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 July.

Although we've often written all the articles in recent editions, we welcome 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

Bill Ives turned up on the doorstep with a crate of stuff for the library—that still needs sorting out. Apart from that, the latest additions concern: Aberdale, Ambassador, Britax-Ducati, British Eagle, Carlton, Carradice, Claud Butler, Corgi, Emmelle, Falcon, G H Jones, Karrimor, Peugeot, & TWN.

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

Calendar

It's the start of the season 'proper', and the calendar is filling up; please 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* in Walton, Felixstowe.
12 April	Rickinghall Classic Auto Jumble & Swap Meet, village hall playing field, 9:00 to 12:30. 07806-437722
13 April	EACC 20th Radar Run and Mopedjumble starts at Bromeswell Village Hall. 07702-192008
18–20 April	EACC Lancashire Slow Riders Welsh Ride Weekend. Please contact Paul: lancashireslowriders@gmail.com
20 April	VMCC Cyclemotor Section Welsh Run from Castle Street Car Park, Abergavenny. 01873-858344.
26 April	David Silver Bike Meet in Leiston. 9.00am to 4.00pm. Free entry to the bike museum for the day.
27 April	Ride it Day, which is a week later than usual to avoid Easter. In support of the NSPCC's Childline
27 April	VMCC Cyclemotor Cotswold Run, Carlés Coffee, Cerney Wick Lane, Cirencester. Mark: 07974-742638.
4 May	VMCC Cyclemotor Section Nasty Run from the Rising Sun, Halls Green, SG4 7DR, 07950-903794.
4 May	53rd Ipswich to Felixstowe Road Run, organised by Ipswich Transport Museum.
10 May	Rickinghall Classic Auto Jumble & Swap Meet, village hall playing field, 9:00 to 12:30. 07806-437722
31 May	David Silver Bike Meet in Leiston. 9.00am to 4.00pm. Free entry to the bike museum for the day.
1 June	VMCC Cyclemotor Section at Stony Stratford Classic Car & Bike Show in the Market Place ,09:30–14:00.
8 June	VMCC Cyclemotor Section Postcombe Run at 10:30am *England's Rose*, OX9 7DP. 01494-672459.
14 June	Rickinghall Classic Auto Jumble & Swap Meet, village hall playing field, 9:00 to 12:30. 07806-437722
20–22 June	EACC Northern Camping Weekend at Hooton Lodge Farm, Rotherham' John Bann: 07798-731951 21st & 22nd June
21 & 22 June	EACC display at the Dene Rally at Monkwood, near Alresford. Jim Beacon: jim.beacon0@gmail.com
22 June	VMCC Cyclemotor Section Bikes in Beds Run from Dukes, Woodford, NN14 4HE. 01933-419800.
28 June	David Silver Bike Meet in Leiston. 9.00am to 4.00pm. Free entry to the bike museum for the day.

29 June	EACC Teenage Tantrum Run, Parham Airfield Museum Run to Sizewell for lunch will depart at 11:00.	13 July	VMCC Cyclemotor Section Greenway Run from the Stratton Arms, Turweston, TBC, 07974-742638	27 July	VMCC Cyclemotor Section Oily Rag Run from the *New Inn,* Abthorpe, NN12 8QR. 01604-831584.
12 July	Rickinghall Classic Auto Jumble & Swap Meet, village hall playing field, 9:00 to 12:30. 07806-437722	26 July	David Silver Bike Meet in Leiston. 9.00am to 4.00pm. Free entry to the bike museum for the day.		

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

1987 Yamaha QT 50. Very good unspoilt condition. MoT. £995. Only recently bought this bike, but an old injury means that I 'm unable to ride it.
Tel Roger on 01526-580376. Lincolnshire, near Sleaford.

