to the beginning of January. April, July, and October. That means our next issue will be out at the start of January.

Although we've written all the articles in recent editions, we are open to contributions to the magazine. We try to be as flexible as we can over deadlines and formats, 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

Correspondence

Hi,

I found some useful Villiers information on your Iceni CAM website. I have been filling in some of the many gaps in my knowledge of Villiers engines and found a manual / parts book for the 346cc 27B engine used in the AC Petit microcar. Whilst it is nominally an 'Industrial' engine it is very similar to the 246cc XVIII-A motorcycle engine with four transfer ports and flat top piston Villiers scavenging system. Which you will be very familiar with as it is used on the Junior De-Luxe Autocycle engine.

Thanks very much for a very useful website.

Regards

Butty Bach

Information Library

There's not much new in the library this time: a couple of Haynes BoLs for various Suzuki models. Also, thanks to Jacques Miakinen, some manuals for Honda CY models. Much of the library is available free of charge on our website.

Calendar

Every Tues	EACC and FMCC evening meeting at the *Falcon*, Walton, Felixstowe.
17th September	EACC 20th Coprolite Run from Suffolk Aviation Heritage Museum 01473-716817.
26th September	EACC SEME Mole Valley Run from Haroldslea Drive, Horley, RH6 9DT. 07771-705627.
8th October	VMCC Cyclemotor 100-mile run, Quainton Memorial Hall, HP22 4BW. 8:00am onwards. 01494-672459.
12th November	EACC Kneel's Wheels and the EACC AGM at the Coddenham Centre. 01473 743587.
12th November	VMCC Cyclemotor Section Last of the Year Run and AGM at Peacehaven Farm, Ickford. 01494-672459.

Free Trade

Adverts in the *Iceni CAM Magazine* are free! And that includes ones with a photo or logo. Send your ads to 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH or e-mail icenicam@ukfsn.org

Ignition: 6V High-energy HT coil 32mm mounting for Mobylette etc £25. Villiers 50mm body HT coil for 1F/2F £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 £15. 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. 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: Sold out. 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 black steel 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

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, 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. 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.
Tel: 01473 716817
E-mail: mark.daniels975@btinternet.com
Website: www.mopedland.co.uk

1966 Kerry Capitano 49cc Automatic moped. Restored to good working order though probably not 'concours'. Rear wheel replaced. New rear light and headlight. Seat rebuilt and re-covered. Forks, hubs, and handlebars originally chromed now finished in silver paint. Engine in good heart, starts well using handlebar lever to temporarily engage automatic clutch. Once started it runs well as a truly 'twist and go' machine. Reckoned by Club expert to be only the third example of the Automatic known in UK, so quite a rare item! I have a trailer so could deliver a reasonable distance by negotiation. Offers over £1,500.
Richard Rowsell, Wickford, Essex. Mob: 07951-702293.

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. 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.
See website: www.mopedland.co.uk for more details.
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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. **Tyres:** 26×1.3/8 Vee Roadster pattern 2T&2T £21. 26×2 Continental (Quickly, RM1, etc) Sold out, 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, 19" & 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 £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. Clutchlock/decomp/choke triggers in red/cream plastic £3. Removable cable ties, pack 25 for 50p. CBA LaFranconi pattern moped chrome silencers in 30mm £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, 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

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Andy Est 1972 Tiernan

1954 Power Pak Standard 49cc £950

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1967 Kaptein Mobylette EEG 49cc £700

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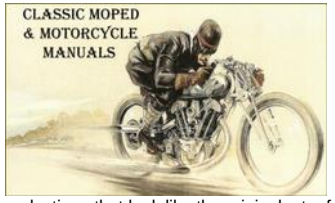

Quality reproductions that look like the original, at a fraction of the price and without the finger-marks! Here is a selection of our small capacity machine manuals. All prices include UK postage and packing.
Anker-Laura engine workshop manual, £10.95. **Brockhouse Spryt** MkII operating manual, £11.95. **BSA Ariel-3** spare parts list, £9.99. **BSA Ariel-3** workshop manual, £19.95. **BSA Bantam** 125 D1 spare parts list, £9.99. **BSA Bantam D1-D5** instruction manual, £11.95. **BSA Bantam** D14 instruction manual, £9.99. **BSA Winged Wheel W1** instruction manual £12.95. **Cyclemaster** workshop manual, £14.99. **Excelsior Consort** maintenance manual, £9.99. **Excelsior Consort** spare parts list, £8.99. **Excelsior Welbike** spare parts list, £9.99. **Excelsior 98cc Welbike** maintenance manual, £10.99. **Excelsior Welbike** drivers handbook, £9.99. **Honda P50** owners manual, £8.95. **James Comet L1** (1956) instruction book, £10.99. **James Comet L1**(1958) instruction book, £10.99. **James Comet L1** (1958) parts catalogue, £14.99. **Kerry Capitano** riders handbook, £6.99. **Kieft** instruction handbook, £7.99. **Lavalette** engine maintenance manual, £4.99. **Malaguti** 4 & 5-speed maintenance guide, £7.99. **Mobylette** dealers workshop repair manual, £14.99. **Mobylette** operation & maintenance manual, £7.99. **Motobecane 41-51V** owners manual, £7.99. **Mobylette** owners and maintenance guide, £8.95. **New Hudson** instruction manual, £9.99. **Norman Mi-Val** engine spares parts list, £6.99. **Norman Nippy Mk5/LidoMk3** owners guide, £10.95. **NVT Easy Rider** riders handbook, £8.99. **PowerPak Cyclemotor** engine instruction book, £12,95. **Raleigh RM8 MkII** maintenance & instruction book, £10.99. **Teagle** engine instruction and parts list, £6.99. **Trojan MiniMotor** instruction book, £6.99. **Villiers** 98cc 4F and 6F spare parts list, £7.99. **Velocette LE 150** (1956) owners handbook, £9.99. **Velocette LE** spare parts list, £10.99. **Velocette LE & Vogue** service manual, £15.99. **VéloSoleX** repair, adjustment & maintenance manual, £9.95. **Villiers 3K & 3K1** engine workshop manual, £8.99. **Villiers Mk4F, 6F, 9F** engine workshop manual, £8.99. **Villiers Mk4F, 6F** engine spare parts list, £8.99. **Villiers Junior DeLuxe 98** engine maintenance handbook & spare parts list, £9.95. **Vincent Firefly** spare parts and price list, £8.95. **Vincent Firefly** service guide and fault-finding chart, £8.95.
For larger capacity manuals or more details:
Tel: 01473 716817
E-mail: mark.daniels975@btinternet.com
Website: www.mopedland.co.uk

