



News

Next Issue

We publish at the beginning of January, April, July, and October. That means our next issue will be out at the start of April.

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@pattle.globalnet.co.uk

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Correspondence

Hi,

I have read the latest edition of Icenic CAM Magazine. Your mention of the Fantic Chopper Moped reminded me of the only time that I rode one. A female cousin who lived across the road from me brought one new and it was delivered to her house with no petrol. She asked me if I could put some fuel in and ride it to the nearest garage to fill it up.

At the time I was riding my LE Velocette Mk3 which was a very nice handling little bike. The Fantic was so twitchy and unstable compared to the Velo and I felt that I was going to fall off on every corner. Anyway I rode to the garage filled it up and returned it to her. I do not remember her ever riding it and have no idea what happened to it.

The next motor cycle that frightened me was my father-in-law's 1927 Royal Enfield 225cc. It felt as if it had a hinge in the middle. When you took a hand off the bars to change gear it went into a wobble. Luckily it only had two gears (two different ratio primary chains).

Regards

Butty Bach

Motor Cycle Mechanics printed a road test of the Fantic Chopper 50 in December 1972. Their conclusions were a little different from Butty Bach's...

'Handling came as a big surprise, simply because it did. Although we never tried to achieve amazing cornering speeds or angles of lean, the roadholding proved better than many machines of comparable performance. Manoeuvrability, too, wasn't too bad, considering the 57 in. wheelbase.'

...but they probably weren't comparing it to a Velocette LE.

Information Library

Again, there's not much new in the library this time: most of our recent additions are connected to the research for the articles in this issue—particularly about Bertocchi. Much of the library is available free of charge on our website.

Every Tues
7th January

EACC and FMCC evening meeting at the *Falcon*,
Walton, Felixstowe.
EACC 41st Mince Pie Run from Orwell Yacht Club,
Ipswich. Meet from 9:30am. 07944-058644

Calendar

16th April

5th May

5th May

EACC 17th Radar Run and Mopedjumble, Bromeswell
Village Hall Meet from 9:30am. 01394-671222

Moto Rétro Genk. Moped & motor cycle jumble at
Geleenlaan 29, 3600 Genk, Belgium from 09:00.

52nd Ipswich to Felixstowe Road Run, 11:30am
departure from Christchurch Park, Ipswich.

Free Trade

Adverts in the *Iceni CAM Magazine* are free! Including ones with a photo or logo. Send your ads to 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH or e-mail icenicam@pattle.globalnet.co.uk



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:** 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. 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. **Tail lamps:** 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. 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



Mobylette Cady moped M3PRTS, 1975, reg JBJ 927N with V5. In storage since 1990, so not running and needs sorting. Engine turns, mag and clutch off. Cam and mag flywheel damaged. Good tyres, stand needs replacement. £250. Tel Dick: [07564-075172](tel:07564-075172). Woodbridge, Suffolk, IP12 4JB.



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 9¼" long × 8¾" wide with ⅞" stem mounting £20. New: 'Reptile' Comfort black foam pad saddle with compression springing 9¼" long × 8¼" wide + ⅞" stem mounting £16. New: 'Smoothy' economy black cycle saddle with firm foam pad & compression springing 8½" wide × 9¼" long with ⅞" stem mounting £14. New: Wisp saddle cover (black) £15.

Saddle Stems: New: chrome plated saddle stems 1" diameter main stem with ⅞" diameter stem top for saddle clamp fitting × 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"×1½"×4" @ 5" strap ctrs. £45 (with 2 clips).

Triangle Bags
Large Cyclemotor 8½"×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



Mobymatic AV88. 1963 age related reg plate. £800.00. My evening telephone number is [01367-243928](tel:01367-243928) if you would like any more information. Many Thanks, Michael Bagshall, Oxfordshire.



Suzuki CS50 Roadie-50 E/S-12V, reg WRT 776X with V5c. In storage since 1988. Engine turns. Not running. Some damage to front plastics and partially dismantled. Good sound seat pan (they're prone to rust). £150. Tel Dick: [07564-075172](tel:07564-075172). Woodbridge, Suffolk, IP12 4JB.



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 carburettor 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. E-mail: mark.daniels975@btinternet.com Tel. 01473 716817.



Moped/autocycle HD drive chain 1/2x3/16eq £10 boxed length. Spare connecting links for 3/16 & 1/8 chains £1. Pedal chain 1/2x1/8xstd 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 1 3/8 Freewheels 16T £6, 18T £9, 20T £12, 22T £14, 23T £15, 24T £16. Miniature 14T 1" x 20tpi £10. **New:** AV89/RM5 M36x1mm x 20T Special freewheel £23. **New:** Imperial 7/16" x 26tpi cycle thread 'plain fixed cones £7 / 'adjustable' cones £8. Sachs clutch plates, cork insert or bonded types £8 each. Excelsior chainwheels with new cork insert, service-ex £40. 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. Autocycle front fork suspension bands £5 each. Excelsior band fork rubber buffers £4 each. **New:** Moby/Raleigh RM5 Leading-link front suspension bands 15x5mm £7 each. **New:** Moby/Raleigh RM5 L-L band&bush and rivet kits £7 each (2-per). 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. Autocycle 5" long x 7/8" pair soft rubber 'palm' grips £4 pair. Cycle/Cyclemotor 4½" long x 7/8" pair soft rubber 'palm' grips £4 pair. Ariel-3 toothed drive belts £7.50p. Wide range of most moped drive belts from £6. 19x1.2 Italcercchio Westwood pattern 32-H chrome rims £50 each (for PC50 front). 21x2.50 2F-autocycle Radaelli Westwood 36-H chrome rims £46 each. 16x2.25 Italcercchio Westwood 36-H chrome rims £48 each (Tomos, Garelli, Batavus etc). 26x2x1¾ 36-H chrome rims for early autocycle and trade bike £25 each. Special 32-H & 40-H pierce 26x2x1¾ new chrome rims: £40 each (Norman Cyclemate, etc). 26x2x1¾x36-H special dimpled&pierced chrome rims for Cyclemaster £60 each. 17x2.25 Takasago Westrick pattern 1.2x36-H Moby M40 chrome rims £24 each. 17x2.50 Takasago Westrick pattern 1.4x36-H Moby 50V/NVT/Honda C50 chrome rims £28 each. **Tyres:** 26x1.3/8 Vee Roadster pattern 2T&2T £21. 26x2 Continental (Quickly, RM1, etc) £50 tubes £4. 20" x 2x1 3/8 trade bike small front £6. 2.50x21 Golden-Boy universal pattern block tread to fit 2F autocycles, etc £50/tubes £7.50. 19x2 Continental blackwall £45, 19x2 Anlas whitewall £42, tubes £6. 19x2 Mitas 'Economy'

