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 January.

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

Thanks go to Chris Pierce who sent us a cutting from the 1954 Daily Mail Motorcycling Guide about the Cyc-Auto Lightweight motor cycle. Inspired by that, we searched out a couple more cuttings on the same subject. We also have additions about Gazelle cycles (the pre-war ones made by Raleigh, not the better-known Dutch ones), the Zanetti C50/2 Bicizeta, Franco Morini engines, and Mobylette bulbs.

Much of the library is available free of charge on our website.

Calendar

It's rather a slim calendar this time: that time of year when the weather's turning bad but next year's events aren't finalised. Even so, there must be more than this going on!

No doubt the EACC's Mince Pie Run will be on the first Sunday of 2025, but the date hasn't been confirmed yet.

Pleas let us know if you hear of any events that are suitable for cyclemotors, autocycles and mopeds.

Every Tues	EACC and FMCC evening meeting at either the *Falcon* or the *Half Moon* in Walton, Felixstowe.
6 October	BTSC meeting and ride, 1pm at the *Stratton Arms* at Turweston, NN13 5JX.
10 November	EACC Kneel's Wheels and the EACC AGM at the Coddenham Centre. Everyone welcome, telephone Neil Morley on 01473 743587.
2025	
27 April	Ride it Day, which is a week later than usual to avoid Easter. In support of the NSPCC's Childline.
21 & 22 June	EACC display at the Dene Rally at Monkwood, near Alresford. Jim Beacon: jim.beacon0@gmail.com

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: 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. External mounting capacitor with bracket, lead, & connector £13. Miller FW17 capacitor £7. Excelsior Wipac 15/72 & Miller W7/BS9 capacitor £8. Villiers pattern flat package capacitor £9. Suzuki FZ50/TS50/GP100etc D77 contact set £8.50, capacitor £6. Champion 'copper-core' short-reach moped spark plugs L86C £3. 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. 3-way switch beam/dip or off/on + horn £9. 2-way switch beam/dip £7. Brake-light switch £8. Wipac pattern Tricon switch c/w wired lead beam/dip/horn/cutout £15. 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 stone guard 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 £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. 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 single-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.
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.

I have this **1986 Puch Mini Maxi** I want to sell to fund another project; it"s a non-runner, no paperwork with it but number is available, engine is free when it"s kicked down, ideal winter project. £500 ovno
Located South Warwickshire.
jordanlboswell@hotmail.com
Regards, Jordan.

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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. 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. 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. 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 inner tubes £6. 17×2 & 17×2.25 Vee £15/tubes £5. 17×2.25 Mitas Sport blackwall £30/whitewall £40. 16×2.25 inner tubes £6. 2.50×15/20×2.50 Golden-Boy (BSA Dandy, Ariel Pixie) universal pattern block tread £40. 14×2.25 inner 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. **New:** 90° fuel tap 12×1mm pitch LH/RH thread £12. Ewarts pattern brass plunger taps ⅛ Gas to tank, ¼ Gas to tank. Chrome fuel cap for Raleigh RM4/Runabout/Wisp/RM11/RM12/Norman Nippy £15. 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. 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 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 £12 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. PC50K1 ohv front sprockets 15T & 13T £30. 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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Due to illness, I am forced to sell my **1956 New Hudson autocycle**. It has a Villiers 98cc 2F engine. Owned by me for 12 years,having completed many Club runs. £1,500.
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or ring Ipswich 01473-716817.
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Rollerdrive – Machined New Cyclemotor Drive Rollers and Special Extractors
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Honda P50/PC50 single-end mag flywheel puller M24×1- £12.
Honda P50/PC50/C50,70,90 dual-end mag flywheel puller M24×1RH / M27×1LH—£14.
Lavalette/Paloma/Hercules Corvette mag flywheel puller M22×1- £18.
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
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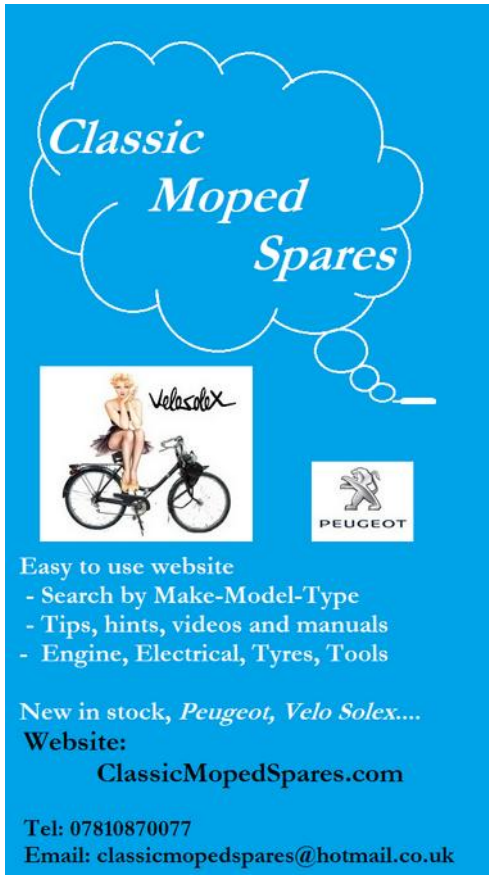

Mopedland Jumble Parts section, featuring mainly used and NEW/old stock odd parts for various Cyclemotors, Autocycles & Mopeds. This is much like an on-line Autojumble pitch for small bike parts, but also listing complete bikes for sale. New parts are regularly adding as sold items drop off, so there's a constant turnover of new listings.
Visit website www.mopedland.co.uk for up-to-date viewing.