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, 32×2mm B-slot £15 pair. Cyclemaster 32cc 36×2mm A & B-slot types £15 pair. New Stock: Trojan Mini-Motor/Raleigh RM1/RM2 Sturmey Archer 38×2mm B-slot £20 pair; some oversizes. NVT Easyrider/Morini Franco std 40.4×1.5mm B-slot £18 pair. 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 good 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
Website: www.mopedland.co.uk

1972 Derbi Antorcha Super 40 Olimpica Campeona E3. UK registration with V5C on SORN. 3-speed foot-change Sports Moped. Running order. Lights work. New Piston rings. New tyres, tubes and rim tapes. Includes new front sprockets in 12T and 13T. £695 .
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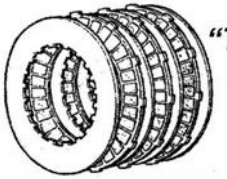

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At DingDing Bike, we provide restoration, painting, repairs, sourcing parts, customization and modification services, predominantly for Mobylettes but extend them out for pretty much any other bikes. More than that ... we're looking for groups of people who share our passion for mopeds so we are looking forward to meets & rallies.
Phone: 07907 277000;
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Raynal autocycle, 1941. Purchase 18 months ago. Many news parts including: Tyres, Front rim, Refined brakes, Wheel bearing, Chassis bearing, New clutch & primary chain including all bearings, Recovered seat, New cables. Not built as a show queen, like a nice original. Original horn, legshield, tax disc holder, chain guard. Dating certificate. £1395 ono.
Andy: 07903-873757
E-mail: chiefmuppet64@hotmail.co.uk
Malvern, Worcestershire.

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 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: £2,000. Phone Mark on 07580-376131 or e-mail markevans574@gmail.com

Suzuki K10 Sports for restoration—£800.
Peter. e-mail: townsend89@btinternet.com.

Suzuki K10, restored condition—£1,600.
Peter. e-mail: townsend89@btinternet.com.

New Hudson autocycle, 1950. In good condition. Offers.
Richard: 01452-371832
E-mail: richardthornhill46@btinternet.com Gloucester.

1956 Phillips Gadabout P39. Rex engine, 2-speed gears. Cylinder re-bored with new piston, new main bearing and crankshaft seals. Good Bosch magdynamo, good spark, new switches and lights work. New tyre and tube. Saddle needs recovering. New V5c just issued. £795. Price reduced to £625. Tel: 07789-664157 E-mail: abctr96@gmail.com.

Unused old-style bicycle pedals. £10 + £4.99 P+P, or collect Cambridge. Tel: 01223-245843
E-mail: alancourse@yahoo.com.

Honda P50 stainless silencer & pipe, made for the bike (it will fit). A fraction of the cost of manufacture: £100 + £4.99 P+P, or collect from Cambridge.
Tel: 01223-245843 E-mail: alancourse@yahoo.com.

Honda P50 pedal (right-hand) £10 + £4.99 P+P, or collect from Cambridge.
Tel: 01223-245843 E-mail: alancourse@yahoo.com.

Honda P50 rear light lens. £10 + £4.99 P+P, or collect from Cambridge.
Tel: 01223-245843 E-mail: alancourse@yahoo.com.

For Sale: New Hudson Autocycle 98cc 2F engine, first reg 1951, original condition with original reg, SORNed at present. £1,850 .
For further details, please phone Keith on 07942-314681

Wanted 1950s' Mobylette AV87 or similar.
Could anyone help please? I am looking for an 1950s' Mobylette moped (AV87) or similar such as an NSU Quickly of the same era. Preferably in running order.
If anyone can help please contact me on 07775-786332 or talbot90girl@aol.com

Chalk and Cheese

by Mark Daniels

Sponsored by David Parker, Newark, Nottinghamshire.

Chalk

Johann Puch was born in 1862, and worked from 1889 as an agent for British Humber & Co Ltd, a manufacturer of bicycles, motor cycles and cars. In 1890 he founded his first company, Johann Puch & Co, as the manufacturer of *Styria* safety bicycles, employing 34 workers in a small workshop in Graz. By 1895, Puch already employed more than 300 workers producing about 6,000 bikes a year, then Josef Fischer winning the first Paris–Roubaix road race event in 1896 further popularised *Styria* cycles, which were then exported to England and France.

In 1897 Johann left his first company following a dispute with his business partners, and in 1899 founded the *First Styrian Bicycle Factory AG* (*Erste Steiermärkische Fahrradfabrik AG*) in the Puntingam district to the south of Graz. Puch's second company also became successful because of its reputation for quality and innovative ideas, and it rapidly expanded into producing motor cycles. The manufacture of engines started in 1901, and was followed by the building of cars in 1904. In 1906 the production of the two-cylinder Puch *Voiturette* (motorised tricycles) began, and in 1909 a Puch car broke the world speed record with 130.4km/h (81mph). In 1910, Puch is credited with producing sedans for members of the Habsburg Imperial family.

In 1912, at the age of 50, Johann Puch decided to retire and became the company's honorary president, at which point the company employed around 1,100 workers and annually produced some 16,000 bicycles and over 300 moto rcycles and cars.

Johan Puch died of a stroke in 1914, while attending a horse race at Zagreb.

In 1928 the Puch Company merged with Austro-Daimler to reform as Austro–Daimler–Puchwerke, which in its turn merged with Steyr Werke AG to evolve into Steyr–Daimler–Puch in 1934. Gottleib Daimler is credited with the invention of the car in 1889, and the Austro–Daimler Company had experience of producing car over two decades, while Steyr had been established in 1864, and had many decades of experience producing rifles, bicycles, and other equipment.