blackwall £25. 19x2.25 Heidenau blackwall £60. 19x2.25 Continental blackwall £40, Whitewall £40. 18x2.25 Mitas (Moby AV89/Raleigh RM5) blackwall £32, Whitewall £45, tubes £6. 17" x 2 & 17" x 2.25 Vee £15/tubes £5. 17" x 2.25 Mitas Sport blackwall £30/whitewall £40. 16x2.25 Vee (Batavus GoGo, Tomos, etc) £15 / tubes £6. 2.50x15/20x2.50 Golden-Boy (BSA Dandy, Ariel Pixie) universal pattern block tread £40. 14x2.25 Vee (Honda Express, Yam QT, etc.) £15 / tubes £6. 8x3.00 Vee (Honda Stream) £18. Fibreglass moulded panels Raleigh RM1/RM2 sidepanels £24 each. RM4 sidepanels LH & RH £22 each, RM4 toolboxes LH & RH £18 each, 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) carb covers £17 each. Batavus 50mm & Ariel-3 52mm Encarwi air filter housings £16. Raleigh RM9/+1 chainguard £25. Villiers 1F/2F front sprocket cover alloy casting £15. Rubber rim tapes all sizes 14" to 26" £1 each, 19" & 21" £1.50p. Cyclemaster engine mounting rubbers 4 x 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 Mobyomatic '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. RH10x1mm 180° fuel tap £14. RH10x1mm LH 90° fuel tap Mobylette M40/50V/51V) £16. Puch Maxi type 90° fuel tap 12x1mm pitch LH/RH thread £12. Ewatts pattern brass plunger taps ½ 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" long £12 / 7/8" 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 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. **New:** PC50K1 ohv front sprockets 15T & 13T £30. **New:** PC50 ohc front sprockets 15T, 14T, & 13T £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 £4 each. Incredible selection of parts not available anywhere else—because we manufacture lots of them ourselves! Far too much to list it all in this advert. You really need to visit the Website www.mopedland.co.uk Tel. 01473-716817 (Ipswich), E-mail: mark.daniels975@btinternet.com

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Stuart Turner 2-stroke single inboard boat engine with hand crank, dynostart, and switchboard. C/w flywheel. Engine seized, needs work. £150. Tel Dick: [07564-075172](tel:07564075172). Woodbridge, Suffolk, IP12 4JB.

Andy Est 1972 Tiernan



1954 Power Pak Standard 49cc £950



1956 New Hudson Autocycle 98cc £2,000



c1964 Itom Super Sport project £850



1951 British Salmson Cyclaid 31cc £1,450



1967 Kaptein Mobylette EEG 49cc £700

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CEV/Dansi/Kerry mag flywheel puller for 2 & 3 window flywheels M19x1—£15.
Ducati Cucciolo mag flywheel puller M22x 1—£18.
Honda P50/PC50 single-end mag flywheel puller M24x1- £12.
Honda P50/PC50/C50,70,90 dual-end mag flywheel puller M24x1RH / M27x1LH—£14.
Lavalette/Paloma/Hercules Corvette mag flywheel puller

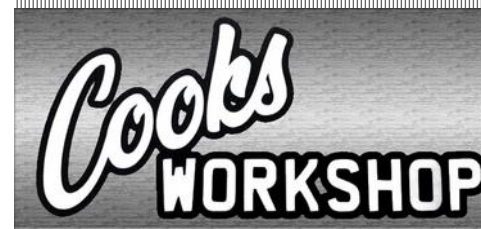
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Mobylette/Raleigh points cam extractor M26x1—£15.
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Moto-Guzzi Stornello 125 flywheel extractor M22x1—£18.
Peugeot all models mag flywheel puller M20x1—£15.
Raleigh RM1/RM2 Lucas mag flywheel puller M22x1.5—£18.

Sachs clutch centre extractor M27x1.25—£15.
Simson SR2 Optima & S51 mag puller M27x1.25—£15.
Villiers 3K mag flywheel puller 7/8x14-tpi UNF—£15.
Scott Cyc-auto Wipac S1233 mag flywheel puller—£20.
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
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We are a small company selling new and used or reconditioned moped spares with an emphasis on the BSA BEAVER, BSA BRIGAND, BSA BOXER, BSA GT50, BSA EASYRIDER and NVT EASYRIDER machines produced in England between 1976 and 1984. We also endeavour to supply spares for the BSA BOND and BSA FALCON machines made under licence in India. BSA GT50 and Boxer Tank Decals - £15.00 a pair; BSA Boxer Side Panel Decals £10.00 a pair both in vinyl; Postage £2.85 in the UK.
Mopedbug Limited, Unit 14, Hardys Road, Cleethorpes, Lincolnshire. Telephone UK 01472 233296
Mopedbug@hotmail.co.uk

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.

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



Bus generator with rheostat control box. Offers?

Tel Dick: [07564-075172](tel:07564-075172). Woodbridge, Suffolk, IP12 4JB.



1995 Honda Vision 'Met-in' 49cc, has been stored away since 2000, now lightly recommissioned, new battery fitted, MoT to 03/24, runs and goes extremely well, low miles: 3,000, located Peterborough area. £1,200 open to a sensible offer. Kerian: [07855-988708](tel:07855-988708)



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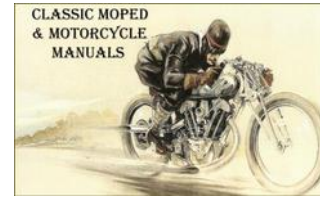
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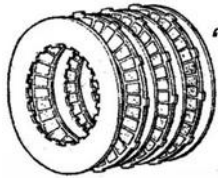
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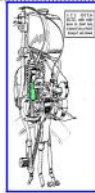
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Jerry 01543-491485. e-mail: jerryandjanette@gmail.com.



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This Italian manufacturer is particularly obscure, and proved extremely difficult to find any information about, but we did our best...

As far as we can tell, Arturo Bertocchi started his business as a cycle shop at Via San Vitale 55, Bologna sometime during the 1920s, and he seemed to have progressed to building his own beautiful and highly crafted Superleggera Saetta racing cycles up until Italy's unfortunate entry into World War II on 10th June 1940.

During the immediate post-war period, the recovering Italian economy quickly created a demand for economic transport, and Bertocchi deployed his cycle building experience to start

producing *ciclomotori* frames for mounting Ducati Cucciolo engines. We've identified two different types of Bertocchi Cucciolo frames, one dated from its engine serial as 1948 and equipped with swing-arm twin-shock rear suspension, and another frame with plunger rear suspension presented under 'Pietro

With lots of Italian manufacturers pouring into the production of personal transport *ciclomotori* frames, Bertocchi seemingly decided to opt out of competing in this sector around 1950, instead choosing to focus on the more specialised and less contested commercial delivery market, so their catalogue became a comprehensive presentation of trade carriers, tri-porter cycles, and motorised trade cycles.

The pre-war badging subsequently changed to ABB decals (representing *Arturo Bertocchi Bologna*) in the post-war period and, because of their specialisation, the Bertocchi company would reportedly become better known in this post-war period for its heavy-duty *Ciclo trasporto* (transport cycles), *Furgoncino a pedale* (pedal vans), *Furgone portata* (delivery vans), *Furgoncino portata* (transport vans), and *motorizzato* (motorised) derivatives.

As Garelli introduced its third 38-B version of the Mosquito motor in 1953, Bertocchi produced a new cyclemotor to take this, but the frame was now a trade carrier...

According to the 1958 ABB sales leaflet (the 3-speed Sachs motor only came out in late 1957), our featured machine is titled as a *Ciclo trasporto con Mosquito 49cc*, and the Fig.7 text translates as 'Special tubular frame that acts as a fuel tank. Patent ABB suspension fork with tubular basket carrier 50 x 58 cm. One calliper brake and one drum brake. Steering stop. Rear wheel 24 x 1 3/4, front 12 1/2 x 2 1/4. Capacity 70kg. Normal steering—Pirelli tyres'.



