News

This issue

We've an extra article for you this time: Chris Skripek tells us about his experience of endurance racing with a Honda C50.

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 July.

Although we've often 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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Information Library

There are new items to report this time: on Accles & Pollock, Anker, Batavus, Caminade, Cyclo, Hicking, Heldun, Mandille et Roux, Norman, Richmond, & Simplex–Evian. Also, there's a rather important document about Raleigh—but we'll tell you more about that in the next issue.. 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.
16th April	EACC 17th Radar Run and Mopedjumble , Bromeswell Village Hall Meet from 9:30am. 01394-671222
5th May	Moto Rétro Genk. Moped & motor cycle jumble at Geleenlaan 29, 3600 Genk, Belgium from 09:00.
5th May	52nd Ipswich to Felixstowe Road Run, 11:30am departure from Christchurch Park, Ipswich.
5th May	VMCC Cyclemotor Section Nasty Run from the Rising Sun, Halls Green, SG4 7DR 07950-903794.
19th May	Norman Club Norman Day at Club HQ: Willesborough Windmill, Ashford, Kent. From 10:00 to 14:00.
2nd June	The VMCC Cyclemotor Section will be at Stony Stratford Classic Car & Bike Show.
7th to 9th June	EACC Northern Camping Weekend at Hooton Lodge Farm near Rotherham. John Bann: 01709 961434
9th June	VMCC Gutless Wonders Run at Bottisham Airfield, CB25 9BU. martynblunt@hotmail.co.uk
9th June	VMCC Cyclemotor Section Postcombe Run at 10:30am from *England's Rose*, OX9 7DP 01494-672459.
23rd June	Nedging Vintage Fête at Nedging Hallwith moped display. Phylis Gooderham, 01449 740271
23rd June	EACC Reservoir Dogs Moped Run from Frank's Corner Café, CO3 8ND. reservoir.dogs@cloudbase.biz
23rd June	VMCC Cyclemotor Section Bikes in Beds Run from *Dukes*, NN14 4HE. 01933-419800 or 07805-247033.
30th June	EACC Teenage Tantrum Run from Parham Airfield Museum. Gather from 09:00, ride at 11:00.
7th July	EACC 21st Peninsularis Run from Suffolk Aviation Heritage Museum. 01473-716817.
10th July (Wed)	VMCC Cyclemotor Section Box Hill Run from the *Surrey Oaks* in Newdigate. Meet at 10:00 for a 10:30 start.

Free Trade

Adverts in the *Iceni CAM Magazine* are free! Iincluding 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. **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. 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. **New** 3-way switch beam/dip or off/on + horn £9. 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. 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. **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. Wipac S446 pattern single-contact rear lamp £14. 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

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

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Mr Slasher's' Bicycle. Condor Barachi, 531DB lugless frame, number V10969. Cinelli bars, Campag hubs, Fiamme sprint rims, Campag Nuovo Record derailler, Williams AB77 chainset. As raced by Derek Keen of Lea Valley RC. Nameplate on top tube is hallmarked silver (Derek was a silversmith). A genuine 1970s' TT bike unmolested by 'restoration'. £200. (Money will be shared between Ipswich Transport Museum and The Green Bike Project. Please e-mail for more pictures. 1951superlux@gmail.com.

Moped/autocycle HD drive chain 1/2×3/16eq £10 boxed length. Spare connecting links for 3/16 £1.50 & 1/8 chains 80p. 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:** AV89/RM5 M36×1mm × 20T Special freewheel £23. **New**: Imperial 7/16"×26tpi cycle thread 'plain'fixed cones £7 / 'adjustable' cones £8. Sachs clutch plates, cork insert or bonded types £8 each. 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. 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 15×5mm £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×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 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. 17×2.00/2.25 Takasago Westrick pattern 1.2×36-H Moby M40 chrome rims £24 each. 17×2.25/2.50 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) £50 tubes £4. 20×2×1⅜ trade bike small front tyre £6. 2.50×21 Golden-Boy universal pattern block tread to fit 2F autocycles, etc £50/tubes £7.50. 19×2 Continental blackwall £45. 19×2 Mitas 'Economy' blackwall £25. 19×2.25 Heidenau blackwall £60. 19×2.25 Continental blackwall £40. 18×2.25 Mitas (Moby AV89/Raleigh RM5) blackwall £32, 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.) £20 / tubes £6. 8×3.00 Vee (Honda Stream) £18. Fibreglass moulded panels Raleigh RM1/RM2 sidepanels £24 each. RM4 sidepanels LH & RH £22 each, RM4 toolboxes LH & RH £18 each, 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" £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 £15 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" long £12 / ⅞"Ø Imperial handlebar stem 7"L £8. Handlebars 'North Road' & 'All-Rounder' patterns £10. Chrome blade-end decomp lever £15. Chrome ball-end decomp lever £13. Magura decomp lever £10. 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 chrome exhaust pipes for oval silencer £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
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Skyteam ST125-8. Monkeybike. 2020 Model. V5C. 450 miles. Good condition, recently dealer serviced, runs well, easy starter. MoT to end of March 2025. £1,400.00.
Tel: 01526-580376, Roger, Lincolnshire.

Andy Est 1972 Tiernan


1954 Power Pak Standard 49cc £950


1940 New Hudson Autocycle 98cc £1,250


1946 Francis Barnett Powerbike 98cc £1,950


1951 British Salmson Cyclaid 31cc £1,000


1979 Garelli Katia 49cc £600

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

Wanted: Seat for Honda Express, 1978 model. 07885-421925.

Two 531 bicycle frames.
F H Grubb, 23"; Viking, 23", number M1230. £20 each, or £35 for the pair. Please e-mail 1951superlux@gmail.com.

For Sale: 1950 James Comet, Villiers Mark 1F engine. I bought it last autumn as an unfinished restoration, now complete and ready to move on. Much work done by previous owner, many new parts fitted. Starts and runs well, everything works. V5C (Historic Vehicle) in my name. £1,625. Would consider part exchange plus cash for 1960/70 moped in need of restoration, unfinished project, non runner, etc. For more info, contact Garth on: 01508-499794 (S Norfolk).
E-mail: growler.jeffery@gmail.com.

Rollerdrive – Machined New Cyclemotor Drive Rollers and Special Extractors
Itom extractor for original composite roller M24×1.5—£15.
Itom Tourist all steel drive roller—£65.
Lohmann hard rubber drive rollers—£25.
Bosch 100mm mag flywheel puller NVT etc.M22×1.5—£18.
Bosch 115mm mag flywheel puller for both alloy & steel types M26×1.5—£15.
CEV/Dansi/Kerry mag flywheel puller for 2 & 3 window flywheels M19×1—£15.
Ducati Cucciolo mag flywheel puller M22× 1—£18.
Honda P50/PC50 single-end mag flywheel puller M24×1- £12.
Honda P50/PC50/C50,70,90 dual-end mag flywheel puller M24×1RH / M27×1LH—£14.
Lavalette/Paloma/Hercules Corvette mag flywheel puller M22×1- £18.
Manhurin Hobby mag flywheel puller M24×1.5—£15.
Miller Type FW17 mag flywheel puller Phillips/Her-cu-motor etc.13/16 × 26tpi—£16.
Mobylette/Raleigh clutch drum extractor M24×1—£12.
Mobylette/Raleigh points cam extractor M26×1—£15.
Moto-Guzzi Stornello 125 flywheel extractor M22×1—£18.
Peugeot all models mag flywheel puller M20×1—£15.
Raleigh RM1/RM2 Lucas mag flywheel puller M22×1.5—£18.
Sachs clutch centre extractor M27×1.25—£15.
Simson SR2 Optima & S51 mag puller M27×1.25—£15.
Villiers 3K mag flywheel puller 7/8×14-tpi UNF—£15.
Scott Cyc-auto Wipac S1233 mag flywheel puller—£20.
Wipac Bantamag & Series 90 (un-ported 2BA/3BA) 3-hole mag flywheel puller—£20.
Wipac Series 90 & Miller BS9 (ported 2BA) 4-hole mag flywheel puller—£20
Wipac Series 90 (ported 2BA) 4-hole mag puller—£15
Tel. 01473-659607
E-mail: mark.daniels975@btinternet.com
Website: www.mopedland.co.uk