The green and white chequered badge in the colours of the Steyr town flag was adopted by Puch as its trade mark.

In 1969, Puch launched the most successful product that the company was ever to manufacture, 1.8 million of them: the Puch Maxi moped.

Our featured Maxi SW was registered on 17th May 1985, and a little famously the SW became the last listed pedal Puch moped model after the N 'Quickly' model became de-listed in the UK at the end of May 1983; by this time all other Puch models were 'Mokicks' with footrests and kickstart.

Following the moped specification change in 1977, Puch had started introduced Mokick models into the UK from August 1977, so it's surprising that they continued with pedal-start models until the SW was finally discontinued in March 1986.

'S' in the Maxi model indicates it has a sprung rear frame to go with the telescopic sprung front forks (while 'N' models indicate a rigid rear frame). Being one of the last Puch pedal mopeds, it demonstrates a number of features that would not be found on early models. Obvious items are the roomy 1½ length saddle, which doesn't really have enough space for a passenger, and the frame isn't fitted with rear footrests, so not exactly intended to carry a passenger.

The frame is painted in Burgundy metal flake, with gold decals and pinstripe trim, gold finished five-star alloy wheels and original fitment 2¼ × 17 Semperit tyres. The rear carrier seems a significant piece of chrome plated tube work, 18 inches long and mounted from beneath the saddle, with the bottom mountings looping back and round to the rear suspension mountings, where they link up with the chrome plated frame-rail tubes, which neatly continue the tube line down to the top engine mounting.

The rear carrier carries ULO indicators, while front indicators are mounted off the back of the forks below the ULO headlamp; a ULO rear lamp is also fitted. Indicators work from the right-hand handlebar switch left–off–right, while the left handlebar switch works horn–cutout–lights & beam–dip, but there's no off position for the switch, so you can't turn the lights off! At tickover the headlamp is dim, and brightens to dull as the revs increase, but it's hard to imagine it being particularly effective along dark country lanes.

There's a ULO 'mystery box' with a fuse in a corner window mounted on top of the handlebar mounts, which has an internal rectifier to charge a small pack of Ni-Cad batteries. This set operates the indicator system on DC, and charges the Ni-Cads when the engine is running, and when you stop the motor, the indicators still work for a while—does that seem useful? Yeah, we thought that too…

There are also brake light switches built into both front & rear lever brackets, which both work the rear brake light, though its a relatively low wattage so any following motorist is probably unlikely to even notice it during daylight.

Also, we note the horn is labelled 6V DC, and judging by the feeble rattle at low revs rising to a pathetic buzzing that can be barely heard over the exhaust … it should be an AC horn.

The frame serial plate indicates Slo-ped specification "max 30mph", though the headlamp shell carries a 45mph VDO speedo, so we're probably not expecting this standard bike to pin the needle on the stop.

The early Maxi exhaust pipe was 22mm (⅞") diameter, but later models had a larger 28mm (1⅛") diameter exhaust pipe to the seemingly same pattern of silencer with traditional alloy baffle. The chrome silencer however is trimmed with a black heat shield.

Fuel tap off–on–res to bottom right, push down the choke lever poking up from the front of the left-hand side panel.

There's a grip-lock lever under the left lever bracket, which locks the clutch and effects a decompressor in the cylinder head for starting. Still on the stand you can push down on either pedal so the motor spins, release the grip-lock, and maybe the motor starts … or maybe it doesn't, so rinse and repeat, then success on the second attempt. Because the choke shutter lifts off as the throttle is opened, its best to leave the motor ticking over for a bit before teasing open the throttle, or it might prematurely fade out. Once it's responding to throttle, then nudge off the stand and we're warming the motor ready for the road test while waiting for our pacer to get saddled-up.

Hmm, sounds a bit grumbly from the main bearings! It's a common problem for Maxis to condensate the mag-side main bearing when they've been laid up for long periods, and they quickly start growling when the bike is put back into use. It's not bad enough yet to compromise the performance, but its only going to keep getting worse.

Initial take-off feels quite poor since the clutch seems to fully engage almost immediately, so the motor struggles away against the single-speed ratio until it manages to build up a bit of momentum. The exhaust note appears noisy, so we wonder if the baffles might have been drilled? Full throttle before the engine is sufficiently warmed up results in a lot of four-stroking bluster, which sounds bad and holds back upper revs until the motor heats up and the issue steadily clears.

The bike generally indicates around 30mph on flat at full throttle, and peaks at indicated 34–35mph in light downhill sections, which were tracked by our pacer at an actual peak of 33mph. The noisy buzzing exhaust tone quickly becomes quite 'wearing', and doesn't really seem appropriate for a limited performance moped.

Cheese

Founded by Alfredo Avello, *Avello y Compañía S.L.* started operations at its factory at Nataho in the Gijón city of Asturia, as a manufacturer of machine tools, on June 1st 1940.

In 1951 it began building motor cycles under a licence from MV Agusta, from 49cc to 300cc, which were branded as both MV Agusta and MV Avello … maybe you're thinking that Avello might be a sub-contractor of MV in Italy, but Avello was in northern Spain!

Toward the end of the 1960s, Avello began to distance its business from MV Agusta, who had become more interested in developing large capacity, four-stroke, multi-cylinder motor cycles, than in continuing to evolve the lighter, simpler, and cheaper two-stroke models which were of more appeal to the Spanish market.

From this, Avello contacted Steyr–Daimler–Puch as one of the largest Austrian industrial groups, which, among many other products, had been manufacturing a successful and interesting range of mopeds and light motor cycles. On March 2nd 1970, a contract with the Austrians was agreed, and Puch invested a 50% share of Spanish motor cycle and scooter manufacturer in Avello. Production of Spanish-built Puch models soon began progressing down the very same production lines that were still building MVs.

The first Puch model appeared soon after, as the Trivel Borrasca, which was a moped using the existing Avello *Piles* frame and a Puch engine. *Trivel Borrasca Super* and *Trivel Plus Terral* variants appeared soon afterwards, followed by various other mopeds produced between 1970 and 1972 alongside the MV models, until the MV models ended in 1972.

From 1973, various Puch models came into production at Avello using 50, 75, and 125cc engines.