Bertocchi' branding!

Garelli unveiled its sensational new 38.5cc Type 307 Mosquito engine at the Geneva Show in March 1947, and Bertocchi *ciclomotori* with front and rear sprung frames were subsequently produced to take the Garelli 38.5cc engines, and they were probably offered until Garelli introduced its fairly brief replacement BMG (Bici Mosquito Garelli) 315-model cyclemotor in 1951, now 49cc for 1bhp rating at the same revs.

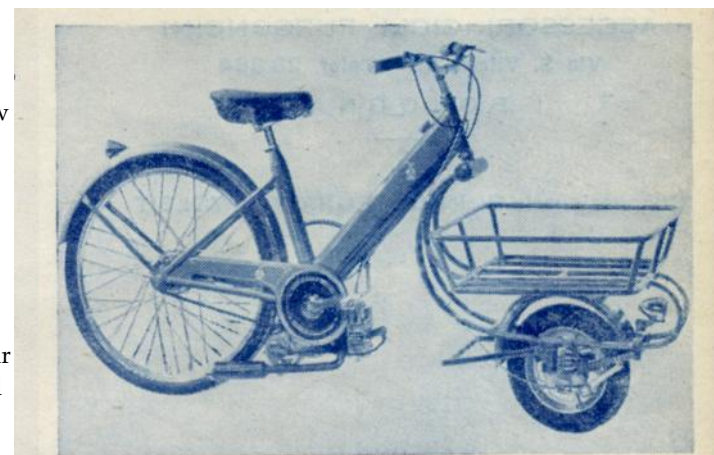
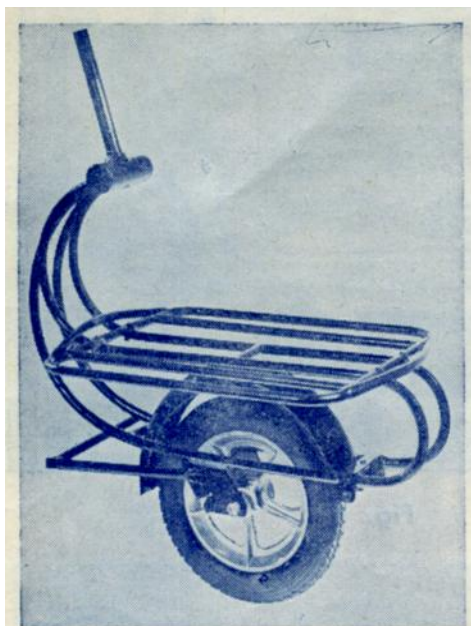


Fig. 7 **Ciclo trasporto con Mosquito 49 cc.**

Telaio di tubo speciale che fa da serbatoio. - Forcella molleggiata Brev. A.B.B. con cesta di tubo cm. 50 x 58. Un freno a tanaglia ed uno ad espansione. Ferma sterzo. Ruota post. 24 x 1 3/4, ant. 12 1/2 x 2 1/4. Portata Kg. 70. Guida Normale. - **Gomme Pirelli**



Forcella portapacchi molleg. - Brev. A.B.B.
 Cavalletto sostegno - Piano di tubo
 50x50. Ruota 12 1/2 x 2 1/4 - Portata
 Kg. 70 - Guida normale - **Gomme Pirelli**

The frame serial on our featured bike is stamped 330 at the front bottom of the steering headstock and, immediately below this, the fork set is also serial stamped 396 across the welded joint of the stem to the bottom yoke. It makes sense that these serial numbers don't match up because Bertocchi also sold the fork sets separately to customers wanting to convert existing machines to front-carrier applications. The Fig.6 text *Forcella portapacchi molleg - Brev ABB* translates as 'Spring luggage rack fork—Patent ABB Support stand—Tube surface 50 × 50 Wheel 12½ × 2¼, Capacity 70kg'.

A 5-spoke cast aluminium front wheel is fitted with tyre size 12½ × 2¼ (same size as Brockhouse Corgi), so that makes it an 8-inch rim, for which 2.50 width agricultural/mobility tyres are available that will fit, and in a suitably adequate 4-ply construction.

There's an unusual trailing swing-arm front suspension arrangement with undamped springs each side.

The front forks comprise two double looped

tubes welded into a cross tube bottom yoke.

A front stand holds up the bike, but only as long as it's parked with the front wheel straight ahead, otherwise it keels over like a capsizing battleship, and all your potatoes go rolling down the road...

The front basket is a wattle-weave construction, and treated with some suitable preservative oil, so when we open the workshop in the morning, our nostrils are greeted by the heady aromatic scent ... mmm!

The rear tyre is sized 24 × 1¾, so fitting a 20½-inch rim.

There's a lifting handle welded into the crook of the frame, but this might seem pointless (unless you're Hercules), because ABB feels as if the front is welded to the floor. Its weights of 20kg front and 18kg rear don't represent what actually happens when you try and lift the bike by the handle, as it's very unbalanced and front heavy, as well as being extremely bulky and clumsy. With a normal cyclemotor the frame handle would lift in balance, but with the ABB this imbalance invalidates its purpose.

Another interesting feature is a large wing-nut protruding from the right-hand side of the frame about halfway down the steering head. Tightening this up makes the steering stiffer to



turn, so it's functioning as a steering damper – which causes us some concern that a cyclemotor might need such a feature, and presents an apprehensive prospect for the coming road test...

Moving on to the cycle frame, it's one of these tank-in-frame-tube creations, with rigid rear, and a Bakelite moulded fuel cap marked *Asate Shellina* just behind the steering headstock. While we've seen similar frames before on other *ciclomotori*, we've never seen a clear tube connected at top and bottom to the seat tube, which must be joined to the main tank, so petrol in the tube indicates the fuel level!

It's often very difficult to identify the actual manufacturing source of these various *ciclomotori*, and while it's likely the main frame elements were probably produced by some specialist pressworker, the special features (like the steering damper) suggest the components were assembled by Bertocchi.

The rear carrier almost appears to be a proprietary add-on since it seems to utilise a generic type clamp at the saddle end, and the rear stay frame is pivoted through the carrier tube assembly. Also the paint colour doesn't match the rest of the bike, so while these factors suggest it could be a proprietary rear carrier, we don't think it is, because the front carrier is also finished in the same paint, and the front carrier is obviously specially made to fit the ABB



fork. The conclusion is that the front and rear carriers were specially made and painted by a subcontract source, which used a different batch of unmatched paint...

The bike is liberally distributed with the same ABB transfers which show text 'Cicli Furconcini Bologna, ABB, Arturo Bertocchi'. Most of the transfers are showing degrees of deterioration after 70 years, leaving just the front mudguard and cycle chaincase decals as practically unblemished.

The Savio saddle appears to be an original Italian sprung mattress cycle seat, with horsehair matting beneath the cover, and you can be sure that's probably going to be as comfortable as it sounds.