Honda Melody 2 factory manual still in original wrapper.
Honda Melody NS 50 owners workshop manual—Haynes.
Honda C50, C70, C90 owner's workshop manual—Haynes, there are two, one unused still in wrapper.
Pitmans Quickly Manual still with dust cover.
Raleigh Automatic Model RM4/5 factory riding and maintenance book.
Cream buff bike jacket, clean, hardly used, may offer my quality helmet free of charge.
I don't want much—take the lot and collect from Southend.
Please e-mail garycvw@hotmail.co.uk

1979 Honda NC50 Express moped, tax and MoT exempt with V5c in my name. Fast little moped: original restricted cylinder, piston, and head replaced. Runs on pre-mix, starts easily and runs well. Tyres, brakes, lights, and battery all good. Done lots of EACC club runs and always very reliable being a Honda. Fitted with a better carburettor and a better Honda seat than the original type. For sale at £950, cash on collection only. Please text if interested to 07340-000486.

VéloSoleX Spares:
Complete electronic ignition with flywheel, ex Solex Nederland. Working well, fit and forget—£75.
Chebco, France, aluminium crankcase, need new bearing and shim—£25.
End plate—£12.
All prices include UK postage.
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MOPEDBUG

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.

Suppliers of Yamaha FS1E, Puch Maxi , Vespa Ciao/Bravo, and Tomos Spares
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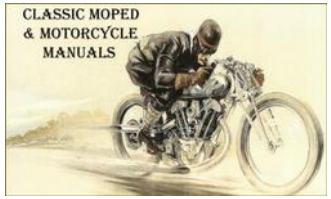

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The Flagship

by Mark Daniels

Sponsored by Peter Smart, New Zealand.

From cyclemotor frames fitted with Mosquito engines in 1950, the Batavus Company progressed through Bilonet step-through-frame commuter mopeds with Jlo engines in 1953 to its first sports moped as the Bilonet G50 Sport in 1957, from which it began a period of producing lots of sports mopeds, at a time when such models were particularly popular.

Subsequent sports model names include Super-Sport, Conforte, Combi-Sport, Whippet, Husky, and Tramp, up to 1968. While the current production sports models looked very smart with partially chrome plated tank panels, their two-speed and three-speed hand-changed gears were beginning to be a little dated. Batavus had also been fitting Jlo engines since the early 1950s, but this manufacturer stopped supplying moped motors in 1968, and Batavus had to discontinue existing models once it ran out of motor blocks to fit each respective type, having to start producing a completely new range of commuter machines using Anker–Laura and Sachs engines.

Magneet was another Dutch moped manufacturer, also starting from similar cyclemotor origins in 1951, through step-through-frame mopeds, sports mopeds, and introducing some smart new sports moped models in 1968 as their Magneet Thunderbird 20 (Sachs fan-cooled) & E8 (Sachs air-cooled) models.

Batavus took over the Magneet factory in 1969 and, with it, adopted the Thunderbird sports models, which were re-launched under the Batavus brand as the TS49, initially with Sachs air-cooled two-speed and three-speed gears, then later with a four-speed foot-change Sachs engine; and the TS50 with a fan-cooled Tomos 4L engine.

By this time the moped market had changed dramatically, with an enormous rise in basic commuter mopeds compared to falling demand for sports style models, so Batavus brochures of the 1970s devoted most of their content to the shopping or 'lady's' mopeds, while the TS models were relegated to the back pages (where only the letter S suggested it might be thought of as a sport model). The accompanying description emphasised the 'motor cycle' qualities of construction, sturdy brakes and the spacious pillion seat. (Batavus also supplied its 'heavy mopeds' to the German market as 50cc *Motorräder* (motor cycles).

In 1974 the TS models had disappeared from the Batavus brochure, to be replaced by the Mk2, Mk4, and Mk4S as the flagships of the new fleet. The Mk2 had a hand-change two-speed Sachs engine, with a large headlamp shell containing the speedometer. The Mk4 was a similar version to the Mk2 with same headlamp containing the speedo, but fitted with a four-speed foot-change Sachs engine. The Mk4S also used the foot-change four-speed Sachs engine, but carried a plain headlamp shell with a separate speedo and a 6V AC electronic rev-counter fitted on a bracket above the headlamp, and also available with an optional indicator set.

In 1976 this trio was still available, and the Mk4S gained two more bolt-on tubes from the steering head to the bottom of the engine, so giving the (fake) appearance of a double cradle frame. The colour schemes had also changed over the years.

Our Batavus is a Dutch market model Mk4S with separate headlamp, speedo and rev-counter assembly, dated 1976, but produced before they added the cosmetic bolt-on frame tubes. It came with the remains of the indicator set, and complete with the yellow front mudguard plate, confirming it was built to the 50km/h spec, and fitted with a 12mm Bing 1/12/228 carb, 13T front sprocket & 30T rear sprocket.

Mopeds (*Bromfiets*) in the Netherlands were included under specific vehicle regulations, and Dutch mopeds at this time were not registered as such, only being marked by rear plates for insurance. A Dutch moped having a maximum construction speed of 45–50km/h (28–

31mph), was identified by a yellow plate on the front mudguard and, in 1975, it became mandatory to wear a helmet on these mopeds.

There were objections to the helmet law, particularly in rural areas where women still wore the traditional Dutch headdress, so a new *Snorfiets* category of moped (identified by an orange plate on the front mudguard) was introduced. This was a performance-limited class of moped restricted to 25–30km/h (16–19mph), for which wearing a crash helmet was optional, not mandatory requirement. The term '*Snorfiets*' is a euphemism meaning 'purring bicycle', though machines are sometimes referred to as '*Mustache*' in the Netherlands, since '*Snor*' also translates to moustache in English. The maximum speed that a *Mustache* or *Snorfiets* moped may reach is 5km/h above the construction speed. Therefore, a *bromfiets* may run up to a maximum of 50km/h, and a *snorfiets* to 30km/h, but the rider would be obliged to keep to the specified maximum speeds of 45 and 25km/h respectively.

There were so many specifications for the 50/4 Sachs motors that it can be difficult to identify the actual ratings to respective bike/engine models. For example:

- 50/4LKH rated 4.3bhp @ 7.200rpm
- 50/4LKS rated 1bhp @ 3,500rpm with 9.2mm Bing 1/8.5/14
- 50/4LF NL (Dutch market) rated 1.8bhp @ 4.200rpm
- 50/4MLFA NL (Dutch market) rated 1.8bhp @ 4.200rpm with 12mm Bing 1/12/168 (60 main jet)
- 50/4MLFB rated 2.6bhp @ 5,000rpm with 12mm Bing 1/12/168 (60 main jet)
- 50/4MLKAX rated 2.8bhp @ 5,800rpm with Bing 1/12/167 (64 main jet).
- 50/4 DFX rated 3bhp @ 6,000rpm with Bing 1/18/34 carb (UK market Mk4S sold Aug 1974 – Jul 1977).

Maybe this gives some impression of the complication involved here.

The large fuel tank capacity is given as 11 litres (2.4 gallons), and thhe weight quoted at 7.6kg (160lb).

While the bike is very stable on the stand (with the front wheel showing about an inch clearance), it requires a surprising amount of lifting to get the bike off the stand. At least having a firmly fitted rear carrier helps by givin something to hold the back of the bike with.