The Spanish Maxis were imported to the UK in 1973, starting with the Maxi N2 rigid-rear frame model in May '73, and listed in 'Brilliant Yellow' painted finish. This was immediately joined by the sprung rear-frame Maxi S2 in June '73, listed in a 'Flamboyant Bronze' metallic finish.

Both were traditional pedal assisted mopeds, but didn't employ the expected Austrian single-speed automatic E50 engine! The Spanish Z50 motor featured a manual clutch with two-speed hand-changed gears, twist forward for first, neutral in the middle, and back for second. Underneath the left hand change is a trigger to operate the choke by cable.

While the E50 motor has horizontally split cases and utilises race bearings, the Z50 motor is vertically split and employs a similar magneto type L17/E20 bearing arrangement as MS and VS fan-cooled models, while the different clutch casings for the E50 pedal-start and later kick-

start motors feature 'rounded' profiles, the Z50 crankcase and clutch casing is distinctively flat and angular. They're very different engines.

The standard Z50 engine was the same basic specification as the E50, with 38mm bore × 43mm stroke for 48.8cc, and maybe with 9.2:1 compression, but with 12mm carburettor for maybe 2bhp@5,500rpm.

It's really difficult trying to find any technical specification information on these Z50 motors.

Our bike is an earlier UK version, N-registered in 1975, with pedals and 17" spoked wheels, while later versions became kick-start with foot rests and alloy wheels. The frame is re-finished in the original yellow colour, but the engine has received a few tweaks with a 44mm

Airsal piston-ported cylinder for 65cc with maybe 12.5:1 higher unknown compression (mathematically calculated), but with a 15mm SSF carb for ? bhp@?,???rpm. Sounds like it could be great, but unfortunately the bike isn't up to a road test because the back pedal rear brake is binding quite badly, so it's unfit to ride.

Looks nice, but doesn't work…

Fortunately we've rebuilt a number of these two-speed Z50 motors before, and even had one of the 'Flamboyant Bronze' S2 models ourselves, so not being unfamiliar with these machines we can fill in the road test gap with a standard 2-speed version…

The Z50 isn't like the MS50, where you can kick-start the motor over in neutral by standing on the pedals to spin the motor over, then the MS sits there, ticking over, waiting for your next move.

If you spin over the pedals in neutral on the Avello Z50, it just moves forward like a bicycle, and doesn't turn over the engine.

To start the engine you have to put it in gear, and it's maybe not best to be trying to start it on the stand. The engine doesn't have a decompressor, and it's not so easy to get the motor spinning over because the pedal ratio particularly works against trying to start in first, so generally you're going to be starting in second, but even in second it's still difficult to kick-start off the bike without the back wheel contacting the ground. If it does start like this and the spinning wheel contacts the ground, things may not work out so well.

You could also start the bike on the stand by pedalling on the bike, but you need to lean forward to keep the back wheel off the ground, and if the bike has been started like this regularly, the stand is likely to have 'settled', so both wheels might be on the ground anyway, in which case you couldn't even start it on the stand. When the stand gets to this sorry state, it becomes common to put a piece of wood under the stand legs to lift the back wheel off the ground, but that only makes the stand deterioration worse. The obvious conclusions are fix the settled stand, or don't start it on the stand at all.

The best way to start is to engage second gear, back onto compression (to set the engine in best position start spinning), pull in the clutch and pedal away, then drop the clutch (and trigger choke as required). Generally the bike fires right away, so pull in the clutch and locate neutral to warm the motor.

The later kick-start versions are much easier to start, because you simply kick-start in neutral.

It sounds like a typical Puch, because it's fitted with the usual Puch silencer.

Pulling away, clutch and locate first (with the usual clunk to engage), feed in the clutch while opening the throttle and the motor pulls strongly. As the revs run out in first, clutch and twist back to second, and the motor again pulls firmly in response to the throttle.

The Z50 motor feels stronger in gear than the single-speed automatic of the E50, which softens the power delivery, though the Z50 isn't any faster in acceleration due to the time lost in changing gear.

The two-speed hand-change always feels easier to locate gears than the three-speed shift because, whether you're changing up or down, there's always a degree of feeling around to find second. The two-speed gearbox becomes somewhat easier because you're either shifting to the ends of the stops: all the way up, or all the way down, without the need for feeling around for any gear in the middle.

The Z50 also feels as it it delivers better against a gradient since first gear pulls strongly, where the E50 single-speed automatic clutch struggles to find the capability to deliver uphill, which is exactly the same advantage a two-speed MS50 has against a Maxi auto.

Z50 is like riding any Puch Maxi, but with two-speed manual gears and a back-pedal brake.

The rear hub brake effects through reversing of the pedal chain, so when the freewheel is back-pedalled it operates a Bendix through the hub to a gear that turns a cam to operate brake shoes in the opposite (drive side) of the hub. Due to their physics of mechanical advantage, back-pedal rear brakes are appreciably more efficient than hand-lever brakes, and the Z50 rear brake is notably more effective than the usual E50 Maxi rear brake.

Rigid frame N models reportedly handle better than the sprung-frame S models, since the open-backed swing-arm is often criticised for 'flexing problems'.

UK market Z50 top speed typically indicates around 31–32mph, so performance is fairly comparable to the E50 Maxi, though models were made for different markets and to different specifications, so performance can vary, eg the Netherlands had 'Snorfiets' Z50 models limited to 25km/h (16mph).

UK imports of the Avello N2 were discontinued in October 1976, and the S2 was de-listed in December 1976.

Puch Maxi two-speed automatic ZA50 engined models were introduced to the UK from March 1978, till being de-listed in April 1981. The ZA50 was an Avello produced derivative of the Z50 motor, but gained a reputation for a problematic automatic clutch.

Avello production increased steadily from 1,525 in 1970 to over 38,000 units in 1978, in which year Puch brought the rest of the company shares, giving them full ownership.