Our ABB is powered by a Garelli Type 38-B Mosquito cyclemotor engine, which Garelli introduced in 1953 as its third version of the Mosquito motor. The first version was the Type 307 38.5cc clip-on engine in 1947, followed by the fairly brief BMG (Bici Mosquito Garelli) 315 model in 1951. The 38-B version of the Mosquito employed the preceding BMG 315 engine, but omitted the internal reduction gear, so the drive roller located directly on the crank journal. It was also increased to 40mm bore x reduced 39mm stroke now resulting in a 49cc under-square specification for a higher 1bhp rating at the same revs.

Despite a compression ratio posted at just 5.5:1, the 38-B motor still quoted the same 1bhp, but re-rated at a lowly 2,800rpm, suggesting it could offer improved torque.

'Centrimatic' versions of the 38-B subsequently went on to provide the engines with a centrifugal clutch, which the ABB demonstrates mounted on the right-hand side outboard of the drive roller; this is the first encounter we've had with the Mosquito automatic clutch.

Our 49cc Garelli Mosquito 38-B engine carries serial 701109, dates from 1953, and has a cast iron cylinder with an alloy head and direct roller drive. The motor is engaged by means of an over-locking lever set low on the left hand side, switched forward for drive and back for disengage and, because the lever position is inaccessible from the riding position, it's not possible to use this to provide any clutching function—but with the Garelli Centrimatic clutch, that shouldn't matter.

Roller pressure is readily adjustable onto the rear tyre according to the conditions, by screwing a wing nut above and in front of the engine, and indicating its positions as 'Bagnato-Asciutto'. The wing nut adjusts pre-tension on a coil spring that pulls the engine onto the tyre when the over-locking lever is engaged.

The exhaust looks like an early prototype of some of these curling sport racing expansions you see on modern scooters, sweeping back, then curling forward again, with a cast aluminium cone bolted on the front, with a downward facing outlet.

The engine is equipped with a 10mm Dell'orto 'Mosquito' carb specifically made for the Mosquito engine, and operated from an AM cursor-throttle twist-grip.

So what's going on with the rest of the controls, because there's clearly no brake hub built into the front wheel? We pull on the right-hand brake lever so the cable twitches, and follow its routing around to a cycle style B.A.M. caliper brake mounted below the saddle—hmm! Pull on the left-hand lever so the cable twitches, and follow the routing down to a 90mm alloy brake plate in the half width OMVAL rear hub! OK, so it has two rear brakes, but that's OK because that still counts as two independent braking systems. There's another lever below the left-hand handlebar; pull the lever and follow the twitching cable to down below the engine, so that's the decompressor.

There's a two-position switch on the handlebar stem, presumably for lights off-on. The cycle headlamp is a 2-inch diameter PBM mounted in front and below the basket and just 12 inches above the road, but does anyone think this lamp might be likely to offer any useful



illumination for the rider? We're going to be hoping we don't get any dark evening deliveries.

The mudguard mounted rear lamp is marked *Brev Sebac Mod. Astor II*, and it's interesting to note a row of six holes along the top left side of the rear mudguard. You'd normally expect such holes to have wires threaded through them to prevent women's skirts being caught up in the rear wheel, but not in this case because there are no holes on the right-hand side—the



wire to the rear lamp is threaded through the holes to keep it away from the tyre.

So, having got some idea of what we're dealing with, it's probably time to see if we can get this contraption running...

There doesn't appear to be any fuel indicated in the gauge, so we top up the tank and turn on the tap, but after teasing the flood button we're not convinced that fuel is getting through, so drain the tank out through the gauge tube, clean out the carb and unblock the tap.

Refilling the tank now finds fuel coming through as the flood button now results in flooding. Inspecting the oily spark plug says time for a clean, so it's introduced to our plug blaster, then best to test for a spark—but

that's not so easy...

The only way to turn the engine is to engage the roller drive and turn the rear wheel, but because the bike has a front stand, the rear wheel sits on the ground, so you can't spin it by hand like you might on a bike with a centre stand.

All we can do is to put the plug in the cap, wedge it onto the side of the cylinder head, and wheel the bike along while watching the plug. It's a difficult way to check for a spark, but yes, we see the plug does blink.

OK, we're ready to try for a start then, so fuel on, a little tickle on the flood button, set the locking lever forward to engage the roller drive, and pull in the decompressor to pedal away.

Oh, don't like this. Even with an empty basket the steering is really clumsy and tends to swing side to side and, though the motor pops, bangs, and chugs a little, it doesn't start, so we return to the workshop to ponder on what to try next.

While pedalling the motor over it sounded somewhat 'dry', and maybe felt a bit low on compression, so a conclusion is that it probably hasn't been run for a very long time, so might take a bit of coaxing.

After recovering from the futile pedalling effort, it was decided to encourage the combustion by heating the top-end of the motor with a hot air gun. Ten minutes later, nice and hot, so: Take 2. Just pedalling down and back up the drive finds the motor running continuously but only at low revs, since the clutch appears to engage very prematurely. Pedalling back down the drive, out through the lane and a trial ride along the road allows the revs to pick up a little, but the handling feels too scary to get up to more than a guesstimated 10mph.

We dread to think what the handling might be like with a ½cwt sack of potatoes loaded (for those unfamiliar with this traditional Imperial weight measure, that's half a hundredweight = 56lbs = 25kg). We return to the workshops again and see if we can tweak the steering damper to try and improve the handling, and maybe see if we can clean out the clutch ... tomorrow.

The clutch drum and shoe linings turned out to be covered in grease, so we wash them off with petrol and rough up the surfaces with sandpaper, then trim the steering damper pressure while cycling up and down the drive. It's hard to tell if this might improve the handling—we'll just have to try it out.

Fuel on, flood the carb, set the locking lever forward to engage the roller drive, and pull in the decompressor to pedal away. The motor pops as the decomp drops, but doesn't respond to throttle, decompress again in and out, another pop, and the motor slowly chugs to life. Cruising gently up and down the drive and along the lane a few times to get the feel of the bike, we decide to back off the damper pressure a little more to reduce steering over-correction problems, which reduces swerving tendencies.

The Centrimatic clutch starts to engage at low revs, but the motor is un-fazed since it capably pulls from tickover revs. Clutch operation felt to be a little improved as it now demonstrated less tendency to stick on, so more readily disengaging at low revs, which made tight turns more manageable without stalling.

Now feeling somewhat more confident about riding, and with a fully warmed-up engine, we're now joined by our pacer for the road test.

Assisting the engine by light pedalling from down the drive and into the lane, we check back that our shadow is behind as we turn into the road, steadily open the throttle and start to build up speed. The front-end feels quite bouncy when catching some bumps, and small wheels are always twitchy.

Now we've run the motor a while, it's starting to respond to the throttle, and feeling a little more comfortable with the general handling, we open the twist-grip and the Mosquito is starting to feel like it's getting ready to go—then suddenly loses power and we feel the motor starting to tighten up. There's nothing you can do about a heat seizure on a direct driven cyclemotor, there's no clutch to pull in, and snapping back the throttle only suddenly shuts off the fuel and air supply so exacerbates the situation. All you can really do is ease the throttle back lightly to minimise the effect.