The petrol tap is located at the bottom left of the tank with the lever indicating C for close (pointing back), down for on, and R for reserve (pointing forward). There's a flood button on the carb float chamber top, and a choke shutter operating rod sticking out through the air slide top, which will obviously lift off in the normal manner when the throttle is opened.

The motor, however, doesn't seem to need any enrichments, since you just raise either side of the dangly pedal set, pull in the decompressor lever under the left-hand bar set, press down on the pedal to get the motor spinning, release the decompressor lever, and the motor starts first time. Easy!

We warm the motor for a few minutes while we wait for our pacer; the VDO Speedo magnetic speedo is marked up to 100km/h, so we want to check that against our pacer's mph readings. The clutch feels light enough in action, though the long motor cycle type lever probably helps. The left-hand gear lever shift pattern is one-down & three-up, though first gear seems a bit hard to locate from neutral. When first is engaged the gear runs out of ratio by 15km/h (10mph), so it's no issue to just pull off in second. The motor pulls capably enough as you work up through the gears, but doesn't pull as hard as you'd expect as the revs increase. The electronic 6V AC rev-counter is marked up to 10,000rpm, but there's not much above 4,000rpm available in the lower gears and it pulls less than that in top gear giving a best on flat speedo indication of 50–51km/h (paced at 30mph), and in light downhill sections best indication 53–54km/h (paced at 31–32mph). Maximum revs at these speeds in fourth were around 3,750rpm, so the motor obviously had plenty more unreleased potential in it—but not with its restrictive Dutch market 12mm carb.

One good thing about these performance restricted models: at least you know they're never going to be thrashed to death.

The 2.50 × 17 tyres feel well planted on the road, while the cast alloy and fully machined 105mm Leleu brake hubs look a good quality finish, and prove effective stoppers.

The Mk4S is a solidly constructed moped with the physical proportions of a light

motor cycle, so a very capable mount for larger and taller riders. The suspension rides well at both ends, and the sound frame construction far out-handles the restricted performance of this Dutch market model.

The headlight was bright, and the tail lamp unit included a brake light powered from a separate boost coil, so the lights don't go out when the rear brake pedal is pressed.

The exhaust tone was remarkably quiet, though it has a new pattern chrome silencer … we don't expect the original would have been so effectively baffled.

Without the performance limitations required for the Dutch home market, the UK market Mk4S version was fitted with a Bing 1/18/34 18mm carburettor and quoted at 3bhp @ 6,000rpm for 46mph, equipped with the fitted indicator set as standard, and sold from August 1974 (£275) to July 1977 (£335).

In comparison, the Yamaha FS1-E was priced at £280 in April 1977, and quoted at 4.8bhp @ 7,000rpm for 48mph, so the Mk4S cost 20% more.

Since 1974, when the Mk4 was launched at ƒ1,506 (Dutch Guilders), inflation had increased the price up to ƒ1,798 by 1978, by which time the Mk2 and Mk4S had already been discontinued.

Batavus was also selling its mopeds in Belgium, Luxembourg, and on to German mail order companies, which were offered there as Starflite Motorrad (motor cycle) equipped with kick-start and fixed footrests. Popular commuter Batavus mopeds also experienced price inflation on the Dutch market, which became an issue affecting home market sales, but the main factor was the moped market slowly dwindling away against the emerging popularity of the 50cc CVT scooter.

Batavus Starglo and Pronto moped models continued to be listed in the UK until 1984, when Batavus finally ended moped production and returned to concentrate on its core business of bicycles. Two years later, the Batavus group folded.

Subsequently, a revival was made under the new ownership of Atag, who returned the Batavus name, though only as a bicycle brand, and primarily in its home Dutch market.

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Next: For decades we've been haunted by a single archive picture of a Raleigh moped model that was never made, but what if unexpected evidence came to light that could turn this theory on its head?

We've been researching and working on this project for literally years now, which considering the significance of its subject matter, is probably going to work out a significantly sized article, and may compromise the usual support features.

This is … 'The Ghost', and it uncovers a long lost mystery that has lain undiscovered for over 60 years…

F is for Foot-change

by Mark Daniels

Before joining Raynal in presenting a Villiers Junior engined autocycle for sale in 1937, Excelsior had previously started with 98cc Villiers engined motor cycles as far back as April 1931 in the form of a Universal AO model with two-speed gears operated by foot-change rocking pedal. It had a simple tubular frame with blade girder forks and was the lowest priced machine on the market, listed at a mere 14 guineas, though it came as standard with no lights.

A carbide lighting kit was offered as the cheapest illumination accessory for 15 shillings, or a further direct electric lighting set for 25 shillings.

98cc Universal models were annually updated by model prefix, BO for 1932, CO for 1933, DO for 1934, and EO for 1935, then seemingly replaced in the range by a 125cc version, until briefly returning in 1939 as a 98cc JO model with a longer frame, larger fuel tank, and also listed with a 125cc JO model, which continued as 125cc KO in 1940.

The popularity of autocycles effectively replaced Villiers engined light motor cycles for about a decade, until the first 99cc F-series motors were announced in late 1948. The 1F was a new two-speed trigger-change kick-start light motor cycle engine, while the 2F was a single-speed replacement for the Junior De Luxe.

While other manufacturers readily adopted the new Villiers engine models to produce new autocycles and light motor cycle frames to fit the new engines, Excelsior chose to continue with their wartime investment in their own S1, SII and G2 autocycle engines and frames. The problem with this decision was that the Excelsior models quickly became outdated designs in comparison to their competition, which must have begun to compromise sales.

Further to this situation, Villiers replaced the two-speed 1F engine in October 1952, with a redesign. They introduced a new 4F two-speed trigger-change kick-start engine, which all other manufacturers began switching to, and the Excelsior G2 and Spryt autocycles began looking even more obsolete.

During 1953 Excelsior finally presented a new Consort light motor cycle to take the Villiers 4F engine, with a rigid frame, tubular girder forks, single saddle, and direct lighting set, which was somewhat inexplicably named model F4.

In 1956 the rigid F4 Consort was joined by a plunger sprung frame F4S version, which from April 1956 was fitted with a new Villiers 6F two-speed foot-change engine, so creating another new Excelsior Consort F6S model. When the new range for 1957 was announced, a new 99cc Skutabyk SB1 model appeared; this evolved from the F6S Consort fitted with battleship armour-plated panelling formed complete with one-piece leg shields, and was every bit as attractive and stylish as it sounds.

The F4 and F6S models also continued through 1957, then both Consorts were de-listed for 1958, though only to be superseded by a new Consort CA8 model with a 6F engine in a new frame with swing arm twin shock rear suspension, telescopic forks, and a dual seat (maybe functional, but a visually crude machine).

The new Consort continued into 1959 as CA9, but was joined in April by the return of the former F4 rigid Consort, with tubular telescopic fork set and called F4F.

Since our featured bike was originally registered 138 CRT by East Suffolk CC in July 1959 we're very confident that this is a Consort F4F model, and it complies perfectly with the specification.

Finally the Villiers 4F motor has evolved from the dreadful trigger change, to the more sensible foot-change 6F; so now we get to try one and this 6F Excelsior Consort F4F looks like a proper little single-seat motor cycle.

Our bike has a small single position lever tap under the left-hand side of the petrol tank, which is OK, because there's a balance pipe across the two halves that allows fuel across to the tap side without having to lean the bike over when the level goes down. The bad news is that you have to drain all the fuel if you want to remove the balance pipe to take the tank off.