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. Wipac & Miller mag-flywheel nuts 5/16"×22tpi (Sold out). **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. 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. 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).
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

Over 150 models from 1948 to 1992
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Phillips — RAP
New Rex engine parts
REX SPARES
Hercules (GB)
Parts for Her-Cu-Motor and Corvette

Rex piston sets: Kolbenschmidt, Mahle, Vertex, range of oversizes for 1-speed, 2-speed, & 3-speed Rex. Rings, clutch parts and plates for all models, front sprockets, cables. Range of parts for most models - Gadabout, 2sp/3sp individual cylinder head gaskets £3 and base gaskets £2. 2-speed & 3-speed full range of front sprockets. Some engine parts: Rex 1-speed, 2-speed & 3-speed. 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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www.nsuquicklyspares.co.uk/contactus.html

Moped, autocycle HD drive chain ½ × 3/16 eq £10 boxed length. Spare connecting links for 3/16 £1.50p & 1/8 chains 80p. Spare spring clips pack 12 £1. Link splitters std £14, H-duty £16, light cycle £4. Imperial ⅜" cotter pins £2 pair. Continental 9mm cotter pins £2 pair. ISO 1⅜ Freewheels 16T-£6, 20T-£12, 22T-£14, 23T-£15, 24T-£16. Miniature14T 1" × 20tpi-£10. AV89, RM5 M36 × 1mm × 20T Special freewheel £23. 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 chain-wheel and clutch plate sets service-ex £30 each. Peugeot102, 103 clutch discs £8. Clutch plates for other makes too—see website. New-Heavy-Duty rubber block pedals & reflector block pedals £9.50 pair. 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 eye-bolt 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 × ½" 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 £40 each. Special 32-H & 40-H pierce 26 × 2 × 1¾ new chrome rims £40 each (Norman Cyclemate, Autocycle, 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 × 1⅜ Vee Roadster pattern 2T & 2T £21. 26 × 2 Continental (Quickly, RM1, etc) £50, tubes £4. 20 × 2 × 1¾ trade bike small front tyre £6. 2.50 × 21 Golden-Boy universal pattern block tread to fit 2F autocycles etc £50. 19 × 2 Continental black-wall £35, tubes £6. 19 × 2 Mitas 'Economy' black-wall £25. 19× 2.25 Heidenau black-wall £60. 19 × 2.00 Continental black-wall £40. 19 × 2.25 Continental black-wall £40. 18 × 2.25 inner tubes £6. 17 × 2 & 17 × 2.25 Vee £15, tubes £5. 17 × 2.25 Mitas Sport white-wall £40. 16 × 2.25 Vee tyres £18, inner tubes £6. 15 × 2.50, 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 side panels £24 each. RM4 side panels LH & RH £22 each, RM4 toolboxes LH & RH £18 each, MobyAV89, Raleigh RM5 side panels £22 each. Runabout side panels LH & RH £18 each. Old Moby side panel 3-set £44, Cady M1, M3 side panels LH & RH £18 each. Moby M40 side panels LH & RH £20 each. Moby AV42, 48 side panels LH & RH £18 each. Moby AV76, 78 side panels LH & RH £22 each. Nippy Mk1, 2 engine covers LH £22 & RH £20. Batavus 50mm & Ariel-3 52mm Encarwi air filter housings £16. Raleigh RM9, +1 chain guard £25. Villiers 1F, 2F front sprocket cover alloy casting £15. Rubber rim tapes all sizes 14" to 26" £1 each except 19" £2.50p & 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, Raleigh 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 £18 pair, 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 £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. New: Chrome fuel cap for Raleigh RM4, Runabout, Wisp, RM11, RM12, Norman Nippy £15. New: 40mm push-in fuel cap light grey £7.50p New-Continental pattern small chrome fuel cap 53mm £8, stainless steel £10. 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: 21mmØ Continental handlebar stem 6½" long £12, ⅞"Ø Imperial handlebar stem 7" long £8. Handlebars 'North Road' & 'All-Rounder' patterns £10. Chrome blade-end decomp lever £15. Chrome ball-end decomp lever £13. New: Excelsior decompressor valve actuating lever £25. 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 brake shoes £12 pair. 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 side panel toolbox cover screw £5. New: PC50K1ohv front sprockets 15T & 13T £30. New: PC50ohc front sprockets 15T £30 PC50, Express & Camino VDO speedo cables £10. Tomos speedo cables £10. Huret speedo cables 55cmm £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 £4.50p 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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1954 Power Pak Standard 49cc £950

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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

AtoZ Rings

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

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At DingDing Bike, we provide restoration, painting, repairs, sourcing parts, customization and modification services, predominantly for Mobylettes but extend them out for pretty much any other bikes. More than that ... we're looking for groups of people who share our passion for mopeds so we are looking forward to meets & rallies.
Phone: 07907 277000;
Facebook: Motobecane.UK.