Seeing we have problems, our pacer overshoots, and continues down the road to turn around further on, meanwhile we pull up on the side, set the locking lever back to disengage the roller drive, and start walking the bike back to base. Our pacer pulls over on the way back and looks questioningly across the road, 'The engine nipped up, heat seizure'. It's only a short walk back to the workshops, less than 10 minutes, and while walking up the drive we wonder if it's freed off yet? So set the locking lever forward to engage the roller drive, decomp, pedal up the drive, the engine turns over, drop the decomp... and it starts right

away. We do a couple of turns up and down the drive, and it's already like nothing happened.

Our pacer reports clocking 24mph, and it never got up to full speed, so there was certainly more potential in the motor, but there's no point in trying again if it's just going to nip up again at 24mph.

The motor top-end needs checking out before more serious running.

Our ABB's 38-B engine exceeded the 23mph best of the last 38-B we tested in 2019, which we felt wasn't a capable performer at the time. Maybe another 38-B test might be required.

Further references suggest that the business continued into the 1960s, still listed from the original address as *Arturo e Pietro Bertocchi of Via San Vitale 55 Bologna*, and a 1960 advert showing bicycle accessories and pedal carts from the same address.

We haven't been able to trace any of these 'references', and the last dated reference we've managed to identify is the 1958 ABB sales leaflet, so IcenicAM would really appreciate if anyone may have any further ABB references.



Next: We try a top-of-the-range sports moped in original continental specification. This is 'The Flagship' ... but will the performance stand up to its promotional billing?

The Wall

by Mark Daniels

Sponsored by John Daborn,
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The name of Flandria can trace its history back to 1825, when Alexander Claeys, a blacksmith by trade, married into the Dombrecht family, who owned a blacksmith's shop at Zedelgem in Belgium. Alexander's dowry was the forge, where he set up his own business. His son Louis began making agricultural tools, and the first family bicycle was manufactured in 1896. Louis had seven children, and Aimé particularly was to become the driving force behind developing the family business, and together with his brothers and sisters, they chose *De West-Vlaamsche Leeuw* (The West-Flemish Lion) as the brand for their cycles. By 1910 the Claeys had sold 150 bicycles, which were becoming a favoured mode of transport for working men of the time.

After the First World War, four of the brothers: Alidor, Aimé, Remi, and Jerome, founded the *Werkhuizen Gebroeders Claeys* (Claeys Brothers Workshops Limited) in 1924, for the further production of bicycles and many other products, including stoves, children's tricycles, buggies, and invalid carriages. By 1927 the new company had already produced over 25,000 bicycles.

During World War II, Aimé decided to modernise the factory and its production techniques using new technologies, and in 1940 changed the brand name of the bicycles from *De West-Vlaamsche Leeuw* to *Flandria*.

Immediately after the war Aimé embarked on the speculative purchase of more modern machinery from America and England, and more new equipment was brought in every year to increase efficiency and output. The post-war market for bicycles was dramatically increasing, so a second factory was built in Zedelgem to keep up with the demand.

In 1949, Remi Claeys founded his own electrically welded steel tube manufacturing plant, which was established on vacant plots between the railway, the station, and the Kortemarkstraat in Lichtervelde. His son André developed the new project from concept, layout and construction of the works, and when production started at the end of August 1950, André took over the daily management producing tubes for the furniture industry (chairs), fabrication construction, and for water and gas pipes. By 1951 the company was selling more than 250,000 bicycles annually, from which motorised cycles were introduced using German 40cc Rex engines. The Rex was replaced by Flandria's own engine in 1952, then two-gear mopeds were added to the Flandria range in 1953; in the first year of production more than 25,000 were sold. At this time Flandria models weren't being sold in the Netherlands, but Flandria supplied engines to the A van Rossom Co in Dordrecht for fitting into their Avros brand mopeds (later renamed as Avaros).

In 1955, Aimé Claeys purchased an industrial site in Warneton to set up two new moped assembly lines, and even a midget car was presented at the Brussels Motor Show, but it was only a prototype that never went into production.

A French Flandria company was founded in 1956 by Aimé Claeys to manufacture and import bicycles, mopeds and lawnmowers.

While it appeared that there were no limits to the continuing expansion of the company, behind the scenes, all was not well, as sibling rivalry was beginning to surface. Aimé and Remi often disagreed, which eventually led to a bitter family feud that finally came to a head in 1956. *Werkhuizen Gebroeders Claeys* was dissolved, and the new factory in Zedelgem was split between the two brothers, with the gates bricked shut to divide the factory into two and, famously, a brick wall was built right down the middle of the factory!

So bitter was the feud that brand-new, unmoveable machines, costing millions of Belgian Francs, were reportedly cut in half, and the wall built straight through them, because neither brother would make any concession to the other.

Aimé kept the Flandria brand name, calling his new company A.Claeys-Flandria, whilst the factory in Lichtervelde remained in Remi's hands, and he named his half of the Zedelgem factory Remi Claeys-Superia. This only caused the quarrel to escalate further, since Superia was the name of the best selling Flandria moped at the time.

Moped production continued on both sides of the wall, and it was inevitable that the two brands Flandria and Superia were going to be very similar, as Remi often copied Flandria's models as he didn't share his older brother's engineering inspiration, and neither matched Aimé's sales success. Since Aimé refused to provide Flandria engines to his younger brother, Superia purchased proprietary engine units from Sachs, Victoria and Pluvier instead.

The Superia company established a further assembly site at Sluis in Zeeland-Flanders, where it also manufactured baby strollers, junior strollers and rolling toys, and Remi introduced his first extrusion press for the production of aluminum profiles.

Light motor cycles and scooters had been included in the Flandria range up to 1957, when the company decided to concentrate solely on mopeds, while on the other side of the semi-detached factory, Superia continued to offer a range of light motor cycles with 120, 125, 175, 200 and 250cc Jlo proprietary engines, though these motor cycles were neither produced nor assembled in-house. Before the business split, these same motor cycles had been sold under the Flandria brand, but the bikes were actually built and factored from the Gillet-Herstal factory in Wallonia, but it was Remi who took over the collaboration contract with Gillet for a few more years. The earlier Flandria and later Superia badges on the tank of these motor cycles was practically the only component that was different.

The dispute raged into 1958, when a Belgian moped magazine reported that the two brands 'were very similar', for which the editors received a letter, in which it was made clear that 'there were no similarities between Flandria and Superia'.

1959 would bring the most successful period for Aimé, which saw the formation of the Flandria professional cycling team; this would go on to become one of the most successful and influential cycle racing competition teams of all-time. Both companies continued from their adjacent factories, with both making bicycles, but it was Flandria that became the largest supplier of cycles and bicycle components in Western Europe, and began international sales of its mopeds, which would become exported to customers across the world during the 1960s and into the 70s. At its peak, production of bicycles topped 350,000 *per annum*.

In 1963, Remi Claeys Tubing started production of seam-welded tubes in aluminium, and further fabricated steel plate radiators, gas convectors, and boilers for central heating, while on the other side of the wall, Flandria continued to supply automatic, touring, and sports mopeds.

The Dutch Avaros brand ceased in 1965, and Aimé subsequently adopted the Caravelle, Kingline, Record, and Canberra Rally moped models for continuation in the Flandria range.

In 1968, Aimé Claeys's son-in-law, Germain Vandenbroucke (1925-2010), introduced a strategic diversification for French Flandria into the production of aluminium extrusion profiles by investment into their first 2,000-tonne aluminium press. Within a few years, two other presses, a precision mechanical workshop for the manufacture of dies, and a foundry were further added to complement the process.