Starting is a little different from earlier 1F, 2F, & 4F models with the Villiers Junior carb, because now the 6F engine is fitted with the newer Villiers S12 carb. We've found these a little quirky on starting on other models in the past, so there's a bit of guesswork in our first attempt. It's a cold day, so choke on (raise to engage), maybe a little tickle, then a couple of kicks and it fires right up. That seemed surprisingly easy, but within a few seconds the motor starts choking up, so quickly push off the choke and hold the revs on the throttle a moment to clear. That was certainly better starting than others we've tried, and the motor is ready to respond to the throttle very quickly too, so we don't even have to wait for it to warm up!

Clutch in, up for first, which engages with a clunk, but the bike doesn't creep forward, so the clutch is OK.

Power on and feed in the clutch, and the take-off seems fairly brisk for a nearly sixty year-old Villiers of 99cc.

Because the motor is only two-speed, there's no pressing need to hurry up to the next gear, while the torque and flexibility of the Villiers engine makes the process easy and pretty much stall-proof.

When you come to switch up for second is about the point that you first find yourself looking down for the gear lever. The reason for this is it's not conveniently located where you might expect it to be for your toe. In fact it's way forward and above of your toe. The selector on the 6F engine doesn't return the gear lever to the centre position, so it stops in the up position where you left it when you engaged first, and yes, it's meant to work like that, because the motor was converted to foot-change from the 4F trigger-change, and that's how it works.

The toe lever is also so far forward that you might think it's the wrong gear lever, but that's also correct, so you end up having to lift your foot off the footrest, then clomp your boot down on the lever. The change however switches quite lightly, so its easy to overdo the pressure you put on the gearshift, which isn't so good because a thin hardened steel selector rod in the gearbox with two 90º bends is commonly prone to snap its ends off and disable the gearbox, so heavy changes are not a good idea.

These foot-change selector rods are frequently found broken on the 6F motors, so it's something you need to keep in mind, and it's a big motor strip down to replace the rod too.

Shifting down to second, the gear lever travels twice the distance you'd expect, because the selector hasn't self-centred, so you're shifting from first position, through neutral, and into second, this is effectively the full distance of a two-speed box, from bottom to top. With the long gear lever, it also gives a higher leverage to help that selector rod to snap, so it's really not a good formula.

Now in second gear, the gear lever continues to sit in the low position, so you next have to place your foot well down and forward to get under the toe lever, which is another somewhat awkward action where you might find yourself lifting your foot off the rest again.

Basically that gear lever is always going to be in the position you left it, and the only time it's in middle position is when the box is in neutral.

Is the foot-change actually an improvement on the trigger hand-change, or is it just as bad in a different way?

The overall performance of this Consort is quite impressive for its age and capacity, and Villiers issued motor specifications of 47mm bore × 57mm stroke, with 8:1 compression ratio, for 2.8bhp @ 4,000rpm. The bike powers up to town traffic pace very capably, then easily continues up to between 39 & 41 mph along the flat according to wind conditions or adopting a crouch, though you don't have to crouch much because the seating position is very low anyway. Taller riders are probably going to find the riding position too low and cramped, and there's not really any obvious means to adjust that, so the Consort may not be a bike to suit every size.

Handling was confident, and it handled quite well for a lightweight rigid machine, feeling well planted on the road—until you came across a bumpy surface at speed around a bend. The rigid rear might step out a little, but the most annoying thing was that the stand spring didn't seem strong enough to hold the stand up and, over bumps, it swung down to bang on the road.

This was both annoying and disconcerting, because there's always a worry that the stand might catch and make the moment more exciting than was planned!

The 6F motor evenly drones along at 40, then its revs climb further as we run into the downhill phase, the exhaust note pitches higher, indicating we're going faster (no speedo). The engine continues with clear two-stroke firing right up the range, so seemingly with nothing to hold it back, and a clear and smooth tarmac road surface with no bumps to upset the handling, we go for max and tuck down for our pacer to clock us off at peak reading of 48mph. That was pretty impressive, and nearest the best result we've ever had from any F-series (except the Stella with its 9F 4.7bhp Kart engine).

Nor did our Consort even object, it handled the revs quite capably, with little in the way of vibration, and even running with no hint of four-stroking even though it was going though its quickest point with the motor off-load.

Straight into the hill, and the engine expectedly dropped revs up the climb, but still topped the rise at 30 in top, and showed no suggestion that it ever might have wanted to change down.

Along the flat you can feel that the motor gets blown down against a blustery day, but the characteristics of Villiers engines seem to slog through these conditions regardless; they may slow a little, but they never give in.

Returning to base, we find the motor ticks over with a slow pounding beat, but there seems no way to actually stop it, no switch, no cut-out button, so we end up turning off the fuel tap and putting our hand over the air filter till the engine finally peters out.

Parking up is when you get to the next big gripe about these Consorts: the stand again. It's a horrible thing to operate! The bike is nice and secure on the stand, but how hard can it be to put a bike on and off the stand? After all, it's only a small bike! You wouldn't believe how unpleasant this is until you've actually experienced one of these machines, because you have to physically lift the back of the bike up by 5 inches (no wonder the rear carriers frequently

break); then, rolling the bike on the stand through its effective arc, the machine travels an unbelievable 15 inches! This means that if you're parking the bike back up to say a garage wall, you have to leave at least a little more than a 15-inch space to start pulling it back onto the stand, or you'll end up smashing the rear light.

Considering all the years that Excelsior had been making motor cycles, you'd think they could have produced something better than that!

The telescopic forks worked the road well, giving a good ride at the front.

The 6V × approximately 27W direct lighting set produced a reasonable headlamp, certainly an improvement on the preceding generations of autocycles. Unfortunately someone had chosen to add a stop light onto the rear brake, which gave a nice bright warning—until you switched on the lighting set. Since the lights are rated to operate at the constant generator output, with no regulator or battery involved, they work until you touch the rear brake, where the stop light robs all the generator power and you're plunged into darkness!

How dangerous is that?

Single-circuit direct lighting sets should never be retrospectively fitted with a brake light. MoT testers should know this, but many don't appear to, and some people think that every motor cycle and moped should be fitted with a brake light. Absolutely not! If it wasn't constructed with a brake light, then there could be a very good reason for that, so you shouldn't fit one.

The horn is just a simple bulb hooter, and yes, that is legal, since using an AC electric horn around 17W could have exactly the same effect on the lights as adding a brake light.

The Consort exhaust pipe is a fascinating piece of plumbing, writhing like a snake under the engine, then curling out from underneath with a 4-inch set to the left to exit behind the footrest and connect into the silencer. The exhaust note it produces is most pleasant: a deep and mellow pulsing beat at low revs, and its tone throughout the rev range sounding a suggestion of greater power beyond the engine's actual capacity.

The 4-inch front and 5-inch rear brakes were both effective and capable within the very good performance of this machine and, excepting bumpy corners at speed (due to the rigid rear frame), felt confidently planted on the road for most of the time. The F4F Consort 6F generally proved a good riding machine, went well, and followed a chosen line when hustled through bends.

The F4F was reclassified as F10 for 1960, while the miserably selling Skutabyk finally sold out the last of its old stock and was discontinued, though last years CA9 Consort still continued into the New Year as CA10.

1961 continued the Consorts as CA11 and F11, from when subsequent 'changes' mainly related more to annual model references rather than much effective development. These were tough times in the British motor cycle industry and great names of the past were now dropping like flies.

Along with discontinuance of the twin-cylinder models, the 'old faithful' rigid Consort F13 frittered out in 1963, while production of the C14 Consort ended in October 1964, not that Excelsior had particularly wanted to end the model, but primarily because the supply of 6F engines had become exhausted since Villiers had discontinued the motor in the early 1960s.

Excelsior manufactured its last motor cycles in 1964, and the business folded in 1965 with its trading name and assets purchased by Britax.

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Next: If everything goes according to plan (when does that ever happen?), then it might be a Norton design, with a Villiers engine, in a Triumph frame … but for us, it won't be an easy ride.