Despite the popularity of its products, it seemed that Avello had been struggling to post profits for some years and, although sales were reportedly good over the 1982–83 financial year, the Avello company made a loss of more than 200 million pesetas. At the beginning of 1983, the parent Steyr–Daimler–Puch company signed a contract with Suzuki to produce Japanese designed motor cycles and scooters in Europe, and sold off its Puch Austrian motor cycle manufacturing division to Piaggio. At this point Suzuki became a minority shareholder of the Avello factory, contributing 500 million pesetas (36% of the capital), and in March 1984 Avello SA agreed a technology transfer contract with Suzuki to acquire the further remaining 64% shares from Steyr–Daimler–Puch.

In 1988, Suzuki completed 100% acquisition of Avello SA, and changed its name to Suzuki Motor España.

The last Suzuki Maxi was produced in 1995, long before which the product range had progressively drifted from mopeds towards building Suzuki branded scooter models, and later added motor cycles.

With steadily decreasing sales of Spanish market mopeds and scooters, the SME manufacturing facilities were becoming only partly used, and steadily becoming uneconomic.

In 2012, Suzuki announced that it would be closing the SME manufacturing plant in Porceyo, Gijón.2, and the the Avello factory shut its doors in March 2013

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Next: Something will turn up, but you wouldn't be any the wiser even if we told you what it is.

Suffice to say that it's a cyclemotor, but nothing like you could possibly imagine. It's 'Beyond Imagination'

OR is it?

by Mark Daniels

Sponsored by Rob Foster, Mansfield Woodhouse, Nottinghamshire.

The Easy Rider movie opened on July 14th 1969 at the Beekman theatre in New York, to gross a house record of $40,422 in its first week, and this hit film arguably introduced the cool and groovy style of American chopper motor cycles to the world.

The Italian Fantic Motor Company started production of its 50cc and 125cc Fantic Choppers in 1972, which were introduced to the UK in 1972 by Barron Eurotrade Ltd, of 51 High Street Hornchurch, Essex. The idea of forming the Barron Company and importing Fantic models came about as one of the founders saw the 50cc Chopper model publicised in an American motor cycle magazine that his brother in law had sent him from the US, beginning the business at the most ideal time to capitalise on the newly introduced 16-er law limiting riders to mopeds until the age of 17.

As well as the sensational Fantic Chopper moped, Barron also sold the Fantic TI *Tourismo Internazionale*, and other models which achieved rapid popularity with a reputation of being some of the fastest mopeds on the market.

Barron further went on to produce its own brand of motor cycles from 1976 to 1981, initially as commuter-style motor cycles, entering the market with the Baron 125. This machine was the product of an agreement between Roy Cary of Barron's and the Polish WSK Company, and replacing the WSK engine by the fitment of a Minarelli with five-speed gearbox. Barron also sold MS-T junior cross 50s that were mainly re-badged Fantic models with Minarelli automatic engines.

But this article isn't about American choppers, Fantic, or Barron … it's about a Japanese factory chopper, and we have to move on to the year 1977 when Suzuki launched the Mame-Tan 50 'Custom' model onto the Japanese home market towards the end of the year, in preparation for the new 1978 season.

The employed engine was a 'softened' version of the RG50 motor with 7.2:1 compression ratio 6.3bhp@8,500rpm and six speeds (or, in its Gamma water-cooled version, with 8.6:1 compression rated 7.2bhp@8,000rpm). The Mame-Tan motor was reduced to a five-speed gear box, 49cc air-cooled iron cylinder two-stroke with reed-valve induction, down-rated to 5.5bhp@8,000rpm and fitting a Mikuni VM16SH carburettor.

The cycle frame was of a 'mild' chopper style with spoked wheels 2.50 × 15 front and 3.00 × 14 rear, drum brakes both ends, fastback style seat, coloured fibreglass mudguards, and black exhaust system.

The Mame-Tan 50E was sold in the USA for two years, 1979 & 1980, and all US models were fitted with wire wheels for both years, and appeared the same as 1979 Japanese market Mame Tan version.

In 1979 the Mame-Tan 50 was extensively remodelled with a number of changes, for introduction early in the 1980 season.

The cycle frame remained the same, but the wire wheels were replaced by 'Star' cast alloy wheels with a larger 2.50 × 17 front and 3.00 × 14 rear, and changed to a hydraulic disc front brake, chrome plated exhaust system, chrome steel mudguards, remodelled seat with a grab bar instead of the fastback, and an OR50 graphic now featured on new side panels, which effectively re-created it as a new model.

These changes increased the bike's dry weight from 66kg (145lb) to 69kg (152lb).

The obvious visual changes: increase in front wheel diameter and saddle change on the new OR50, further accentuated the visual impression of chopper styling, to subsequently become exported to some European and Scandinavian countries, where in Sweden, with the Mikuni VM16S carburettor it was rated 5.5bhp@8,000rpm and quoted at 70km/h (43.5mph).

The OR50 was introduced to the UK in June 1980, and continued on listings throughout 1981.

Our featured bike was W-registered on 31st March 1981, with all the expected details, however it is presented with a black exhaust system and fitted chrome-plated heat-shield on the silencer.

It's equipped with Suzuki-branded Nippon Seiki clocks, the speedometer indicating up to 70mph, and rev counter to 12,000rpm showing a red-line at 10,000. The ignition console between the clocks has warning lights indicating Turn (orange), Oil (red), Neutral (green), and 'ignition on' position illuminates the front sidelight and rear lamp, so it's one of these bikes where you can't switch the lights off.

A plastic mag cover conceals a traditional mag-set with contact points, so the OR50 has 6V electrics. There is a lighting switch on the right-hand throttle & brake lever bracket, which switches main headlamp off & on, though the main lights only work when the engine is running. The switch on the left-hand lever bracket is a four-way game controller type toggle for indicators left–off–right, and headlight up-for-high/down-for-dip. It's 6V electrics, so lights are dim high or dim dip.

There's a helmet lock to the back left-hand side just forward of the rear suspension unit.