Remi Claeys (1897-1974)

Aimé Claeys (1895-1972)

Flandria also established factories in France, Morocco and Portugal, and Flandria engines were manufactured under license at Figueres in Spain, and different moped models were built in all these countries.

Although the steady expansion of Flandria's cycle and moped business had been consistent over many years, its decline was contrastingly quite sudden. Though bicycle sales remained strong, home market moped sales began to fall off rapidly as new Belgian legislation making the wearing of helmets mandatory, while a recent law limiting mopeds to 40km/h (25mph) contributed to a further decline in their popularity.

Production of mopeds crashed from over 100,000 units in 1969, to barely half that number in 1973.

Remi Claeys's Superia company dropped its own-built motorised products in the early 1970s in favour of buying in Italian manufactured rolling chassis from Testi and Romeo, and fitting Minarelli engines.



Glass's Index lists Flandria 147 F, 147 AF, and 147 AF-A models first imported to the UK in May 1974, but our feature bike is an 047 AF-A model, which is clearly a 1975 British registered moped with telescopic forks, swing-arm twin-shock rear suspension, but doesn't



appear to have been listed in the UK according to Glass's, or perhaps they got their model numbers muddled up?

047 models have a separate fuel tank on the tubular main-frame down tube, whereas 147 models are differentiated by a pressed-steel main frame with integral tank.

047 F and 147 F models were versions with a rigid rear frame, while FA models had Anker-Laura engines in rear sprung frame.

The 'round crankcase' Flandria moped engine had appeared in 1966, and was introduced as a single-speed automatic with centrifugal pressure plate clutch, along with a four-speed hand-change version for sports models.

The Flandria isn't one of the whirling pulleys and flailing belts

mopeds, it has a compact unit engine with smart polished aluminium side casings, cast iron barrel 40mm bore × 39.7mm stroke for 49.9cc and a 7.8:1 compression aluminium cylinder head (no power rating is given by the manufacturer). The A33-204 Encarwi 12mm carb doesn't fix to the cylinder however, but bolts onto the crankcase behind it, since the engine is equipped with rotary-valve induction—which is rather neat! At a casual glance the Flandria might easily be mistaken for a period Moby since the styling is fairly similar, but look again, and subtle differences are revealed. Tyres are sized 2.25 × 16, and measuring just 65 inches from nose-to-tail, giving a short 41½-inch wheelbase, the AF-A is a 'compact' machine, and may not readily accommodate tall or larger sized riders. There's a nice chrome torpedo silencer on the Flandria, but the sheet steel side-panels look crudely formed, with flat tops, which it may be surprising to discover have a functional intention! It became popular practice on the continent to ride mopeds 'scooter style' with feet off the pedals, resting inboard on the frame instead. Many riders may have noticed trims on their own typically European commuter-peds, and several makers employed the feature: Batavus, Garelli, Mobyette, Piaggio, and even some European-assembled Honda mopeds. Maybe not a riding practice adopted in Britain, but it is out there! Our 047 doesn't have foot trims on the top of its panels, though the 147 did (which had the same side panels), so perhaps the untrimmed 047 panels may suggest it was the budget model?

Now you come to the greatest puzzle, how to actually start it? If you pedal away, it simply pedals like a bicycle. There's no trigger on either of the lever brackets to lock the clutch, and push the bike along and it just freewheels. No levers, no switches, nothing—totally baffling! Until you go to back pedal—and only then the engine turns over! The intention with the Flandria is to use either pedal as if it's a kick starter, alternatively pedal it up the road then back-pedal as you continue to coast, when the engine starts and takes over. Certainly a novelty!

It's also noticeable that there's no choke trigger, nor any choke control at the carb, and that's not because there's an automatic choke either ... there simply isn't one, but if you take out the air-slide you'll see that when the throttle is closed it reveals ports that draw air through the slide, which lifts extra fuel up through the main jet.

This seems to work pretty well in summer, but we do wonder about winter?

There's also no throttle stop screw to the carb, so the idle speed can only be tuned by the throttle cable adjusters. This isn't a particularly reliable method to set tickover, as turning the handlebars will often change the revs, and a steady low tickover is preferable on the auto Flandria since the clutch can readily engage if the revs increase.

The automatic clutch is unusual in being a centrifugally operated pressure plate (Dutch Anker-Laura motors also used this system) that engages quite readily at low revs, so the engine has to labour up to speed, though it is somewhat helped by the rotary valve induction, which improves torque at low revs, and can be rider-assisted by the high geared pedal ratio if required. The clutch operation can come as something of an unexpected trick when you shut down the throttle, since in the same way as the clutch readily engages when pulling away, it just as instantly disengages the motor off load, and you suddenly find yourself freewheeling along in neutral with no engine braking! It's quite a surprise to experience if you're not expecting it, and it's a good job the brakes are so effective. They prove to deliver good firm stopping.

We never expected the fifty year old VDO 60mph speedometer set to give accurate results, so the road test was paced and, while the maximum indicated reading was fixed at 30mph, our



pacer reported the bike generally running along at 31mph and, a couple of times, topping out at a best of 33mph—at one point along the flat while catching a tailwind and again on a long light downhill run.

Helped by the rotary valve, the Flandria gives a strong account of itself against headwinds and uphill, which greatly helps to maintain a good average performance, despite the limited top speed.

Though all the baffles seem to be present, the throbbing exhaust note becomes quite 'noticeable' at times because the silencer isn't so effective when the engine is on-throttle. We guess that's just how they were in the 1970s.

Driven from a Bosch mag-set, the headlamp is a 100mm Vetta, and the lights switch beam-off-dip-horn-cutout, and everything works.

The Flandria is a capable all-rounder and, once you've acclimatised to its somewhat unusual features, they'll still continue to be a point of interest in discussions with your riding colleagues.

The rounded engine mag and clutch cases changed to new angular castings around 1975.



Flandria products were only briefly seen in the UK, until imports ceased in April 1976.

Superia moped assembly came to an end, and Remi Claeys's steel tube manufacturing came to an end in 1978. However the tube plant remained in production with its complete focus now on aluminium products.

The continuing Flandria sales decline continued against its steadily losing battle against increasing imports of Japanese mopeds and motor cycles that were beginning to flood the market. Sales of Flandria bicycles also began to slip back, and by 1979 production had dwindled to just 32,000 p/a.

A.Claeys-Flandria sales were now failing to maintain a profit and, in May 1981, the company declared bankruptcy. Now some years following the passing of both Claeys brothers, and maybe ironically, Remi Claeys's Superia Company, which hadn't produced bicycles for years, purchased the A.Claeys Flandria brand from receivership!

Following the quarter-of-a-century unresolved feud, the dividing wall in the factory was finally taken down, and bicycles would now be produced under the reconnected Superia-Flandria brand.

The high times had however passed, and the brand could never return to its former glories ... in 1986 the production of Superia-Flandria bicycles ended, and the famous Belgian Flandria brand sadly disappeared from the marketplace. Many cycling legends had raced in the red and white colours of Flandria, the most famous being double World Champion Freddy Maertens, who holds the record for the most professional victories in a single season. Maertens recorded 54 victories in 1976, equalling the previous record set by Eddy Merckx 5 years earlier.