MOPEDBUG

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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.
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Fred Spaven Engineering

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

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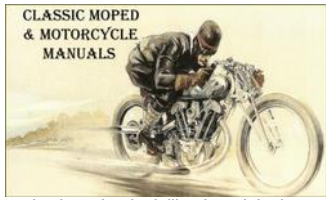

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Anker-Laura engine workshop manual, £10.95. **Brockhouse Spryt** MkII operating manual, £11.95. **BSA Ariel-3** spare parts list, £9.99. **BSA Ariel-3** workshop manual, £19.95. **BSA Bantam** 125 D1 spare parts list, £9.99. **BSA Bantam D1-D5** instruction manual, £11.95. **BSA Bantam** D14 instruction manual, £9.99. **BSA Winged Wheel W1** instruction manual £12.95. **Cyclemaster** workshop manual, £14.99. **Excelsior Consort** maintenance manual, £9.99. **Excelsior Consort** spare parts list, £8.99. **Excelsior Welbike** spare parts list, £9.99. **Excelsior 98cc Welbike** maintenance manual, £10.99. **Excelsior Welbike** drivers handbook, £9.99. **Honda P50** owners manual, £8.95. **James Comet L1** (1956) instruction book, £10.99. **James Comet L1**(1958) instruction book, £10.99. **James Comet L1** (1958) parts catalogue, £14.99. **Kerry Capitano** riders handbook, £6.99. **Kieft** instruction handbook, £7.99. **Lavalette** engine maintenance manual, £4.99. **Malaguti** 4 & 5-speed maintenance guide, £7.99. **Mobylette** dealers workshop repair manual, £14.99. **Mobylette** operation & maintenance manual, £7.99. **Motobecane 41-51V** owners manual, £7.99. **Mobylette** owners and maintenance guide, £8.95. **New Hudson** instruction manual, £9.99. **Norman Mi-Val** engine spares parts list, £6.99. **Norman Nippy Mk5/LidoMk3** owners guide, £10.95. **NVT Easy Rider** riders handbook, £8.99. **PowerPak Cyclemotor** engine instruction book, £12,95. **Raleigh RM8 MkII** maintenance & instruction book, £10.99. **Teagle** engine instruction and parts list, £6.99. **Trojan MiniMotor** instruction book, £6.99. **Villiers** 98cc 4F and 6F spare parts list, £7.99. **Velocette LE 150** (1956) owners handbook, £9.99. **Velocette LE** spare parts list, £10.99. **Velocette LE & Vogue** service manual, £15.99. **VéloSoleX** repair, adjustment & maintenance manual, £9.95. **Villiers 3K & 3K1** engine workshop manual, £8.99. **Villiers Mk4F, 6F, 9F** engine workshop manual, £8.99. **Villiers Mk4F, 6F** engine spare parts list, £8.99. **Villiers Junior DeLuxe 98** engine maintenance handbook & spare parts list, £9.95. **Vincent Firefly** spare parts and price list, £8.95. **Vincent Firefly** service guide and fault-finding chart, £8.95.
For larger capacity manuals or more details:
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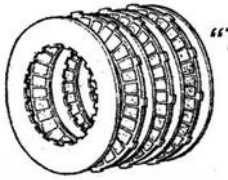

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1980 BSA Boxer or GT50 sports moped, runs fine and I ride it every now and again. Registration is YVV 276W, the bike is tax and MoT exempt owing to its age. Log book and two keys included, reluctant sale but is not needed anymore and no longer ride it, would love to see this BSA classic go to a good home. In very good condition, the bike is blue which is not the original colour. It has also had an ignition mechanism added, hence the two keys mentioned above. Otherwise in very good condition, the indicator lights are a bit loose and bike needs new suspension dampers. Bike has been used with E5 fuel and oil mix and is currently in storage. Will be listed elsewhere too for sale, comes with paperwork and proof of age and authenticity.
Send me a message with any questions, no time wasters please—serious enquiries only.
Location: Newport, Isle of Wight, United Kingdom.
Price: £2,000
Phone Mark on 07580-376131 or e-mail markevans574@gmail.com

1961 James Flying Cadet, 150cc. Many new parts fitted: tyres, brakes, exhaust silencer, electrics, etc. Starts easily and runs well. £1,295 .
Comes with V5c in my name
Ring or text: 07392-502761.

1951 CYCLEMASTER
32cc Cyclemaster in Raleigh Superbe bicycle with V5. Restored with new bearings including main, Minimag ignition, re-magnetised flywheel, BEC carburettor, new rings. Sparkling Chromium. Runs well. Say £850.
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Raleigh Freedom 400 bicycle. 23" Dropped frame, would suit taller rider, quick release wheels with good tyres. New transmission, and chain. Handle bars, levers and cables all good. Nice comfy saddle. Paint work good. Useful runaround or pub bike for—£30.
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I am looking for a **BSA Dandy Wipac points cam** specifically but will take complete ignition system either Wipac or Lucas. Will also take complete engines or, if anyone has any, other spares if price is right.
Many thanks,
Wayne Lee.
waynelee1@hotmail.co.uk

Sports Surprise

by Mark Daniels

Sponsored by a donation from Andrew Smith in May 2023..

Listed from June 1965, the RM12 Super-50 was a 'surprise' Raleigh sports moped mainly finished in black with a Neptune Blue fuel tank which sported plastic chrome-effect stick-on knee grips, a 2.67bhp engine, variator transmission and 'valanced' telescopic front forks. The 12½-pint capacity fuel tank was a unique Raleigh pressed assembly, which bolted on to the forward frame to look like a motor cycle style top-tank. It was also fitted with a perspex fly screen and drop handlebars, which were simply the normal 'All-Rounder' pattern bars turned the other way round, and a dual seat so the rider could more effectively 'tuck-down'!