For sale: **1969 Raleigh RM8** Runabout. £475.
In clean presentable condition. Engine starts and runs well. Good rims and tyres. Clutch needs attention as slips when ridden. Some headlamp and horn wiring missing. V5C in my name. Need time and space for new project.
Contact Garth on: 01508-499794.
E-mail: growler.jeffery@gmail.com.

1974 Flandria 047 AF-A For Sale.
First registered 19/11/1974 and second time owned by me; V5 in my name. Historic Vehicle currently on SORN. Belgian-built by A Claeys, 49cc, automatic. Very much original condition, not concours but very good. All complete and running with new saddle and rear light. Everything works and the engine has been extensively rebuilt by Mark Daniels with new main bearings and seals, bead blasted head & barrel, plus carburettor work. Easy starter and pulls well up hills. Subject of a road test article by Mark Daniels. Have copy of owner's handbook, plus oil and other bits.
Sadly, I'm mainly a wheelchair user now, so must part company with this Flandria.
Looking for £750—but open to discussion.
Also have, brand new & unused:
- LS2 full-face gloss white helmet, medium (57/58cm), with black & buff bag—£25;
- Thinsulate gloves, medium—£10;
- Norman trousers, black & red, 34–36" waist, 29" leg—£15;
- Bikers Paradise jacket, 38" chest, used but great condition—£5.

Call John Daborn on 07906-805721.

WANTED: a running AV89 or similar, complete but OK if a bit cosmetically challenged.
Am in Merseyside but can travel. Cash budget somewhere around £500 to £750 but I have a 2005 Honda Pantheon 125 which runs beautifully that I can swap/part exchange for a more expensive Mobylette. The scooter is valued at £1000 and would come with a new MoT.
Please contact Ken: kjproberts@aol.com or 07735-697078.

Puch Moped, 1979 Maxi N model, registration DCL 775T. Renovation work included: new spoked wheels, new tyres, and all mechanics including engines having new crankshafts, new internal bearings, bushes, etc installed. Moped was fully operation post renovation but is currently inhibited and on SORN, V5 is available. When the moped was stored the fuel tank was drained and then inhibited with a German anti-corrosion lacquer. It will need ignition tuning and fettling once to put back on the road, full workshop manual available with the moped. Price £500 .
Please contact Kevin: kjydillon@aol.com Home phone: 01669-620030 Located 40mins North of Newcastle.

Puch Moped, Maxi Sport model, 1976, registration WGE 81R. Renovation work included: new spoked wheels, new tyres, and all mechanics including engines having new crankshafts, new internal bearings, bushes, etc installed. Moped was fully operation post renovation but is currently inhibited and on SORN, V5 is available. When the moped was stored the fuel tank was drained and then inhibited with a German anti-corrosion lacquer. It will need ignition tuning and fettling once to put back on the road, full workshop manual available with the moped. Price £995 .
Please contact Kevin: kjydillon@aol.com Home phone: 01669-620030 Located 40mins North of Newcastle.

WANTED: Winn City Bike.
Any condition considered. I have a long-time interest in said bike due to living locally to where they were made in the mid-1960s; now I'm in a position to actually own one.
Please contact Stuart at sgc392@yahoo.co.uk,
Witney, Oxfordshire.

1959 Norman Nippy Mk2/type2 2-speed moped. Registration OSK 966 (non-transferable) c/w V5c.

Original, newly restored with Villiers 3K engine 2bhp rebored with new +0.040" piston (needs running in). New clutch plates. Geared-up with 13T sprocket (std 12T) for 35mph. Starts easily, runs well, and everything works. New rims with stainless spokes, brakes relined, new tyres, new chain, new seat, new pedals, all new cables, all new machined front leading-link and plunger rear suspension units. Repainted, coach-lined, new transfers, and many parts chromed, totally rebuilt. Superb—£1,650 ono.
Please contact mark.daniels975@btinternet.com
or ring Ipswich 01473-716817

1952 Excelsior Spryt autocycle with 98cc Spryt Mk2 motor —£1,250.
Original reg LMJ 283 c/w V5c (non-transferable). Complete, original, and good working order. All correct parts including the big Wipac headlamp and original Wipac rear lamp. Back-pedal rear brake hub. Has had wheels rebuilt with new Sanremo chrome rims. C/w both side-panels, Lycett tension sprung saddle, and leather tool bag. Lot of work recently completed. New main bearing and seal, new piston rings and engine has good compression, new clutch fitted, magneto set overhauled with good spark and new mag seal, carb overhauled, fuel tank cleaned out. Please contact
mark.daniels975@btinternet.com
or ring Ipswich 01473-716817.
Thanks.