Flandria's lawn mower department was also absorbed by Superia, who continued to sell mowers under Flandria branding until 1989, when the lawn mower and radiator departments (still located in Zedelgem), were taken over by the Swedish Stiga Company, who merged it into Global Garden Products. Stiga divested the radiator department on to Dutch entrepreneur Fons Walder in 1991, who kept the name of Superia Radiators till the business was sold on to the American Masco Company in 1999.

Stiga closed down all production activities at Zedelgem in 2003, and in this same year SAPA acquired Remi Claeys Aluminium.

In 2002 the Flandria cycle trademark was bought by Englishman, Adam Longworth, as a passionate racing cyclist on a self appointed mission to restore the Flandria name and return the brand to cycle sport using the



latest modern materials and processes, from which Flandria cycles became re-launched in the UK in 2004.

Consultations with Freddy Maertens in 2008 toward development of a second generation of Flandria bikes resulted in a new range of Belgian-designed Flandria frames in 2010 being unveiled in Belgium. Paul Claeys, Aimé's son, and former boss of Flandria, inspected the new Flandria range and gave his enthusiastic approval, reporting he was pleased to see the Flandria name back on bicycles.

In 2013, a joint venture between SAPA & Hydro aluminium companies was announced, and the business trading name changed to Hydro Precision Tubing Lichtervelde NV in 2018.

In August 2021, Aurelius Equity Opportunities acquired Hydro Precision Tubing Lichtervelde, and the company name was returned to Remi Claeys Aluminium NV.

Since 2000, the French Flandria company had continued to develop under the presidency of Paul and Ignace Vandembroucke, by adding new capabilities and activities such as the

machining of aluminium profiles to its extrusion and recycling of aluminium profiles, and latterly directed by Jean-Marie Chuffart and Sabine and Julie Vandembroucke.

As of Monday 28th August 2023 it was notified that Exlabesa has taken over the Flandria group.



Next: Our next article has been 'maturing like a fine wine' in the road test archives since 2017, and we figure it should be just about ripe for publication around about now. The first of these models appeared in 1953, and continued through various evolutions until the last versions were finished in October 1964, not because they wanted to stop building them, but because they ran out of engines after Villiers discontinued making the motors.

This isn't the first model, but it's also not the last. So it's a 'Muddled Model in the Middle' — but there were a great many ... so which one?)

In the Post

by Mark Daniels

Sponsored by Paul Einon – thanks for the donation.

When British inventors William Cooke and Charles Wheatstone devised the electric telegraph system in the 1830s, it represented a major breakthrough in communications and came to be more commonly known as the Telegram in the 1850s.

It was particularly notable that the telegraph pre-dated the introduction of the 'Uniform Penny Post' on 10th January 1840 and, from the on 6th May, the sender could affix the first adhesive 'Penny Black' postage stamp as proof that postage had been paid.

During the 1930s the General Post Office in Leeds introduced BSA B33-1 250cc motor cycles; 17-year-old boys were allowed to volunteer for rider and telegram training. Following the success of these, the GPO expanded motor cycle telegram deliveries across the country. This decade was acknowledged



1946 GPO BSA

as the heyday of the service, delivering over 65-million telegrams each year—but also reportedly running at a £1M per annum loss.

Towards the mid 1960s, telegram volumes had dropped to around 10 million annually, as steady uptake of the telephone and use of telex was increasingly leaving too many General Post Office staff in too many places delivering an ever decreasing number of telegrams. Changes in driving licence regulations and the need to recruit more young postmen direct from school further led to the brief introduction of BSA Dandy 70cc scooters in 1962, which turned out to be the Dandy's final year.



Telegram BSA Bantams

Six Raleigh RM5 Supermatic mopeds were subsequently purchased for suitability trials, and introduced for assessment on postal work use in 1962. These tests were judged as being quite successful in flat rural areas where relatively small mileages were involved, and further batches of Raleigh RM5 mopeds were ordered in 1963 and 1966. Their use was reportedly mainly for telegram delivery, but

attempts were also being made to motorise rural letter delivery walks, where other kinds of motor transport had not previously been justified.

Another 50 Raleigh Supermatics were purchased in 1967 for rural postal and urban telegram delivery, though at £148 each were regarded as expensive, compared to £233 for a small postal van. This quantity of 50 mopeds had been overestimated for requirements, and the 'excess' was subsequently allocated to telegraph work instead.



Raleigh de-listed the RM5 Supermatic model in September 1969, at which point the more basic model Raleigh RM8 Runabout moped was purchased instead, while an additional trial of Honda mopeds was also taking place (which presumably would have been OHC model PC50's).

The end of the decade saw the end of the General Post Office, when on the 1st October 1969 the government GPO department ceased to exist. It was replaced by the nationalised corporation, now simply called the Post Office. When the Post Office was formed in 1969 there were 1,500 vehicles allocated to telegram deliveries, though not all of these were motor cycles.

As far as vehicles were concerned, a major difference now was that all vehicles had to be individually licensed, and this work was devolved to local managers or head postmasters. The effect was that vehicles would no longer carry London registrations or be allocated to the national service in big batches of one type.

This had an immediate effect on the last batch of 120 BSA Bantams, as the machines ordered by the GPO were expected just before to the change. When BSA delivered this batch of Bantams in November 1969, they were among the first Post Office vehicles to carry local registrations.

When the Mopedland workshops bought the Derek Scott collection, there was a Raleigh RM8 Runabout chassis that came along with it, which it would be somewhat generous to call a bike, because there was only a frame fitted with a pair of telescopic forks, a front wheel and front mudguard, and a fuel tank, but that was pretty much it. It turned out there was an old buff log-book with it which correctly related to the frame serial number, so the original registration number would be recoverable. It was decided that it might be worth building the rest up from parts as there were plenty of suitable components in the stores.

Since there was no sign of the original engine, another motor was built from stock components.

The frame was red, but what did seem a little odd was that the old buff log-book also indicated its colour as red—but we didn't know of any RM8s ever being made in that as a factory colour?

As the cycle components were being assembled it was noticed there were two sticker numbers on the top of the front mudguard, 25. They hadn't been noticed earlier because although they were originally white, they'd been overpainted in red, but they confirmed the suspicions that this was an ex-Post Office machine, since the Post Office marked the tyre pressures on all its motor cycle mudguards.

RM8 040768 was registered HBP 897H by West Sussex CC in April 1970, which is most surprising since Raleigh had posted discontinuance of the RM8 model in September 1969 ... and at the same time as the RM5 Supermatic model which the P.O. didn't buy because Raleigh had discontinued it? Puzzled as to how this adds up, we looked at the few known P.O. RM8 frame numbers that IcenICAM has managed to record, to see how this fits in with the numerical series.

Was this a special post-production batch of RM8s for the Post Office?

Might this represent the last frame numbers in the RM8 series?

040252 is the highest RM6 on the register before we get to three Post Office RM8s: 040346, 040598, and 040768, then our next recorded RM6 is 041023—so that looks like a batch of 500 RM8s. Then there's one more later Post Office RM8: 043286, which must be a second batch, as our records of RM6 frame serials nearest on either side are 043057 & 043392 so clearly represents a much smaller batch of around 250 RM8s.