For Raleigh, basing its new sports moped upon the same lightweight rigid-rear Runabout frame offered not only a cost advantage, but also gave the slender RM12 a given dry weight of just 102lbs, while the Raleigh RM5 Supermatic weighed in at 112lbs. The comparative and bulkier Motobécane SP50 sports moped with rear swing-arm frame weighed in at a portly 120lb, so an 18lb weight saving was a big difference for the Raleigh Sport-50 moped equipped with the same power unit. Motobécane never produced a comparable equivalent to the RM12.

Many aspects of the Super-50 rigid frame, fittings and wheels are different from the swing-arm RM5, though the drive ratios work out closely similar:

- RM5 front sprocket 12T / RM12 front sprocket 11T (lower by 8.3%)
- RM5 rear sprocket 48T / RM12 rear sprocket 44T (higher by 8.3%)
- RM5 rear wheel 18-inch with 2.25 tyre = 22½" diameter / RM12 rear wheel 19" with 2.00 tyre = 23"
- So the RM12 final drive ratio is 2.17% higher than RM5, which barely gives an extra 1mph for the same revs at top speed.

Raleigh's sales brochure posted the RM12 list price at £79–19–6d, quite reasonable considering its sporting specification, though it cost the customer £87–19s–6d once Purchase Tax had been added.

19" wheels with chrome plated Dunlop Endrick pattern rims were built onto Atom/Prior ribbed full-width alloy hubs, with a 90mm front brake and a 100mm rear.

The dual saddle is finished in turquoise fabric with white piping to match with the Neptune Blue fuel tank and, despite the dual seat, there are no rear footrests fitted, so it was seemingly never intended for use as a two-seater; the longer saddle was only to allow the rider to adopt a lower crouch position. Added sparkle came in the form of chrome-plated mudguards and all mudguard stays, the rear lamp bracket, toolbox covers, and adhesive chrome-effect decals on the side panels. All other cycle parts were black finish.

The AV89 specification motor was 39mm bore × 41.8mm stroke for 49.9cc, with 9:1 compression ratio, rated at 2.67bhp @ 5,600rpm, and fitted with a Gurtner H14mm carburettor.

Tyre pressures were given as front 24psi and rear 41psi (presumably hard pressure for best performance).

Starting could be the usual proven kickstart procedure but, with the stand settled so that both wheels are on the ground, you're not going to be able to kickstart on the spot—so we're down to pedalling away on the decompressor for a flying start. If it doesn't fire up on the throttle alone, then thumb the choke trigger as required to encourage the motor to

start. A couple more minor tweaks on the lever quickly find the engine running clear, then we sit warming the motor while our pacer is making ready, because we're never going to trust whatever a 60mph Huret speedo might be trying to tell us.

Opening the throttle, the bike pulls cleanly and capably away, readily going through an indicated 30 with lots more twist-grip in reserve. While the performance seems promising, the steering feels a bit twitchy, probably because of the low and narrow handlebars, while the rigid rear quickly impresses that it's going to be a hard ride.

Glancing back, our pacer is already back in the traffic, so we wait after the roundabout before heading off on the country road. The speedometer becomes difficult to make out beyond the 30-marker at 12 o'clock because it's a bit obstructed by cables and the viewing angle isn't clear through the yellowed plastic lens. While the Super-50 seems to readily pull up to around 40 on the dial, it also noticeably fades back against uphill gradients. Following the outrun to get some heat into the motor, we spin in the road for the return run and pretty much hold on full throttle all the way back. While we can only report from a rider's perspective that the speedo needle was somewhere around the 40mph marker, our pacer clocked off consistent running at 38 on the flat, and best of 42 downhill. Riding position is generally crouched due to the nature of the bike, from which it was still possible to tuck down a little more, but one-handed riding was not advised due to the bumpy road and edgy handling.

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At the same time that its new 'sister' RM11 Super Tourist model officially entered production on 1st January 1966, the RM12 colour scheme was changed to a new Pearl Grey with Fire Red trim, and the plastic 'chrome' knee grips deleted from the tank. The chrome plated mudguards, stays, and chrome rear lamp bracket were also changed in favour of painted items in the new scheme, though Raleigh stayed with the chrome plated toolbox covers—maybe because the new RM11 employed the very same chrome finish toolbox covers.

This is pretty much the arrangement that our second test bike displays, though we're not sure that the red flashes on the front mudguard and rear lamp bracket were part of the standard paint scheme, but there may be an explanation for this…

Our bike was registered to Raleigh Industries for the first two years of its life as a display demonstrator that travelled around to promotion events, trade displays, and dealerships in a factory transporter. Brian Aplin said he had photographs of himself standing by this very bike at a Raleigh event, but we have unfortunately been unable to secure these pictures.

The dual saddle is finished in a cream fabric with red piping to match the paintwork colour scheme and, again, there are no rear footrests fitted, so it was never really intended to carry any pillion passenger. The French Luxor 109 headlamp was paired with a British Wipac S446 tail lamp on both of our featured models.

Once again we favour pedalling away on the decompressor for a flying start, and thumbing the choke trigger is the best way to encourage the motor to fire. A couple more minor tweaks on the lever soon find the engine running clear, then we cruise up and down the lane to warm the motor while our pacer is gathering, when we note buzzing and clonking noises coming from the speedometer, and the

needle doesn't move at all. Monsieur Huret seems pretty broken already…

Opening the throttle the bike pulls cleanly and capably away, while the exhaust tone is quiet and smooth. The steering and handling feels tighter and less twitchy than our first machine, so maybe the fork bushing is in better condition, and the foam padding in the seat feels firmer, so it seems to deliver a less aggressive ride.