A '30mph max design speed' Slo-ped frame plate is pinned to the steering headstock, and at this point it's probably worth mentioning we're rather sceptical that our OR50 is likely to be actually limited to 30mph. The UK market motor specification for OR50 was 41mm bore × 37.8mm stroke, though we're unable to identify compression ratio of the 5.5bhp rated motor. It's also notably equipped with the same 15mm Mikuni carb as the UK (ZR50)X-1, and shows a Pozi-force oil supply feed into the inlet manifold. OR's X-1 cousin was however fitted with a different piston-ported cylinder, with lowly 6.7:1 compression ratio, and rated at a miserable 2.92bhp @ 6,000rpm (see article: The X-factor). We know our OR was definitely built with a reed-valve because the engine has been recently overhauled, and we certainly don't expect the 1mm smaller bore carb on the UK model to drop a whole 2.58bhp, so this is going to be interesting…

The 27-inch saddle height feels very low, so you seem to sit in the bike rather than on it, and the natural riding position is against the seat backrest to give you as much space as you can get. This means your bodyweight is aft of the rear shocks, so it's no surprise that the suspension readily compresses when you settle into place. The seat is clearly intended as a single saddle, since there's no room on it for a passenger, and no rear footrests. There's a fancy chopper style grab rail up the back of the seat, which is probably 20% support for the seat, and 80% decoration.

Brandishing our tape measure reveals a 43-inch wheelbase with 26-inch long forks, which are not untypical of many other 50s, so Suzuki 'tricked' the chopper look by the small diameter rear wheel and a low 6½-inch ground clearance, so it's not the bike's physical size, just the geometry is a bit different.

There's no centre-stand, just a side-stand, which leans the bike at a jaunty angle . because choppers are expected to do that.

Notching through the left-hand gear-change for the shift pattern before we start, one-down–neutral–four-up, so a five-speed gearbox.

We're told the fuel tap is always left on, and it never requires choke, so just a lazy swing of the kick-start is all that's required to easily get the motor started.

The reed-valve reveals itself immediately in an easy torque take-off, followed by rapid up-changes though the lower gears since it's just a 50cc, and you can't expect any great range in any gear when you may only have 6mph in five gears to reach the maximum design speed of 30mph. Typically Suzuki, there's a constant though soft power delivery up the range, with little impression of power, but just smooth revs.

The bike proves easily capable of getting to 30mph with still more in reserve. Our best indicated speed was achieved on the long light downhill run, with the needle hovering around 42/43mph at 8,000rpm in top, though the actual paced speed was 39mph.

The rear suspension gave a very bouncy ride; any damping they might have had was long since expired. Combined with the frame geometry and fork angle, this resulted in a 'wandering' feel to the steering, and underlined why you never see choppers on a race track.

We've been unable to find any rated power specification for the UK model OR50, but it could only be a little below the other market quoted figures of 5.5bhp, and we weren't convinced that anything much had really been changed to limit the bike to 30mph.

Perhaps thinking that Suzuki was onto a good thing with the Mame-Tan and OR50, Yamaha introduced their own four-gear FS1-SE custom chopper model to the UK in April 1981, only to discover that there was very little interest, and it suffered from dismal sales.

Suzuki continued its five-speed OR50 through to the end of 1981, but the model didn't re-appear in listings for 1982. It never proved popular and hadn't sold very well, however its performance seemed to have been somewhat strangely better than a lot of other 30mph restricted Slo-peds.

Yamaha continued trying to sell its FS1-SE custom throughout 1982, but the situation didn't change, and the model was a total flop, and their 50cc chopper model was withdrawn in October 1983.

It seems the Japanese factory custom 50cc chopper style wasn't so appealing as the '69 movie, or perhaps the fashion had faded over 10+ years since the film.

The OR50 was succeeded by further restyled custom versions with same size 18-inch wheels, or 18-inch front and 16-inch rear wheels as ZR50L, ZR50SL models, and lots of other derivatives with the puzzling jumbles of seemingly meaningless random letters that was now becoming a typical Suzuki hallmark, eg: SKX, SLKX, KEN, KEX. Over 40 years after the event, it's now practically impossible to identify differences between the many models (unless you're a dedicated train spotter).

There were many other versions and derivatives of the OR50 for different markets in different countries. The Netherlands received several 'interesting and bizarre' versions to suit the Dutch market specifications. OR50 (1980 Mame-Tan version), OR50 (1980), ZR50SL (1981 four-speed custom chopper with footrests and kickstart, Mikuni 12mm carb, 6.1:1 compression ratio, limited to 40km/h?), ZR50SLP (1981 four-speed custom chopper with pedals and kick-start, Mikuni 12mm carb, limited to 40kmh?), ZR50SLAP (1983 automatic custom chopper with pedals), and TS50XAP (1983 automatic trail bike with pedals).

If you think you're now muddled by all these derivatives, there are lots more, and even Suzuki's marketing department didn't seem able to match the right pictures with the model codes on some of its sales leaflets, eg: the illustrated ZR50SL is actually a ZR50SLP (with pedals).

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Next: A funny story about a Belgian manufacturer, though they did make quite a good quality moped.

Last Roll of the Dice

by Mark Daniels

Sponsored by John Tudgay

The Beginning—*Les Ateliers de la Motobécane* was officially created at 10 minutes past 2 in the afternoon on 27 March 1923 when Jules Benezech recorded the company with the *Tribunal de Commerce de la Seine*. The company was registered with a capital of 500,000 Francs, situated at 13 rue Beaurepair, Pantin with Abel Bardin nominated as *directeur général*. Although he founded the company, Jules Benezech has been largely forgotten by history, content to take a back seat while his two friends, Charles Benoît and Abel Bardin are remembered as the fathers of Motobécane; they designed their first motor cycle in 1923, a 175cc single cylinder two-stroke.

The name 'Motobécane' is a compound of 'moto' (being French slang for 'motor cycle'), and 'bécane' (being French slang for 'bike'). By the end of 1925 the 175 was still the only model being produced, and expanding the range into larger capacity machines would mean breaking into the market of other established and larger manufacturers. This would involve a degree of commercial risk, so a new Motoconfort company was created on 26 December 1925, and registered at 3 rue Hoche, Pantin. That way, if the launch of the new 308cc Motoconfort motor cycle ended in disaster, then ongoing production of the Motobécane MB1 would not be compromised. This spreading of risk further continued with the creation of Novi in 1926 to produce the electrical equipment for the two marques.