9+1 does not = 10

by Mark Daniels

Sponsored by Les Gobbett, Lough, Lincolnshire EACC..

The RM6 Runabout was introduced in May 1963, the RM8 MkII Automatic in December 1963, and the RM9 Ultramatic followed in April 1964.

Visually, all these 6, 8, & 9 single-seat Runabouts were pretty similar, so to indicate the distinctiveness of each model they could really only be painted in different colours; initially the RM6 was painted in a Raleigh Green & Pearl Grey (white) scheme, the RM8 in Charcoal Grey & Pearl Grey, and RM9 was finished in a Fire Red & Pearl Grey scheme.

Promotional blurb rated the original RM6 continuous-fin cylinder, 6.5:1 compression motor at 1.4bhp @ 4,500rpm, before switching to the newer up-rated split-fin cylinder, 7.5:1 compression motor of the RM8 rated at 1.7bhp @ 5,000rpm.

The RM9 had a variator, but exactly the same split-fin cylinder, 7.5:1 compression motor, and the same Gurtner AR10 carburettor, though a 'blunderbuss' exhaust system, which certainly isn't going to account for the quoted power rating of 2bhp @ 5,000rpm. Raleigh marketing presumably wanted to present a higher power figure for the RM9 to justify its higher specification, but there's nothing to support that the 2bhp claim could be at all real.

Fork shrouds similar to those fitted to the RM4 and a chain-guard were added to the RM9 around mid-1965, resulting in a type 2 variant of the model. The plastic moulded chain-guard was an addition probably prepared in anticipation of the forthcoming RM9+1, but it was hard to figure out what the purpose of putting the chain-guard on the RM9 single-seat models was.

The chain-guard was never considered for the RM6 or RM8, which were both based on the same frame and fitted with the same side-panels, so most likely the addition of the fork shrouds and chain-guard to the RM9 was just to give it further identifiable differences from the more basic 6 & 8 models.

Also announced in November 1965 was a new monotone colour scheme change for the RM9 to Polychromatic Golden Sand, which was introduced in the 1966 Raleigh catalogue.

The new RM9 Ultramatic Plus One model was announced in November 1966, and differentiated by the fitment of a dual-seat, pillion footrests, and stronger spokes in the rear wheel. Paintwork was finished in the same Golden Sand colour scheme and posted at a launch price of £73-3s-8d.

In January 1968 RM9 and RM9+1 introduced two new colour schemes: Royal Carmine Red (metallic), and Calypso Coffee, which comprised a dark brown polychromatic frame and forks with the rest in pearl grey (white). The Calypso Coffee combination was discontinued after just a few months, leaving the Royal Carmine Red to continue alone from March 1968.

So let's have a look at our very special test subject…

SPH 490F, Frame 023086, Eng. R164337, finished in Calypso Coffee and, just to prove that official dating records may not always be accurate, we have the original VE60 green log book with our example, confirming it was registered on 27th November 1967, so this colour scheme was actually released earlier in preparation for the '68 season.

The only difference between the RM9 frames and the RM9+1 frame was the addition of the saddle stem tube decal:

The single seat RM9 model was laced with 13-gauge (0.092") spokes front and rear and, while the RM9+1 uses the same 13G laced front wheel, the rear is built with heavier 11-gauge (0.116") spokes in the same hub and rim.

Though, saying that, while we're more commonly used to seeing Raleigh using the Dunlop Endrick rims, we have noticed another 9+1 1968 model fitted with Sturmey–Archer branded Endrick pattern rims, which was a surprise, so it's worth looking at the marking. Possibly the Sturmey–Archer may have been a heavier gauge rim, which was suggested in some references, but would require the wheels stripping down for comparative weight checks of the rims to confirm whether this might be true or false.

Tyre pressures for the RM9 are given as 25psi front & 40psi rear (hard rear for best performance?), so we can only presume the RM9+1 might be the same, because it seems no dedicated manual or spare parts lists were issued on the +1. We're assuming the manuals were intended to be shared with the RM9, and we could only find part number references and descriptions to the specific +1 components in Moped Service Memorandum Series 2, Number 23, October 1967 (Re-issued September 1968).