Taking the same course as our first run, this white example feels to run somewhat smoother but doesn't build up revs so freely, which is maybe a sign of a recent motor rebuild that hasn't fully settled in yet. While the motor noticeably fades back against uphill gradients, that's not unexpected for any 50, which is never going to have anything in reserve. Following the outrun to get some heat into the motor, we spin in the road at the same spot for the return run, and pretty much hold on full throttle all the way back. Our pacer clocked off a best of 40 downhill, which is probably all that really matters on a Sport-50. Riding position is generally crouched due to the nature of the bike, from which it was still possible to tuck down a little more, and since the front-end handling is more stable on this machine, one-handed riding proves a little more confident on the same bumpy roads.

The horn keenly croaks in response to the button, so there's obviously plenty of power coming from the generator, but switch on the lights and they're just dim and dismal. We do wonder if the bulb voltages and wattages might be incorrect? They should be 6V × 15W front, and 6V × 3W rear.

The RM11 and RM12 were dropped from the Raleigh range in July 1967.

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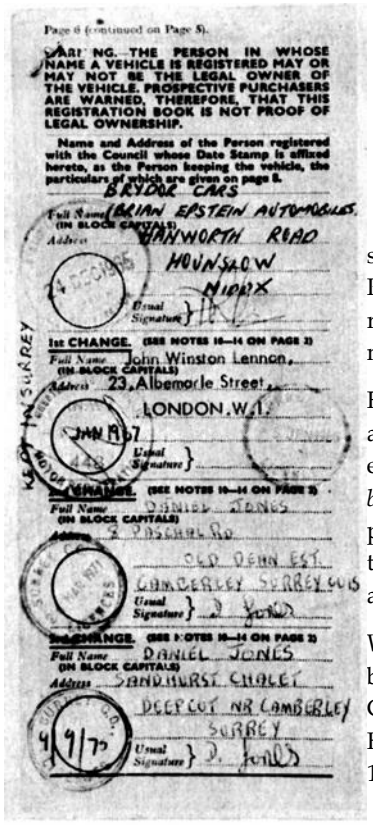
Obviously there's a bit of folklore about 'John Lennon owned an RM12', but did he? John Lennon was born 9th October 1940, and the RM12 became available from June 1965.

So why would Lennon want to have an RM12 moped at 25, when the Beatles had already achieved mainstream success in the UK in early 1963, had 'broken' America in 1964, received MBEs in the Queen's Birthday Honours list in 1965, and just released 'Help' by the time the RM12 first appeared for sale in June 1965? Would John Lennon go out and buy a moped to celebrate all that?

You may detect some scepticism, so let's dig a little deeper…

Simple Internet searches on John Lennon quickly bring up information that he was a keen cyclist from his younger years, and is reported to have owned several Raleigh racing bikes. An image search also readily comes up with an old photograph of a Raleigh RM12 fitted with rear panniers, wearing registration FLU 83C, and sold at the first Rock 'n' Roll memorabilia sale in 1981.


Page 8 (continued on Page 9).

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Name and Address of the Person registered with the Council whose Date Stamp is affixed hereto, as the Person keeping the vehicle, the particulars of which are given on page 8.

BRYDOR CARS

Full Name (BLOCK CAPITALS) BRIAN EPSTEIN AUTOMOBILES

Address HANWORTH ROAD HOUNSLOW MIDDX

Usual Signature

1st CHANGE. (SEE NOTES 10—14 ON PAGE 2)

Full Name (BLOCK CAPITALS) John Winston Lennon.

Address 23, Albemarle Street, LONDON, W.1.

JAN 1967

Usual Signature

2nd CHANGE. (SEE NOTES 10—14 ON PAGE 2)

Full Name (BLOCK CAPITALS) DANIEL JONES

Address 2 PASCHAL RD OLD DEAN EST. CAMBERLEY SURREY GU15

Usual Signature D. Jones

3rd CHANGE. (SEE NOTES 10—14 ON PAGE 2)

Full Name (BLOCK CAPITALS) DANIEL JONES

Address SANDHURST CHALET DEEPCUT NR CAMBERLEY SURREY

4/9/72

Usual Signature D. Jones

Following this lead, we track this back to a Sotheby's auction catalogue dated 22nd December 1981, Lot 192 estimate: £300/500: a Raleigh Super-50 moped '*once owned by John Lennon*', the vehicle finished in black with canvas pannier bags, and complete with registration book detailing the ownership of the vehicle by Brian Epstein Automobiles, and then by John Winston Lennon in 1967 and 1968.

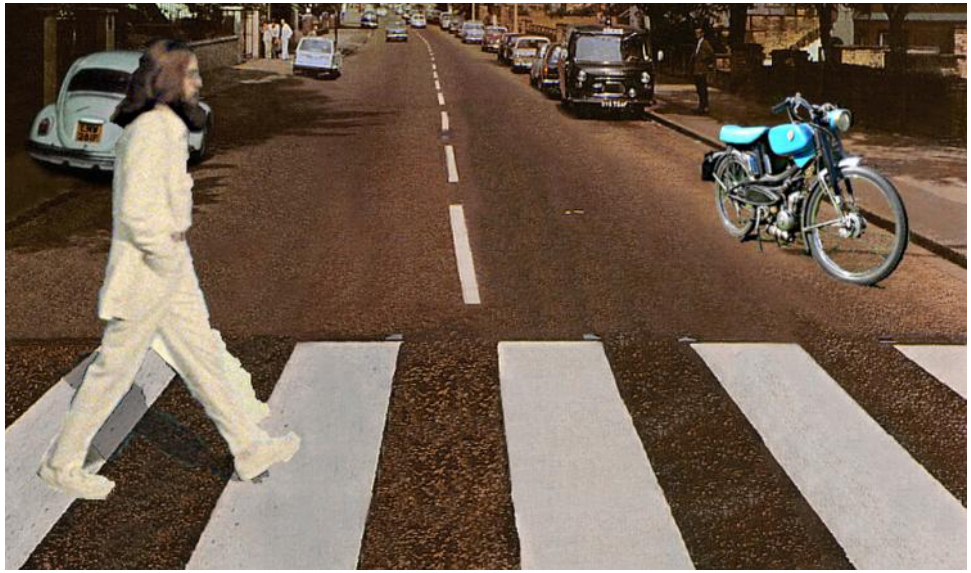
We further managed to track down a scan of the old VE60 buff log for FLU 83C, recording the first owner as Brydor Cars, Brian Epstein Automobiles, Hanworth Road, Hounslow, Middlesex, and date stamped 24th December 1965. The next entry shows John Winston Lennon,