Honda C50: Shoestring Endurance Racer

by Chris Skripek

Every Wednesday on the way home from school, I handed over a third of my 50p pocket money to our local paper shop for a copy of *Motor Cycle News*. And on Sunday afternoons, with not a leaf stirring in suburbia, I wished I was miles away where the action was; under a blazing sun in the blue haze of two-stroke, at Salzburgring, Imatra or Assen. But the closest I got was reading about it after the event.

It was Mr Sheene's year again; another world title. His celebrity had brought motorbike racing to the mainstream and it seemed like everyone was rooting for him. But I had another, secret passion: Endurance racing.

The romance of motor cycles ridden hard through the night and into the dawn captivated me. I've often wondered where the fascination came from. Maybe it was the experience of long family car journeys across Europe, my father sitting at the wheel of the Volkswagen Caravette, Wolseley, or Hillman Hunter, hour after hour of endless autobahns or autoroutes, often in hot weather. Sometimes going on into the night, pausing at two in the morning for my father to refuel the car, take a rest and smoke his pipe. Those journeys were often a test of endurance in themselves and made arrival at the Côte d'Azur or the Black Forest feel earned and more appreciated.

24-hour racing was also a continental pursuit. The names of those who took part back then were unknown to me and certainly didn't appear in Brut 33 commercials on TV—but were all the more heroic for their obscurity. Some of their machines were Heath-Robinson looking contraptions, built in sheds and workshops around Europe—and even the odd one from Blighty. Only a handful of events took place throughout the year, and *MCN* gave them minimal coverage, but I marvelled at the tales of derring-do at Le Mans, Spa, and Montjuic.

Not until 1988 did I get to taste it for real when I boarded a coach bound for the south of France and the Bol d'Or—the Mecca for 24-hour bike racing. From the balcony above the pit-lane I watched the midnight activity of mechanics refuelling, renewing tyres and brake pads, and riders climbing off and on, and firing away into the darkness; part of me wished I was one of them.

A fairground lit up the circuit infield—endless stalls, street food, strippers, and filthy toilets. Motörhead blasted out from the stage, and a crowd surrounding a makeshift ring watched a rampant black bull give chase as half a dozen maniacs ran for their lives. Among the sea of tents the smell of campfires and the smoking rubber of youthful exuberance doing burnouts until the back tyres burst. All to the background howl of racing engines nailed out down the mile-long Mistral.

Then in 1991, while overlooking the beach at Mablethorpe and chatting with two friends, the subject of moped racing came up. The three of us had been road racing the previous three years in the MZ series. Kev was a fervent engine tuner and formidable competitor. Simon and I had ridden in the Manx Grand Prix just a few months before—both on 250 Yamahas - though Simon was still recovering from a heavy crash. But every winter we were at the east coast beach to ride the oval track in the sand racing series.

Simon had raced in Moped Mayhem some years previous when it was run on a shale track at the BMF rally in Peterborough, and according to him, it had now moved on to tarmac circuits, and was a six-hour endurance race with Le Mans style starts. My eyes lit up. We enthused about getting a team together. Kev and myself would ride, Simon would be chief mechanic and team manager. Finally, I was going endurance racing.

The tatty Honda C50 he'd used at the BMF was still languishing in his shed and I volunteered to prepare it for the first round at Langbaurgh in May. I'd owned a number of Honda Cubs and had great affection for them. My first was a C50 field bike while still at school, and my first bike on the road was a 90.

Back then bike-breakers were plentiful and cheap. Our local town had four, so it was never a problem finding stuff. First thing to go was the Cub's pogo-stick suspension, and for twenty quid I found a CB100N front end. The yokes fitted straight in, but the telescopic stanchions were a bit long. Pushing them up three inches through the clamps corrected the level and steepened the fork angle. Overfilling the oil to cause a hydraulic lock and stop the wheel colliding with the bottom yoke reduced travel to just 2 or 3 inches, but it was sufficient for the track. A piece of steel plate shaped over the wheel and bolted to the mudguard lugs acted as a simple fork brace, and a stiffer pair of rear shocks rounded off the suspension upgrade; all with the aim of going quicker through corners.

The standard footrests were also a hindrance—too wide, and fixed. So I cut them off and welded on some shorter, folding trail bike versions on springs, to allow more ground clearance, and of course more speed through corners. The single steel tube that connects the headstock to the main chassis is obviously sufficient, so my welding in an additional one to improve rigidity may have been a bit optimistic. But superficially at least, it looked purposeful.

The fundamentals of the motor were still all good and I wanted to retain its basic reliability, and not get into expensive tuning with cams, etc. Keeping it simple with new piston, rings and little end bearing, my local rebore man took it out to its first oversize at .25, and honed it enough so that running in wasn't necessary. He machined some off the cylinder head—enough to raise the compression, but not to cause a catastrophe. A few quiet hours were spent with the Dremel blueprinting the ports and the carburettor manifold. Keeping the original valves and regrinding them, I replaced the springs. I also renewed the cam chain, the clutch springs and the contact breaker points assembly, and put in a cooler spark plug with a new cap.

I'd been buying aviation fuel from a local aerodrome and running the motocross beach racer on a mix of that and petrol. I decided on running the C50 on neat Avgas, to help it run cooler because of the raised compression, and running flat out for six hours. Trying a slightly bigger

carburettor was no improvement, so I stayed with the standard one—keeping the rubber manifold but junking the filter. The quick-action twist-grip I borrowed off the MZ racer.

For the icing on the cake, I built a tuned exhaust. From MZ racing and sand racing we'd spent a lot of time building expansion chambers, and using the mathematical formulas to make them really work. This time with a four-stroke it was simply a different formula, working from the valve overlap periods and, on peak power at around 9,500rpm, it was a matter of working out the length and the shape of the cone. From card templates I marked the shapes out on mild steel plate and rolled them with the help of a hammer and anvil—the main cone and the reverse cone at the end. All welded up it was a straight-through pipe—no baffling needed. There were no regulations regarding decibels, just like the old days.

Finally, I gave it a new look with the spray cans, in honour of the Honda endurance racers of the time, and named it RVF50. Finding some leg shields at the breakers yard, I got them to fit, with the idea of keeping the C50 appearance, and also believing that they helped direct cooling air onto the cylinder head and barrel. And with a scalpel and some signwriter's vinyl, I made up the decals for either side and the front number plate, and cut some foam out of the seat to lower the centre of gravity, and aim for the American superbike look.

Filling it up with the best engine oil I could buy—Silkolene Pro-4—and new chain and sprockets, I fired it up down our street and ran it out round the block. It transported me straight back to schoolboy days, rattling the neighbourhood windows and believing I was testing out Hailwood's RC166. It revved out cleanly with a magnificent exhaust note, and didn't crackle or pop on the over-run. It was race ready.

The Moped Mayhem series ran five classes concurrently:

1. Super-sports (water-cooled two-strokes)
2. Sports class (air-cooled two-strokes)
3. Step-thru mopeds
4. Four-strokes
5. Autocycles and Cyclemotors

The entry fee was £50 for the whole team and the two day event (up to four riders per team). I entered us as team 'Slugshot'—number 190. The slingshot Suzuki was one of the superbikes of the era, but in comparison we'd be going at a slug's pace—hence the name.

There was a pleasant surprise for Simon and Kev when they first clapped eyes on the transformed C50, and big smiles when we fired it up. But though the cable-operated disc looked an improvement, we simply couldn't get it to work properly, and accepted the fact we'd race with just a back brake.