By 1928 the larger motor cycles had established themselves in the market and the decision was made to merge the two ranges. Both distinct Motobécane and Motoconfort brands would remain, but now the full range of machines would be offered under both marques using different model prefixes for Motobécane and Motoconfort. This had the advantage that, with dealers throughout France signed up to either brand, all these outlets would now be able to offer the full range of machines. In the same year of 1928, another 'risk aversion' sub-company called Polymécanique was also created to become responsible for engine production and manufacture of machine tools for the motor cycle and *vélomoteur* production lines. During the 1930s the Motobécane and Motoconfort catalogues differed by picturing the machines from opposite sides, but after World War 2, even this distinction would gradually disappear. As the years passed, more dealers became joint Motobécane–Motoconfort outlets, and there began to seem less purpose to retaining the two names.

Following World War II, Motobécane began manufacture of a super lightweight 'Poney' *vélomoteur* of 63cc. It soon became apparent that a popular new 'economy' transport was developing around 50cc pedal-assisted motors, so Motobécane reduced the Poney's capacity. At the behest of Willem Kaptein, Motobécane set about the construction of a prototype in 1949 based on the assembly of existing components from other machines built onto a pre-war bicycle frame, which was strengthened for the purpose. Utilising the 50cc version of the 'Poney' motor, the new machine was little more than a basic and simple motorised bicycle. With direct drive, its primary belt to a fixed flywheel was tensioned by adjusting the engine, then the final drive chain tightened by movement of the rear wheel. Titled as a 'Mobylette', the new AV3 was first presented to an enthusiastic public at the 1949 Utrecht Autumn Fair, with its French debut soon afterwards at that year's Paris Salon.

During the peak of Mobylette moped popularity in the 1970s, Motobécane was reportedly building around three quarters of a million machine each year but, by 1980, the moped party

was running out of road, the traditional moped was falling out of favour to more modern scooters, and the commercial situation was getting desperate as sales slumped.

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Have we covered an Enduro style off-road bike in IceniCAM before? I can't think of one…

An Enduro may not seem like the sort of bike that we might be covering, though our general brief covers vehicles below 100cc capacity, and this bike is just 80cc, over forty years old, and qualifies for UK historic vehicle classification.

Other justifications for presenting this machine are that it's branded as Motobécane, was presented at a particularly crucial time when the company was experiencing a major commercial crisis, and it's a pretty unusual machine with an interesting story.

Manufacturing dates are indicated 1981–83, but it's not a model that was formally exported to the UK, so you probably shouldn't expect to be seeing many of these around. The cylinder is piston-ported and specified as 48mm bore × 43mm stroke = 77.8cc, with 10:1 compression ratio, 6-speed gearbox, 18mm Amal carb and uses premix fuel (no Pozilube), with electronic ignition, and Motobécane's rating from the *Mines* certificate is 7.4bhp @ 6,000rpm, and quoted for 75km/h.

It's fitted with matching Veglia clocks, which both include the 'M' logo printed at the bottom of the dial, with rev counter on the left indicating up to 10,000rpm and red-line marked at 7,500, and speedo on the right marked to 120km/h.

It has an 8.2 litre steel fuel tank (with 1.8 litre reserve). Front brake 110mm & rear brake 115mm, with a switch operating on the rear brake plate to operate a back brake light. Dry weight is given as 77kg, though when we ran it across the scales the weights read as 37kg front + 47kg rear, so total weight 84kg wet.

With matching engine & frame numbers 3735 … the frame plate says 'Made in Spain'! Hold on, not made in France? What? Looking around the bike might give other clues to its origin, so we're going to have to give this a thorough check over.

Well, it has Akront (Spanish) rims, though the Luxor/ULO headlamp and tail lamp (French) look kosher, but there's cheap and tacky CEV plastic switchgear (since when did Motobécane start fitting Italian switches?). The left-hand switch cluster has a blue rocker to switch lights off & on, a black rocker switch headlamp hi–lo, black horn button and red stop button. The right-hand switch operates indicators L–off–R. There is no battery on this bike, so it seems the whole electrical system is probably AC?

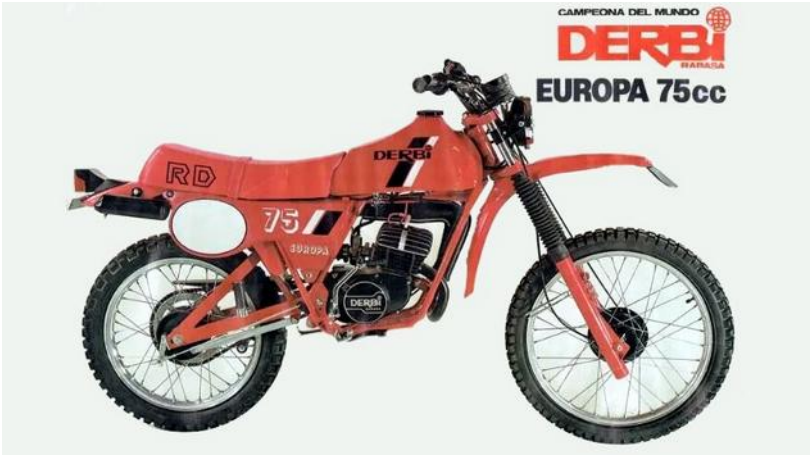
Why does it have indicators? Would a serious Enduro bike have indicators? Surely indicators would only be required for on-road applications, so is this just a pretentious off-road bike that's really intentioned primarily for road use? It certainly looks the part, with long travel telescopic front forks and mono-shock rear, and the alloy gully rims 21-inch front wheel with 2.50 tyre & 18-inch rear wheel with 3.00 tyre, but the knobbly tyres are surely going to give a gnarly ride on tarmac?

There seems a lot of *Ideal* proprietary parts, like the steel lever brackets and rubber lever covers, the throttle control and grips, Ideal fuel tap, and Ideal top and bottom fork yokes, but there are Derbi logos cast into the lower fork legs, and a Derbi logo cast into the inlet manifold … that really clinches it, the frame, the engine, the M80E was definitely built by Derbi, and factored to order by Motobécane. But why?

Motobécane must have been getting really desperate at this time, to be buying in a machine from another manufacturer, instead of making it themselves.

So what's going on here?