23 Albemarle Street, London W1, seemingly dated Jan 1967, with a side note 'Kept in Surrey'.

The RM12 was sold in the 1981 auction to Terry Smith, managing director of Liverpool's Radio City radio station for £2,000.

This RM12 Super 50 was reportedly bought for John by Brian Epstein (Beatles manager until his death from an accidental drug overdose on 27th August 1967), in 1965 to enable Lennon to get through the London traffic to EMI's Abbey Road studios on time for recordings and rehearsals.

The same Raleigh RM12 FLU 83C unrestored (with black tank and saddlebags), along with John Lennon's old driving licence next appeared on display at a Japanese museum dedicated to John Lennon, his life and music, at the Saitama Super Arena in Chūō-ku at Saitama City, Saitama Prefecture, Japan. This bike also visually matches the bike of the same registration number FLU 83C illustrated in the Sotheby's catalogue of 22nd December 1981.



The John Lennon Museum opened on October 9, 2000, the 60th anniversary of Lennon's birth, and closed on September 30, 2010, when its exhibit contract with Yoko Ono expired.

Here, the trail goes cold, and what became of the bike is unknown.

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Next: We track down and test ride another old, unusual and very rare cyclemotor, which barely went into production in the early 1950s, and was only briefly made by an obscure company that you've probably never heard of.

What can this be? And might we even be able to find anything about it to present an article?

Gran Turismo

by Mark Daniels

Sponsored by a donation from Pat Smith, Withernsea.

Mario Agrati had just graduated from college and returned home to start work in the family Agrati Garelli Company.

Noting that there was an important market for mini-bikes in the USA, and that Garelli did not include these vehicles in its main activities, Mario teamed up with Henry Keppel who was then head of Foreign Sales of Garelli, and they decided to break away from the family business and form their own company focussed on mini-bikes. They also had to come up with a name for the company, and thinking along the lines of the popular *Fanta* soft drink of the time, and Fantastic Motor (which seemed a bit too long), they came up with a shortened version of Fantic Motor.

Founded by Mario Agrati & Henry Keppel-Hesselink, Fantic Motor began trading in late 1968, before its building in Barzago was even completed, by putting out subcontract manufacture to third parties in Bologna. Production started by building mini-bikes for America, and later progressed toward mopeds, mo-kicks, enduro motor cycles, mini-bikes, and go-karts.

Fantic Motor machines were first imported into the UK in December 1972 by Barron Eurotrade Ltd whose headquarters were based at 51 High Street, Hornchurch, Essex. The idea of forming this company and importing Fantic machines came about as one of the founders saw the 50cc 'Chopper' model publicised in a motor cycle magazine that his brother in law sent him from America. Along with a number of other European and Japanese manufacturers, Fantic joined Barron's imports to the UK in December 1972, to meet a new market demand for sporty sub-50cc machines as 'sixteener' law now limited sixteen-year-old riders to 50cc.

Fantic TX-7 Mini-Matic

The Fantics' arrival was spectacularly promoted by the introduction of two sensational moped models powered by high performance 50cc Minarelli six-speed motors: the TI (Tourismo Internazionale) Sports with 14mm Dell'orto carburettor rated at 6bhp@9,000rpm and giving

55mph, and the fantastic Chopper moped rated at 6.8bhp@8,800rpm and giving 52mph. These were much admired, aspired to, and became popular very quickly with a reputation for being some of the fastest mopeds on the market.

It became quite common to find TI models up-rated to 6.8bhp, typically by fitting an after-market 19mm carburettor and manifold kit.

The TI and Chopper models were joined by the Deputy TX7 single-speed Minibike in November 1973. While the TX7 was available in pedal moped or kickstart motor cycle versions, the moped version was more usually found in the UK since it could be ridden at age 16.

In January 1974 the Super-T joined the import list, basically being a four-speed version of the TI with a new alloy cylinder, standardly fitted with a bigger 19mm Dell'orto carburettor for 7.2bhp @ 9,000rpm, and claimed to be capable of 60mph.

A four-speed TI model was added to the range in March 1974, Caballero four-speed from August 1974, and Roma TX & De Luxe single-speed commuter moped models from December 1974.

New models for 1975 started with the Caballero 50RC TX180 six-speed in May, then introduction of the four-speed GT from July 1975.

The GT TX200 was a kickstart motor cycle with four-speed foot change, while the GT TX201 was a four-speed foot change moped version with a dangly-pedal set.