Langbaurgh was basically a half-mile kart racing circuit, with a good surface and a variety of corners. Practice was on Sunday, along with some scratch races and the two hour sidecar race, and the main six-hour event on bank holiday Monday. Saving the bike for the main event, we ignored the scratch races, but got plenty of time in practice. Our little 'RVF 50' handled superbly, like on rails through the corners. The steeper fork angle held a tight line through hairpins, with the footrests brushing the tarmac. And the long 180° bend was a joy, banked over with the throttle wide open in third.

That Sunday evening the whole paddock decamped to the pub just outside the circuit. A rumour had gone round that team 190 was cheating. There were a few hostile looks. We were newcomers on the scene, and that C50 was lapping too quickly. Kev and I paid no attention. The second episode of 'Darling Buds of May' was about to start on telly; both of us were hooked and weren't about to miss it. I'd bought a mini black and white TV especially, which plugged into the fag lighter, so we sat in the Transit outside and indulged.

Simon had brought his scruffy little caravan, and in the morning Kev's sister cooked us all bacon and eggs. She'd also volunteered as lap scorer. The scoring itself was done via a huge digital clock which sat on the infield facing the start/finish line. The lap-scorers sat in deck chairs on the opposite side of the track, and on prepared sheets noted down the time on the clock when their bike crossed the line. It wasn't easy to cheat, though some usually tried, and were always found out and disqualified.

(Kev in white, red and black on the right)

The 11am start approached and 68 bikes lined up along one edge of the track, with 68 riders stood opposite. Usually, on race days, there was always the early morning butterflies, with the paddock toilets very busy. But this was all very relaxed and enjoyable, though still competitive. Kev had opted to do the first hour. Everything went quiet just before the flag dropped, and then a mad charge to the bikes with lots of pushing. The silence was broken for the next six hours as the crowd of contraptions hurtled away, some stragglers still pushing and bump-starting engines that refused to go. Within a lap the field was strung out in a long line, and the race settled in for the duration.

Kev came in after the first hour. We had a pit routine worked out: as the seat was lifted the fuel was topped up and Simon used a large syringe to squirt several millilitres of oil into the engine—a trick I'd seen in world endurance racing. All done in about 25 seconds, I jumped on and set off for the second hour.

Even though there was a bit of traffic to carve through, and an occasional machine and rider to avoid on the floor, most laps were clean and flat out, and I soon settled into a rhythm. Some quicker two-strokes would squeeze past, but there were some enjoyable dices with SS50s and other C50s. And the hour was soon up. I was waved in, the bike replenished, and off went Kev for hour three. The little 'RVF50' was going faultlessly.

The author coming into the long 180° curve

Checking the time sheets I noticed Kev was averaging one second a lap quicker than I was, so on the next stint I tried to match him. Trying to brake that bit later, pushing a bit harder in the corners, it all got a bit ragged. Until the flat-out left-hand curve—just before it flicked right into the long 180° right-hander—where I usually backed it off a bit. This time a let it stay wide open, and the front end began to wash out. I quickly brought back into line again, and realized there was no point trying to claw back that second, only to end up in the dust and lose more time. After all, it was an endurance race. But I couldn't figure out what he was doing to make that second. He was a quick rider, but I couldn't make that little C50 lap any faster. Mentioning it to him afterwards, I reasoned out that it was probably the fact he was 10.5 stone and I was 11.3—light enough to brake just that bit later, and get away that bit sooner. Or maybe he was just reckless when cutting through the traffic.

As the clock approached the six hour mark the chequered flag came out, and I brought the bike home after the final hour. Our race had gone without incident—smooth as silk. There were pats on the back all round, and that warm sense of camaraderie and relief after battle. But it wasn't over yet.

A group of stern looking faces with some officials surrounded us, demanding to check the engine. Simon kindly obliged, and within a few minutes removed the cylinder head. One of them reached in with measuring calipers and checked the bore. Of course, it was standard size. Nothing more was said, and they sloped off, as Simon shot me a sideways glance and a grin.

A crowd gathered for the trophy presenting, and the winning teams were read out with the number of laps scored. We discovered our 315 laps had won the class. We'd also done more laps than the winners of class 2, and made fourth place in class 1. The might of Soichiro's Cub.

Freebies

by Mark Daniels

The idea with 'Freebies' is that you get the bike for free, but they might cost more to fix up than they're going to be worth…

In 1957, KTM presented its first take on the popular new moped market, in a 'best-of-both-worlds' interpretation the 50cc 'Mecky' was a single-seater scooter with pedals! There were several makes of similar hybrid scooter/mopeds made around the later 1950s, but their lack of continuation into the 1960s probably says everything you need to know about the success of the concept.

Moving on, KTM presented its somewhat more conventional Hobby automatic moped in 1968, which was released in different versions: the original 50cc 'Mofa 25' version was introduced with a rigid fork and rigid frame, then joined by other model combinations with telescopic fork & rigid frame, or telescopic fork & swing arm rear suspension frame.

On the continent, Mofa 25s could be ridden without the requirement for a driving licence, but were restricted to a top speed of 25km/h (15.6mph). The engine was the Fichtel & Sachs type 502/1A motor with the usual Sachs 38mm bore × 42mm stroke specification for 47cc, and was simply restricted in performance by fitting a small-bore 8mm Bing carburettor.

An unrestricted automatic 'Moped 40km/h' (25mph) version was also offered. This had a larger 12mm Bing carburettor and was rated at 2bhp, but was classified under different regulations and needed a driving licence.

It was a logical progression for KTM to utilise a moped engine from fellow Austrian manufacturer Puch in place of the German Sachs motor and, in 1970, a Hobby II model was unveiled, now fitted with an automatic Maxi E50 motor rated at 2.2bhp. This ran in production alongside the original Sachs-powered Hobby, though the Puch-powered model never made its way to Britain.

KTM's expansion had now brought it to the point of offering a range of over 40 models and employing a workforce of 400 personnel.

Glass's Index records that KTM imports to the UK resumed in April 1972, with the base model Automatic Hobby rigid frame moped, then joined by the four-speed Comet Cross sports moped from May 1973, and the Comet GT four-speed sports moped from July 1973.

Listed imports of the rigid frame Hobby ceased in November 1973, when it seemingly was replaced with the De Luxe Automatic Hobby with rear suspension, however our green K-registered Hobby Automatic De Luxe was UK registered in November 1972, so again we're not so sure of the accuracy of the official Glass's dating information in this case—and again it appears the De Luxe sprung frame model had actually been introduced earlier than suggested by the 'official' Index (our previous red Hobby registered in July 1972).

To a casual glance the KTM might appear a fairly similar style to its fellow Austrian manufacturer's Puch Maxi, however the Hobby is very different animal.

A (missing) continental-style, cast-aluminium lifting handle is normally attached to the front of the seat post, which would be folded out for one-handed lifting in balance.

One puzzle is why, when Sachs went to all the trouble to produce the 502/1A 'compact' engine, they didn't also go for lightness and make the cylinder barrel out of lightweight alloy instead of heavyweight cast iron? It just didn't figure, and the bike feels quite solidly built for an automatic commuter moped, so we roll it onto the scales, and it's 7st 4lb (46kg).

You may also wonder what might be so special about a 'compact' engine, and its trick is that the motor bottom-end is no bigger than the crankshaft! The crankcase is just a round cylinder with the top-end bolted onto one end, and doesn't have any of the additional length of conventional motors that house primary reduction drives or a gearbox. The motor still needs a primary reduction drive, so how did Sachs get around that? Well actually, they didn't—it just looks like they did! This is the moment you need to get your head around the engineering of what may be one of the most extraordinary automatic moped engines ever made: it's got an epicyclic primary reduction planetary gear set!

After the crankshaft, in a line to the left of the motor, there's the engagement clutch to start the engine, the centrifugal automatic clutch, then a planetary gear set, all within a thickness of just 10mm, driving out to the front sprocket, beyond which is the Bosch mag set.