The frame plate indicates the French *Mines* approval registered on 20/03/1981, so this model only became effective for home market sales after this date, and a frame number of 3735 might suggest at least three to four thousand being involved in the production batch.



The model that Motobécane decided to factor in to try and save its crumbling business was the Derbi RD75 rated 7.5bhp @ 6,800rpm, and it's interesting that the Motobécane rating for the same machine was presented as 7.4bhp & 6,000rpm, and quoted for 75km/h … so why would that be, because it's the same machine, just with different branding? There could be a reason…

From April 1st 1980, a new European market 'light motor cycle' qualification was applied according to the legal regulation of driving licence class 1b, for which a maximum 80cc, maximum 80km/h, & maximum 6,000rpm specification was set.

This change caught out a number of small motor cycles, including the new Honda CY80, which suddenly failed to meet the new max revs requirement as its motor spec was 47.5mm bore × 45mm stroke for 79cc, 9.7:1 compression ratio, and rated 5.5bhp @ 7,500rpm. The CY80 was 1,500rpm above the new class 1b spec, and therefore classified as a motor cycle when it was first registered, so the driver needed the open licence class-1 for this small capacity two-wheeler, and its appeal on the continent was very greatly reduced.

The further introduction of StVZO regulations requiring the use of daytime running lights didn't help either, as the CY80 6V electrical generator output was never designed to keep up with continuous use lighting, so the indicators failed to function as the battery drained.

The result was that the CY80's sales prospects were stuffed before it had much opportunity to appeal to anyone, so a stroke of the accountants red pen found the model smitten from history before it had chance to even make any history. The CY80 was just produced in quite limited numbers from 1980–82 and only sold in a few markets, so quickly became a rare model.

The Derbi RD75/Motobécane M80E had exactly the same problem, it was technically quoted 800rpm over the new spec.

What this suggests is that Motobécane placed the manufacturing order with Derbi well before April 1st April 1980, because they didn't appreciate that the Derbi RD75 wouldn't comply with of the coming regulation change. So it looks as if they maybe conveniently 'interpreted the specification figures differently' to comply with the new light motor cycle licence 1b regulations, so they could still sell the bikes.

Our featured M80E is indicating only 2,800km on the odometer, which seems very credible considering the good original condition of machine, so we're hopeful of a representative road test. The fuel tap is marked C(closed), A(on), and R(res), then push down the rod at upper back of the carburettor to close the choke (which lifts off as the throttle is opened).

Mounting the 33-inch saddle height isn't so easy when it's 4 inches higher than your inside leg, so flick up the side-stand on the left-hand side, to lean the bike over toward you, then swing your leg over the saddle and stand flat on your left foot so you can fold out the kick-start with your right foot… Err, that kickstart is barely five inches long, and there looks to be a kick-starter stop bracket on the frame with a rubber buffer, presumably intended to restrict the kick-start to just half a stroke. This limited action means it barely allows two revolutions of the motor, however closer examination of the kick-starter arc reveals that it actually rides past the stop, and when the kick-start springs back up again it fails to even make contact with the return buffer on the clutch cover. All the evidence suggests this is probably not the original kick-start, but we have to make the best of it, though note that the folding foot peg doesn't fold up, and the metal teeth on the foot peg could look somewhat foreboding for your shin if this kick-starting doesn't work out.

Instead of risky kick-starting with your instep, the safer option of kick-starting with your heel means the ball of your foot stops safely on the top of the footrest when the kick-starter overrides the stop.

Then we're most surprised as the motor starts right up within just a couple of jabs!

The exhaust proves more silenced than expected, though the motor produces more mechanical noise than expected and sounds rather harsh and angry.

The gear lever is on the left, one-down + five-up, yes, a 6-speed gearbox in an 80cc motor from over 40 years ago.

First gear seems like you open the throttle and the rev counter needle just goes straight through the red-line! It's like you've barely got moving before you're having to change up,

and second gear feels much the same so, before you know it, you're already in third, and still another three gears to go! You quickly lose track of which gear you're actually in, and tend to just keep switching the shifts up or down as required without really knowing where you are, until you reach top or bottom of the box.

The bike performs capably for its capacity, though its power band noticeably peaks towards the upper revs, while the constant gear changing soon becomes wearing.

Riding the M80, you soon acclimatise to the mechanical noise from the engine and just learn to ignore it as your confidence increases, that's how it is and we just hope it doesn't decide to let go.

Speeds in the lower gears weren't anything we wanted to try, since the motor was revving past the red line. In sixth, we saw our fastest indicated speed of 80kmh on a long light downhill run, which was clocked by our pacer at 48mph, indicating the speedo was more accurate than we expected it to be (80km/h = 49.71mph).

The rear brake was the one mainly relied upon, since the front brake proved fairly ineffective.

The suspension soaked up road conditions easily enough, handling was fine with the wide handlebars helping to hold a line confidently, but there was a reluctance to trust the knobbly tyres when it came to cornering at speed.

It's a thrash bike for teenagers … the next step up from a moped.

The Ending—Motobécane filed for bankruptcy in 1981, to subsequently re-structure the company as MBK.

A motor cycle production and marketing tie-up between the new MBK and Yamaha was first established in 1982, as the Japanese company acquired a proportion of shares and staked an initial claim in supporting the new MBK business.

By 1984, Yamaha had secured a controlling number of MBK shares and recreated it as another new company, now called MBK Industrie.

MBK Industrie formally became part of the Yamaha group in 1985.

By 1989 Yamaha had secured 99% of controlling shares of MBK Industrie.

The Mobylette moped continued under MBK branding, but produced in fading numbers as the years rolled on. Despite French fondness for continuing the Mobylette, in the end it was doomed by impending European anti-pollution legislation that was due to come into force in 2003.

The Moby two-stroke engine couldn't meet the upcoming new vehicle emissions standards, so the last French built Mobylette rolled off the production line in November 2002.

MBK continues under Yamaha ownership as a European manufacturing plant at Saint-Quentin in North East France, building Yamaha branded scooters and motor cycles up to 700cc.

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Next: The letterbox clatters, post has arrived, followed by the sound of a small two-stroke engine burbling away down the drive.

Looks as if the postman has traded in his bicycle for a company moped!

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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