The GT initials were originated from the Italian Gran Turismo, which directly translates as *Great Touring.*

Our Fantic GT started life as a basic model TX201 four-speed 1976 model originally fitted with a 49.6cc Minarelli P4 pedal motor of 38.8mm bore and 42mm stroke, with Dell'orto SHB19/19 carb, probably rated at 7.2bhp @ 9,000rpm, and claimed capable of speeds up to 60.5mph—but that was nearly 50 years ago, and things have changed…

The original Gran Turismo advertising text stated that 'Footrest/kickstart conversion is easily carried out if required', and that's exactly what happened to our featured GT, so it's now a Mo-kick 50cc motor cycle which has been refitted with a P6 kickstart 'Competition' CR 50 Series-1 (1977-78) *Corsa-Corta* motor from an Italjet scrambler. This has a 40.3 × 39mm short-stroke engine with close ratio gearbox, big fin cylinder with chrome bore, radial fin head and Minarelli factory expansion pipe with end-fitting silencer. Believed rated at 13bhp with the original Dell'orto PHBH28BS (28mm) carburettor, this proved too wild and temperamental for road use, so was slightly 'tamed' by fitment of a Dell'orto VHB22BS (22mm) carb. The Motoplat electronic ignition set does not have any generator output, so the lights and horn are powered by a small 12V dry cell battery fitted in the air-box.

So what can we tell you about the bike? It's a typical 48-year-old 50cc motor cycle of its time, with traditional twin shock rear suspension. 2.50–18 wheels & tyres, and weighs in at 31kg front & 38 kg rear = 69kg in total.

This is no pretty, shiny restoration, it's scruffy and weathered with tired paintwork, dents in the tank, a rusty and welded expansion exhaust with home-made silencer, hi-level handlebars, and probably now appears like an old commuter go-to-work transport, which is what we'd probably describe as a Q-bike.

No, that's nothing to do with any DVLA 'built from bits' kit-bike registration.

The reference actually relates to Q-ships, a Royal Navy World War 1 initiative of heavily armed merchant vessels with concealed weaponry, designed to lure submarines into making surface attacks, which gave the Q-ships the chance to open fire and sink them.

A Q-bike is most usually an innocuous and tatty, old-style bike with a motor performance significantly exceeding its appearance, so when some modern scooter tries to burn it off from the traffic lights … there's an unexpected surprise!

So it all comes down to how this bike performs.

There's a left-hand gear-change with selection one-down & five-up.

The motor starts easily enough and quickly settles on tickover. Gear selection clicks in fine, but even in first you instantly appreciate this is a very 'peaky' motor: no torque, then revs like

crazy! Going up through the six gears is a sequence of rapid changes and throttle bursts, though surprisingly there are no issues with the front end lifting up, so it provides enough confidence to give it the gun from the line.

The CEV speedometer indicates 0-80mph, but proves an unreliable instrument for useful indications as the needle gives vague indications up to 30+, then starts swinging wildly, beyond which it becomes pointless even looking at it. It's necessary to keep the revs on the boil to get effective acceleration on the throttle, but it certainly delivers the beans with a creditable take-off that requires our pace vehicle to press hard to catch up. Usual procedure with these P6 boxes is just keep clicking up the gears until you run out, but with this motor being so rev sensitive, an early change will find the motor stuck in the dead zone.

A good example of being stuck in the flat spot is running along at an indicated 30 in fourth, then opening the throttle wide, and being completely unable to increase the revs at all because we're below the power band. There are two choices: pull the clutch to slip the revs back in, or cog down to third, then GT takes off like a rocket.

Best speed was recorded on a long shallow downhill paced at 55mph on the sat-nav. This run couldn't be held full-on due to an approaching bend, so maybe another couple of mph could have been squeezed out under ideal conditions, but this was pretty impressive for a road spec chassis without drop bars and rear-sets to enable a full tuck-down position. Where this GT scores most is its blistering acceleration and, since the bike seems to be capably revving out in top gear, it's easy to conclude that a gear-up and drop bars could easily take it past 60mph. But top speed isn't all, and in a 50cc drag race from the lights, this Fantic GT could take a lot of beating. Not quite the actual fastest 50 we've tested, but off our test track and with high bars, the performance is quite impressive.

Handling proved capable enough within the performance, probably helped by the duplex cradle frame design and decent gauge front forks mounted in stout cast alloy yokes.

A 1977 Motorcycle Mechanics Magazine described the Fantic GT as 'the closest a moped will ever get to a real motorcycle', and was slightly faster and more comfortable than other Fantic models of the time. Introduction of GT versions with the popular six-speed gearbox was a further strong selling point from February 1977 with the GT Super 6, and GT6 from August 1977.

Maybe just to confuse everybody, there were several further iterations of the GT:

Super Six TX240		six-speed (dangly pedals, foot-change, high handlebars)
Super Six TX220	(KL4?)	six-speed (kickstart motor cycle, low handlebars)
Super Six TX220	Motoleggera	six-speed
Super Six TX220	KL4	six-speed (kickstart motor cycle, low handlebars)
TX270		four-speed (kickstart motor cycle)

The GT six-speed was de-listed in April 1981, but the four-speed continued into 1984.

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Next: Back in 1961 as an ill wind of change blew through TI's British Cycle Corporation group of companies, a sequence of events set about by the misfortune of Norman & Phillips was

strangely to influence the future of a stunning new creation only just being created at a small independent manufacturer, miles away at Ascot! A machine so obscure that only one factory released picture ever was published, so very rare that few people even appreciate it was made at all, and now only seven known examples remain recorded on the machine register of this most exotic of British built mopeds. Such a machine today could only be—(Still) Absolutely Fabulous!

Ye Olde Legend of the Worme

by Mark Daniels

Sponsored thanks to a donation from T Harding.

The Legend of the Worme began around 2015 when this strange and ancient beast first turned up at Lord Thurlow Village Hall at Great Ashfield, for the 33rd East Anglian Run.