It's a fantastically engineered little motor, and all credit to Sachs for pulling off what nobody seems to have done before or since, but most of its riders would be completely oblivious of the trickery going on inside the motor—all they want is reliability and performance, and that's where some of the shortcomings start to creep in.

The motor is built with an overhung crank, which dramatically limits its practical revs because the design becomes inherently prone to vibration as the revs increase. The inboard engagement clutch is operated by the same cable that works the decompressor, but, if you need to replace the cable, you have to take the motor out of the frame and strip the whole thing right back to the crankcase to engage the cable in the operating arm, unless you have the impossible skills of a keyhole micro-surgeon to do it through a tiny screw plug hole in the top of the case. For any normal human mortal it's simply impossible!

There's other weird stuff about the motor too, like the decompressor site in the cylinder head that Sachs left blank! Instead they put the decompressor into the sidewall of the cylinder and vented it through a hole 20mm down from the top of the bore! The Sachs 'compact' engine certainly looks futuristic with its single-sided appearance and radial finned top-end that gives the impression of a Flash Gordon spaceship, but maybe it's best not to expect rocket-like performance from 1950s' style sci-fi…

After comprehensively rotting away, the wheels were rebuilt with new chrome plated Takasago rims laced onto the original Sachs pressed-steel full width hubs with stainless steel spokes, and wearing new 2.00×17 tyres. The rear hub contains a back-pedal brake operated by the pedal chain, which works a Bendix inside the hub to operate a conventional brake shoe arrangement by a gear driven cam.

Swing arm rear suspension and telescopic front forks are all greased spring units with no damping.

A 6V×18W Bosch mag set powers the electrics with 15/15W beam/dip headlamp, 3W rear, and an electric horn, which only croaks at low revs and completely fails to work at higher revs, because it's got a DC horn on an AC system.

A sprung parcel clip snaps down on the rear carrier but is rendered ineffective by the basket fitted on top of it.

There are several reasons why operating the Hobby feels as if it's going to be little strange … if you rotate the pedals forward, the bike freely pedals forward just like a bicycle, without any engagement to the engine. Then if you turn the pedals backwards it engages the back pedal brake. Because of the hub brake type however, if you reverse the bike, the pedals don't rotate round backwards as they would on a conventional freewheel, so Hobby is much easier to navigate backwards because reversing pedal rotation can be rather a nuisance when backing traditional cycles.

To engage the engine, there's a large lever on the left handlebar, which is orientated so that it looks like a brake lever—but actually functions as a dual-action decompressor and starter clutch lock, in much the same manner as on a pedal Puch Maxi. Pulling in the lever engages

the motor and opens the decompressor, while turning the pedals makes it spin, then release the lever hopefully to get it to start.

Below the right-hand side panel, the petrol tap is operated by turning it back for on and down for off (like, that's not confusing at all?)

The 12mm Bing carb has a short rod out of the top, which you push down to engage the choke shutter, and a flood button to the float chamber (just like a Puch Maxi) which you can tickle for extra enrichment when it's really cold. Since it's a pleasant spring day we resist any urge to agitate the button.

You can start on the stand by kicking the pedal forward while holding the decomp, then release the lever halfway down its stroke. Sometimes a couple of spins might get the motor to fire up, but if this fails and you get bored of trying, then pedal away, intermittently pulling in and releasing the decomp lever, and it usually starts within two or three spins. Run for a little while before opening the throttle to clear the choke, at which point the motor settles to a regular tickover. The exhaust sounds quiet and smooth compared to our previous red example in 2016, since this green bike is fitted with a modern chrome silencer that is appreciably more baffles than the original exhaust had.

We gingerly open the throttle to feel if the choke will clear, which it does quite readily, and with a couple of blips to clear the tubes, it feels as if the bike is ready to go!

The Sachs engine proves responsive to the throttle, delivering a strong and confident increase in revs as it steams against the single-speed automatic clutch to initiate motion, while the muffled silencer tone clears to a smooth drone as the motor comes under load. The pedal ratio feels too low to assist the take-off, while the engine pulls doggedly through the initial phase, then slides into main drive-lock with no hesitation, and pulls onward with a strong and torquey urge as the speedo needle seems to fairly whiz round the dial. 20, 30, 40, (which should be the rated design speed), but carries on well past 50, and still going well as the needle wildly swings on round to over 60! Maybe the 60km/h VDO speedo on this bike isn't an instrument to be relied upon … good job we have our pacer tracking our steps. It doesn't take much to get this Hobby off the clock, with the needle pointing back at the rider, and even further round to the 7 o'clock position and back against the stating pin!

It's fair to say the Sachs engine in our Hobby was revving hard during the run, but we had no idea what the score was. Best on flat 29mph, and best on long light downhill 30mph. The surprise was that this 502/1A motor ran clearly throughout while our previous one suffered from bouts of staccato four-stroking as exhaust gas scavenging seemed to break down as revs increased.

Our previous red Hobby's best on flat performance achieved only 26mph, which was mostly in four-stroke firing. Ducking into a crouch would barely make any difference since the bike was more held back by its disrupted combustion than by air resistance, and the best downhill run in a crouch paced at 29mph.

The engine on this green example was obviously running cleaner than our earlier red bike, and seems to relish the challenge of any uphill climb, as the engine digs in hard to power up any ascent.

The Sachs 502/1A engine has a contained operating rev range because of its design, and will only work within that envelope. It really wouldn't be sensible to try and make it do any more than it does in standard trim.

Though dull at tickover, the lights seemed pretty good once the revs got up, and Hobby only has a 6V×15W AC headlight and 3W tail. Both brakes displayed effective performance, however the rear seemed to need a long arc of back-pedal rotation before it would engage, which made its operation point particularly difficult to judge, and the brake could readily come in hard when it did bite, so the rider needed to be careful.

Another trap the unfamiliar rider can easily fall into is instinctively grabbing the decompressor lever in mistake for a brake, which doesn't quite achieve the desired stopping result…

It may seem slightly unusual for a bike equipped with a decompressor to also be fitted with a cut-out button to kill the ignition (early pedal versions of the Puch Maxi had a similar arrangement). Most machines started on a decompressor are invariably also stopped on the decompressor, but using the decomp lever on Hobby also engages the clutch, so if the bike is standing on its wheels, it clumsily lurches forward to stop in a stall (not cool). Push the cut-out button and the engine just quietly dies out (much cooler).

If however you happen to have put the bike onto the stand while the motor is still ticking over, then pull in the decompressor lever, it doesn't stop! The rear wheel starts spinning

because the starter clutch also becomes engaged, and pulses of two-stroke smoke loudly vent from the decompressor—but the engine continues running (very silly!) This seems to happen because the decompressor only partially decompresses, because it ports through the sidewall of the cylinder, so there's still enough compression for the engine to continue running with the valve open.

KTM continues as a successful manufacturer of modern sports and Supermoto motor cycles, but no longer makes mopeds.

The KTM Hobby was a total wreck that came as a freebie, but what's been the cost to fix it? Rims, spokes, and re-lace £228; tyres, tubes, rim tapes £42; silencer £40; speedo drive £10; blast cycle parts £80; paint £27; headlamp £65; tail lens £10; decompressor £20; switch £15; piston rings £12; capacitor £8; handlebars, pedal arms, and cotter pins £22; pedals £7; grips £4; cables £60; side panels £50 = £700 and a huge amount of work! Would it even fetch that much?

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Back in January 2017 we featured a very low mileage Yamaha Passola electric-start model and, seven years later, we have another Passola—but this time it's the 'other' kick-start model.