No question that the Post Office RM8s were the last of these models built, in what appears to have been two special post-production batches.

The later engine with its 'split-fin' cylinder has a larger exhaust port of 20×9mm and a higher compression cylinder head giving a ratio of 7½:1. With its Gurtner AR10mm carburettor this gives a power rating of 1.7bhp @ 4,500rpm.

The starting process begins by turning on the fuel tap, which is sited at bottom right of the large capacity 1¾ gallon tank but, because of the depth of the tank at the front, the tap is located low down and needs some reaching down to pull out the plunger of the Ewatts tap.

Revisiting our on-the-stand starting technique, twist forward to decompress using the Amal twist grip, thumb the choke trigger on the left bar, kick with a pedal to spin the motor, then snatch back the throttle, and the motor fires up on the second attempt. To maintain running



after cold starting requires the usual occasional tweaking of the choke trigger till the engine runs clean after 20-30 seconds, then we're ready to go.

The RM8 wasn't normally equipped with a speedometer, it came as an optional extra, which was an extra the Post Office seemingly didn't opt for, so we're tracked by our pacer taking readings on the test run.

The higher compression ratio helps with a better

take-off using engine power alone and, although acceleration is also noticeably improved over the early 1.4bhp Runabout models, a little boost on the pedals still assists from a standing start. Due to the single drive ratio, once the automatic clutch bites at low speed, the initial phase feels quite laboured up to around 18mph, when the revs start to pick up, and the bike proves more flexible for general use in the 20mph range.

Happiest cruising speeds are found up to 27mph, above which things start getting a bit buzzy, and obtrusive vibrations begin to creep in through the saddle and pedals. Best on flat paced at 29, with 31 downhill, and it delivered a surprisingly strong uphill performance by cresting the rise at no less than 27mph!

The 80mm hub brakes worked very well at both ends.

Another feature of the RM8 was its headlamp, but which headlamp?

The original lamp fitted to early RM8 models was the Lucas MCH64, and the headlamp shell still stamped with P, O, M, and D switch positions, representing Off, Main and Dip functions, and the obsolete Park position in a throwback to the days of the old dry-cell battery assisted lighting sets on the preceding RM1 and RM2 models, from which the system was inherited. Raleigh was just using up old leftover stock.

Next was the first style of Wipac 5-inch diameter headlamp. This second original lamp for the RM8 is quite unusual in having an integral glass rim as part of the lens; other than a few period spotlights, it's hard to recall many other lamps constructed like this. Behind the lens, the 4-inch diameter reflector should theoretically make better use of the generated light, but turning the Wipac switch on top of the headlamp either side to H & L, sometimes found there wasn't much beam to report in either high or low positions—just a dim glow.

The third version was basically the same Wipac 5-inch headlamp, but now with a chrome plated steel rim and conventional glass lens replacing the preceding integral glass rim, and fitted to the same shell. This is the headlamp type our RM8 has.

Oh, what's the light like? Same as usual,



generally dull and yellow, because all three versions have the same 6V × 15/15W beam/dip bulb.

A special reinforcing plate is brazed into position around the headstock, and appears intended to stiffen and support the frame—we don't think that we've seen this feature on any other Runabouts, so presume it might be a special addition fitted on demand of the Post Office. The shape of the formed plate certainly suggests a manufactured component rather than a home made addition. Also the PO RM8 frame is uniquely fitted with a different bracket to take a sprung pedal chain tensioner (like the RM5), where all other Runabout frames, including the RM11 and RM12, were fitted with fixed arm pedal chain tensioners.

The Post Office continued to experiment with other different moped manufacturers, with batches of 25 mopeds each from Honda, Garelli, Motobécane Mobylette and Steyr-Puch, all tested in 1970–71 as possible alternatives to the discontinued Raleigh RM8 Runabout.

BSA Bantams were, however, still in favour, with 100 being delivered in 1970 and the final batch of 400 arriving in 1970–71 before production ceased. The last machine delivered carried frame number BEO 07500. Many of this last batch of Bantams were put into store, and subsequently used to replace life-expired earlier examples after 1972, so that the last of these machines finally entered Post Office service in early 1974. Thus ended the 24-year marriage of the BSA Bantam with the GPO/PO. The total number of Bantams purchased by the Post Office was around 5,369.

However the PO did return to BSA in 1972 for one solitary purchase of an Ariel-3 moped for trial—which didn't work out too well!

The Post Office subsequently chose Steyr-Puch as its standard moped supplier for the 1970s, purchasing 25 Puch Maxis in 1971, before settling on larger batches of Puch MV50D two-speed models from 1972 to 1979, adding up to 2,862 machines for postal and telegram delivery work.

The Post Office split with British Telecom, at which the telegram stayed with BT, so became a loss-making problem for another company.

Norton-Villiers-Triumph began introducing a new range of NVT Easy Rider ER1 and ER2 mopeds from March 1976, and the Post Office purchased two batches of 35 NVT Easy Rider mopeds for postal works.

In 1978 the Post Office introduced Express Post as a new premium service, which in most towns and cities used small vans for the delivery, however in the cities of Bristol and Oxford, four Honda CD175s were used for deliveries and became the first motor cycles (as opposed to mopeds), purchased by the Post Office since the last of the BSA Bantams in 1972.



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

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When NVT changed to BSA branding after April 1979, the Post Office bought another batch of 35 BSA ER1 Mopeds as well as trying a batch of 35 Tomos 49cc mopeds, followed by 30 Honda NC50 2-speed Express mopeds being commissioned into service.

The telegram service seemed to be approaching its final days by the end of the 1970s, by when the telephone and telex systems had rendered it practically obsolete. By 1981 the ever-falling volume of telegram deliveries had now reduced the number of allocated vehicles engaged on the telegram service to just 400 nationwide.

Remarkably it wasn't until 1st October 1982 that BT announced that the Telegram was to cease, though it actually continued for some while longer as the British Telecom Telemesssage service, an overnight system for messages dictated over the phone or sent by telex, which were printed, and delivered next day by post.

Further Honda orders for City Express models were placed in the years 1987 to 2001, with 45 delivered annually.

In 1991 a new computerised telegram system (EMHS) was installed.

1994–99 saw the introduction of LoveGram, WeddingGram, BabyGram, & SantaGram.

In 2001 On-Line ordering was launched.

In 2002, orders for new delivery mopeds were cut to five machines ... then just a single bike for 2003.

In 2003, TelegramsOnline took over the telegram service from BT.

In January 2005, two Honda Dylan SES 125cc motor cycles were purchased by Royal Mail for delivery in Central London on Sameday deliveries.

Royal Mail reportedly subsequently purchased more Honda 125cc motor cycles, and further took delivery of a 'large order' of Peugeot Ludix scooters.



Next: Looking back a bit, we produced a couple of articles called Fifty Quid (Jan 2016), and Fifty Quid-2 (Sept 2016), which presented features on a total of eight 'bargain' vehicles which were all bought for under £50, but we've not produced any more under this theme since.

Why is this? Has it become impossible to buy anything for under £50 due to moped price increases? Have such bargains just dried up?

Just to disprove these theories, we bring you 'Freebies' ... yes, they really came for free, but they might cost more to fix up than they're going to be worth...