In its original and simple form it's possible maybe to recognise the power unit mounted on the front of a Batavus 'Splendid' ladies cycle: it's a JAP Model-O industrial engine, but we didn't know that JAP made a version of this engine as a cyclemotor?

The Worme in 2015

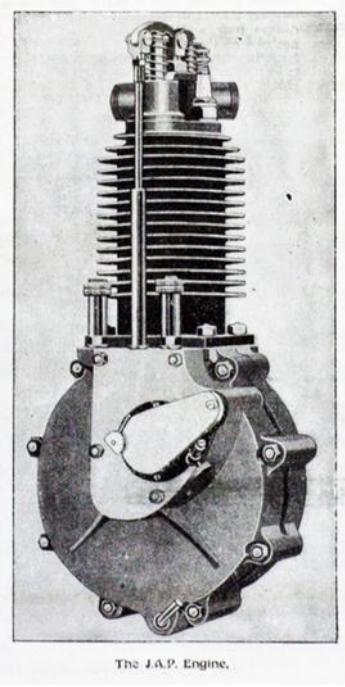
Here's one story that we never thought we'd ever be doing about a cyclemotor…

John Alfred Prestwich (1874–1952) was an English engineer and inventor. In his early twenties he founded J A Prestwich Industries Ltd in 1895 and was a pioneer in the early development of cinematography projectors and cameras, working with S Z de Ferranti and, later, with the cinema pioneer William Friese-Greene.

In 1901 Prestwich designed and built his first motor, an OHV four-stroke clip-on 293cc engine of 70mm bore × 76mm stroke for attachment to the front down tube of a bicycle-type frame. It had an atmospheric inlet valve, was rated at 2.2hp @ 1,600rpm, and went into limited production in 1902.

In 1903 the first complete JAP-engined motor cycle was shown at the Stanley Show, among a number of other names which you may (or may not) recognise: Abingdon, Aurora, Binks, Bradbury, Campion, Clark–Cluley & Co, Clyde Cycle & Motor Co, Crypto, Elswick, Humber, Kerry, Minerva, Oxford Autos (showing Morris motor cycles), Princeps, and Triumph Cycle Co with a Belgian Minerva engine

The J A Prestwich motor cycle engine was built into a BSA frame with sprung forks and a vertically mounted 473cc, 3.5hp OHV engine. A single push-rod opened both valves, which the cam action tracked to pull and push as required. JAP also displayed a lightweight model with its 2.25hp engine fitted at an inclined angle.


The J.A.P. Engine.

From the development and display of this first practical British produced, mechanically operated, overhead valve engine by JAP, Triumph adopted the motor to produce complete motor cycles from 1903, while JAP continued with its own further 2.5hp and 3.5hp complete motor cycles into 1905, as well as a three-wheeler.

In 1906 JAP added a 6hp V-twin, and a fore-car fitted with an 8hp three-cylinder in-line engine, but just two years later John decided to stop building his own complete motor cycles in order to concentrate on the manufacture of proprietary motors instead. JAP engines quickly became extensively adopted in various cyclecars over the 1910 to 1914 period when they were popular with small manufacturers. In 1914 JAP announced a new engine made specifically for the cyclecar: a V-twin of 90mm bore and 85mm stroke (1082cc). The engine had a larger flywheel than the motor cycle engine, and an enclosed magneto drive, for fitment to a Morgan three-wheeler. 1914 also brought about the First World War, so JAP switched over to repair and overhaul of aircraft engines for the Royal Flying Corps, and munitions manufacture.

In 1919 John Prestwich was asked by a pencil manufacturer to design a machine for painting mass produced pencils, and created one half the size of machines currently in use and capable of a greatly increased output. When the pencil manufacturer went bankrupt in 1920, John purchased the business, and set up Pencils Limited to exploit his invention of new machinery, and the company started making Master Pencils, also at the Northumberland Park site in Tottenham, London.

JAP engines became widely used in many famous motor cycle marques, including Brough Superior, AJS, Triumph, Zenith, HRD, with many more in the UK and other continental customers. Engines were also supplied for early aircraft, chainsaws, agricultural cultivators, and light rail maintenance trucks.

Following the impact of the Great Depression and motor cycle manufacturers increasingly resorting to making their own engines instead of buying in proprietary motors, JAP motor

cycle engine sales steadily reduced, and production increasingly shifted toward small industrial and agricultural engines. During World War 2, Prestwich returned to munitions production, making portable generators powered by JAP stationary engines, building around 240,000 industrial petrol engines in support of the war effort, along with making millions of aircraft parts, fuses, etc.

On 23rd April 1951 J A Prestwich Industries Limited was formed to incorporate the assets of J A Prestwich and Co Ltd and Pencils Ltd, which was now producing 1.5million Master Pencils a week, and was the largest pencil maker in Europe. Nominated directors were John Alfred Prestwich: Chairman and Managing Director, John Edgar Vincent Jobson, Edward Stuart Prestwich, Douglas Percival Prestwich, Gerald Winfrid Stanfield Bagshawe, and Percy Gyllenship Langford, with William Dodsworth Hine as Works Manager.

Soon after incorporation of the new company, the business was floated on the London Stock Exchange to raise money for new production of small utility engines under the JAP name for both stationary and motorised equipment in a variety of applications. They ranged in size from the smallest Model-O two-stroke engine to the much larger type-6 four-stroke engines, and were used on rotavators, generating sets, milking sets, water pumps, lawnmowers, hay elevators and other agricultural machinery.

Some four-stroke and two-stroke motor cycle engines continued to be listed for low-volume manufacturer AJW for the 500cc Flying Fox & Speed Fox and the 125 Fox Cub of 1953 (which failed to go into production and the three-speed motor was subsequently de-listed by JAP after nobody bought it), and the Hercules Grey Wolf & Her-Cu-Motor mopeds 1955–58.