Evolved from an earlier naked-frame, step-through Passol S50 model which was launched in Japan in 1977 (but not sold in UK), the Passola was a panelled mini-scooter derivative developed in 1978. Yamaha released its Passola SA50M kick-start mini-scooter model in the UK in May 1980; it was powered by a fan-cooled two-stroke motor of 40mm bore × 39.2mm stroke for 49cc, 12mm carburettor with reed valve induction, and rated 2.8bhp @ 6,000rpm with max torque delivered at 4,000rpm. Engine compression ratio for the original kick-start SA50M model was given as 6.4:1, but when the electric-start SA50ME version followed in July 1982, the compression ratio was 'softened' down to 6:1. It's likely the compression ratio reduction was necessary to give the feeble 6V electric starter a better chance of spinning the motor, but such a change would compromise the power output and seems to be reflected in a lower rating for the 'Electric' of 2.27bhp @ 5,500rpm.

There would be an explainable reason why the kick-start Passola models might perform a little better than the 'Electric'.

Our kick-start Passola is a fairly early example, registered in September 1980, and finished in somewhat neutral combination of stale white and beige, so appears rather like a dated and discoloured domestic appliance. Equipment is basic and controls are simple: the left bar set has switches for beam–dip, horn, and indicators left–off–right, then the right bar set has lights on–off (but no starter button), while brake lighting works from both levers.

A 40mph speedometer sits in the handlebar nacelle with a key ignition switch off–on, and just a single warning indicator light for oil reservoir level, which seemed a little odd as Yamaha 'skimped' on a high beam indicator lamp. A steering lock is fitted into the headstock column and is operated by the same ignition key from a lock inside the front apron. A helmet lock is fitted to the rear left of the saddle, and again works from the common ignition key.

The 6V battery can be accessed for service by tipping up the seat, so you can slide the battery cover forward without having to take off the rear carrier frame (and box), but fitting the box on the carrier does complicates the matter. Beneath the saddle is the fuel tank with indicator gauge and the oil reservoir filler, but the original spark plug spanner kit strapped beneath the

seat has long gone—though it would have been of little use if you needed to use it by the side of road, because the spark plug is completely inaccessible without several other tools to dismantle most of the back end of the bike. It's like a scootering version of an executive puzzle, but with no solution.

Rear suspension is by the engine pivoting to a single strut, while the front forks are short travel telescopic. The pressed-steel fabricated wheels are booted with 2.75 × 10 tyres.

One notable aspect of the Passola is its complete lack of the in-built storage that one would more typically associate with a scooter. These mini-scooters were primarily just a basic form of personal transport, and may only have the small rear and front carriers (if fitted), so any real carrying capacity could only be created by fitting the front wire basket or adding an after-market rear box, which is exactly how our kick-start Passola is configured … and that genuine Yamaha forward mounted basket defines exactly the 'soft market', girlie mini-scooter

shopper this bike was targeted at. Because you can't lift the bike by the edge of the saddle without the seat popping up, there's a useful raised handle-hold on the rear carrier frame. Fine, but when you fit a box, the hand-hold becomes completely inaccessible, so you're reduced to hauling it onto the stand by struggling to lift the box, or dragging it back by the handlebars.

Our Passola M's 1980 dating places the model in the early years of 'Sloped, 30mph restricted regulation, and it accordingly wears a 'limited specification' decal stuck to the forward frame tube; Yamaha 50s could often seem somewhat 'indifferent' to actual performance compliance, but will it go as well as our Electric Passola? Or maybe even better since the kick-start version was specified with a 6.6% higher compression ratio?

Starting is as simple as you could image, just put in the key, turn the ignition clockwise and the oil light blinks to tell you the level is good to go then, with the kick-starter mounted on the transmission case, you'll need to stand on the left side of the bike and kick with your right foot. Just one swing, and the motor starts up first time and doesn't seem to even need the throttle twist-grip touching.

An automatic vacuum fuel tap will enable petrol supply as the engine spins, and the automatic thermal choke mechanism disengages as the motor warms up. Throttle response may prove a little 'fuzzy' in the early choke phase, so it can help to let the engine run and settle for a while before setting off.

Opening the throttle from standstill delivers a soft and smooth getaway, with mild acceleration in first gear up to a change point around 15mph (indicated), where the mechanical two-speed automatic transmission slides the shift into top, at which the motor resumes the process of building up revs again through the second ratio. The obviously higher 8,389 mileage motor on our kickstart Passola doesn't feel as eager as the sub-1,000 mileage motor off our previous Electric Passola; also note that the milometer only indicates four digits and resets after 9,999, so you're never going to be sure how many times they might have been round the clock.

Initial take-off is commonly accompanied by a nervous steering weave as the rider comes to terms with the inherent twitchiness from the small wheels, but you'll soon get used to this as the sloshy handling continues right up its range. A firm hand at the tiller points Passola along the course you might like it to go, but at every bump or bend the bike feels as if it's waiting for any opportunity to dive into the roadside bushes. The diabolical handling is not helped as the speed increases, while we silently scream along in seemingly infinite revs.

While Passola's motor runs smoothly and quietly right up its range, comparable period Honda Express and Melody models break into irritating bouts of four-stroking at their upper revs, so in that respect the Yamaha is slightly better to ride.

Not knowing the accuracy of this speedometer, and especially considering the previous Electric Passola indicated 12% slow, the test ride was tracked by our pacer.

Generally, running on flat indicated 30–32 mph with downhill peaks up to 34, while our pacer clocked this off at 35, so the speedo on this bike was consistently indicating 1mph slow, but our kickstart-M version was notably paced performing 5mph slower than our earlier Electric Passola

Passola's roadholding was wholly dreadful, handling like a drunk at the end of an evening, stumbling out of a bar and into the cold night air.

Brakes proved effective enough, though any firm application at speed could contribute to further instability of the bike's road manners.

The SA50M kick-start model was UK de-listed in October 1983, while the Passola SA50ME Electric continued on listings until October 1985, so even the youngest examples are now nearly 50 years old, and all qualify for historic exemption.

If you're wondering about the last time you saw a Passola on the road, there are a number of reasons why you may not have seen one for some while—they didn't prove particularly durable…

The centre stand comprised a riveted assembly, but the rivets commonly worked loose, so the stand fell apart, and the bike fell over. The plastic moulded panels were particularly brittle, and completely shattered plastic leg shields became very common. The vacuum fuel tap with the automatic thermal choke control was a combined unit with a common diaphragm, which is fine as long as it works, but when it doesn't ... the special parts are obsolete, which can be a problem, so you have to plumb in an aftermarket vac-tap to the fuel system, since that's always the section that fails.

The rear brake tended to receive harder use than the front (for obvious reasons), and because of the small drums, their linings wore out quickly. Removing the rear wheel meant taking the exhaust off, but Passola's odd engine arrangement really didn't suit the wetter northern European climate. Passola had its carburettor at the front of the motor, with reed-valve induction direct into the front of the crankcase, meaning its exhaust was sited at the back of the cylinder, and exited directly into the front of the rear mudguard, where the tyre threw water directly onto the hot exhaust pipe and manifold nuts. The exhaust systems rotted like crazy, and trying to undo the rusted manifold nuts invariably sheared the studs off in the cylinder. A cover inside the front of the rear mudguard to shield the exhaust could have made a big difference to Passola's chances of survival, but it was all getting too late by then … the mechanical two-speed automatic transmission system was beginning to look expensive and obsolete against the simpler CVT design, which was something new and cheaper that had already come along.

Our Passola came as a freebie with a frozen engine, though that was resolved with work and no requirement for motor parts. So total cost to fix it? Tyre £20, brake shoes £16, tank clean £40, vac-tap £8, battery £14 = £98, + a fair bit of work and time. The bike has been on the road and in regular use for the last year, which seems like a worthwhile result.

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Next: Our main feature 'The Ghost' may well compromise prospects of a third feature in our next edition, but if we do find space to squeeze something in, then we might be going on 'Safari' with some notes from the Denny tapes.

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