Most post-war industrial engines were four-stroke, but there were some two-stroke engines such as the Model-O, so what was it?

JAP Model-O Type 28 two-stroke, 35mm bore × 35mm stroke = 34cc and rated at ⅓hp @ 2,500–3,500rpm with Amal 380 Carb and strangler filter. Instead of using a conventional 'open' exhaust port, the cast iron cylinder unusually has its exhaust gases vented through lines of small drilled holes into the manifold. You'd probably imagine that this might compromise spent gas scavenging, but the iron cylinder is fitted with an aluminium deflector-top piston, which delivers efficient gas exchange at lower revs through the single transfer port at the back of cylinder. At higher revs the effectiveness of deflector scavenging tends to become more compromised than Schnürle loop port scavenging.

Another aspect of the unconventional Model-O exhaust port arrangement is it dispenses with the need to fit ring pegs in the piston, since the rings may safely rotate without a ring end going into a port, and un-slotted pistons and rings are cheaper to make. The cylinder is topped with a cast alloy head.

Despite being a low cost industrial proprietary motor, JAP knew how to make better and more durable engines, and, unlike some of the budget-built cyclemotors of the 1950s (yes, Cymota & GYS, we could be looking at you), the Model-O was a sound construction. The JAP un-caged roller big-end bearing is a way better design than a plain-bush big-end which requires a heavy oil mix to maintain effective lubrication. The JAP engine also has a proper two-journal crank instead of cheaper plain bearing overhung crank designs, and this O-engine has also had a conversion from single-row to double-row main bearings for further axial support.

It has a Wipac Migemag 1-1263 magneto with a fan-cooled flywheel, which is based on a Series-90 mag-set but without any lighting coil, so the cycle lights are driven by a friction dynamo running on the rear tyre. Total motor weight was given by JAP as 11½lbs.

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Worme gained its name as an anagram of Mower since it uses an ex-lawnmower engine, which would have been a cylinder mower because this requires less power than a rotary mower. Being a chain drive machine, it would have been fitted with a drive sprocket, while conversion to a roller-drive cyclemotor would require something that JAP never made. The drive roller was home-engineered from a hardened steel Burman gearbox pinion, which is very durable though prone to slip in the wet, so can require more pressure on the tyre to maintain the drive when it rains.

This JAP O motor has evolved since its first iteration, particularly to address issues of the engine running too hot since it was earlier relying on simple airflow for cooling. Now it's fitted with extra steel ring extensions brazed to the meagre original cylinder fins, and a polished brass fan shroud fabricated and screwed together to direct fan air from the flywheel across the cylinder to improve cooling—which looks totally steam-punk!

The cylindrical tank is the original ½-litre JAP fuel tank, and roller-drive cyclemotors tend to be quite thirsty on fuel, so it might be necessary to carry an additional reserve if any longer riding distance is being considered.

So: fuel on, choke on, and since there's no decompressor on the Model-O, the most effective way to start is to pedal the bike up to speed, pull the clutch lever onto latch and keep pedalling to get the motor turning and maybe just tease the lever throttle lever to get it to fire. Once running, the clutch can be unlatched to 'neutral', then ease back

the choke as the engine warms to settle.

The clutch lever has reversed operation, so the lever 'pulls on' the drive, and a return spring pulls off the drive when the grip-lock lever is released. If the tyre still slips when it's wet and you're going uphill, you can pull on the clutch lever a bit more beyond the latch to get extra grip.

With the engine now running, pedal away then pull the clutch lever to latch, and open the throttle lever. Generally the throttle lever is going to be set full on because a 60–70 year old 34cc motor is only going to run along at cycling speed, way slower than town traffic. You mostly only throttle back to judge junctions and motorists will usually relate to cyclemotors today as bicycles or E-bikes, so it's generally not much of an issue.

Road conditions were wet on the day of our test, so roller pressure was adjusted to 'firm' to reduce the tendency of drive slip, which increases friction and will expectedly compromise the top speed slightly. Worme paces around 20mph on the flat and 22–23mph on a light downhill run though under dry conditions with the roller-drive pressure backed off to minimum setting, as much as 24mph can reportedly be achieved!

The engine ran surprisingly smoothly, with little vibration, and mostly clean two-stroke firing, with the only four-stroking occurring when choked or cold running.

The 26×1⅜ wheels & tyres gave a hard ride on poor surfaces, and crossing speed bumps conveyed such a jolt that you quickly learned to slow down for them. The modern Sturmey–Archer three-speed coaster hub offered useful cycling assistance when a boost was required, and the back-pedal brake could still contribute some braking effort since the speed was low. Front braking is by a cable to a rod stirrup arrangement.

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By 1957 practically all shares in the JAP company had been acquired by the Villiers Engineering Company Limited of Wolverhampton, giving them control of their former competitor, at which the two remaining JAP directors resigned, and final links with the Prestwich family were severed on 17 September 1957. JAP industrial and speedway engine manufacture and Master Pencils continued under Villiers into 1961 but, in 1962, engine manufacture moved from Tottenham to Wolverhampton leaving the Northumberland Park site to sub-contract engineering works. In September 1963 the Tottenham works were closed causing 430 redundancies.

J A Prestwich Industries Limited was liquidated in 1964 at just about the same time as Villiers itself was in the process of being taken over by Manganese Bronze Holdings.

Surprisingly JAP never produced any cycle/engine kits during the cyclemotor boom in the early 1950s.

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Next: Before the Wisp there was the RSW16 bicycle, but what if there was something in between the RSW16 and the Wisp? And what if Raleigh might have been thinking about something for after the Wisp?

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

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