Rear footrests are machined from 5/8" hexagon solid steel bar and fitted with the same rubbers as the RM5, while the footrests screw directly onto the spindle to replace the standard rear wheel nuts. It's a pity these rear footrests don't fold up, because they're always sticking out, unforgiving, and seemingly on a mission to damage your shins. The dual seat is the same as fitted to the RM5, while the chrome plated rear saddle support loops above and behind the seat to serve as a convenient point for the rider to handle the bike by, and doubles-up as a grab-rail for the passenger to brace themselves against the blistering acceleration.

Our 9+1 is still fitted with its genuine Wipac S446 MES tail lamp, and an original 5-inch diameter Wipac 6V × 15/15W headlamp with integral glass rim as part of the lens. A broken lens is irreplaceable, and even though Wipac later superseded this lamp with a compatible and conventional chrome rim & glass lens arrangement, these are obsolete too. The original 5" glass rim & lens would probably have been cheaper to produce, and might possibly have made slightly better use of the generated light from the 4-inch diameter reflector, so we have to try it out…

Turning the Wipac switch on top of the headlamp either side to H & L, and the High beam position works fine, but Low dip doesn't light at all and just blows the tail bulb as all 18W from the generator fuse the 3W filament. Ooops! This is what happens when one headlamp filament is out when you turn it on, so following new bulbs each end, we hook up an external power supply for testing, and they all work now.

With the lights now fixed, and still on the power supply, we think to try the horn, but where's the horn button? Ahhh, there's a piece of wire poking through the brake lever bracket with a knotted end to stop it falling back though the hole, so touch the bare end on the handlebar: sparks, and the horn clatters—a simple switch!

The Wipac headlamp can't accommodate a speedometer, so the only way to mount one of these was fitting the handlebar mounting Raleigh speedometer kit MTR115, comprising a 60mph Huret speedo and drive, or getting your local dealer to do that for you … which would have been E. Pascall (Guildford Ltd.) of 40 London Road, Camberley, who sold this bike to its first owner on 29th February 1968.

Our Calypso Coffee 9+1 has all the mod-cons … so let's see how it rides…

The familiar Raleigh starting procedure of fuel tap on at the bottom offside of tank, twist forward the Amal throttle to decompress, and pull in the choke trigger. It needs a firm kick forward on the pedal to overcome all the chain drive ratios and get the engine turning, then time it just right to twist back the throttle as the engine spins. The engine catches first time, then feather the choke trigger a couple more times until the motor runs freely—that was surprisingly easy!

Tick-over readily settles down to a regular beat, though the engine sounds a little more 'mechanical' that we'd normally expect, so maybe not 100%. Pull away is quite smart due to the lower starting ratio, and acceleration is a constant urge up the range as the variator smoothly progresses with the revs.

Our sat-nav pacer recorded the bike running consistently at 29–30mph sitting upright on the flat in still air, up to 31mph on flat in a crouch, and best of 32–33mph on a shallow downhill, while the Huret 60mph accessory kit speedo … didn't work.

The big 100mm rear drum brake feels spongy at the lever and proves ineffective at stopping, probably new linings might be due. The smaller 80mm front brake worked the better of the two, but still felt as if the lever pressure required was disproportionate to the effect. The brakes would only become less effective with a passenger aboard and more weight to deal with. Handling was capable, the difference of the tele sprung fork set being more appreciated as the pace picks up on bumpy roads in comparison to the rigid fork RM6, which would be jolting the living daylights out of you at this point. The dual-seat offers a significant improvement, not only in absorbing feedback from the road surface through the rigid-rear frame, but also allowing the pilot more space to adjust their riding position, and particularly for adopting a more sporting crouch position.

The transformation that the variator makes can be appreciated by analysing the effect it has on the drive ratios. Where the RM6 Runabout has only a single-speed final drive ratio of 13.8:1, the RM9 variates from 18.74 (low) to 11.4 (high). This means that for pull away and hill-climbing the RM9 has a 35% lower ratio advantage, while the variator effects a 16.5% higher ratio for higher top speed, less revs, and better economy.

While the Ultramatic appears capable enough at pulling away and building up its mid-range speed with the aid of the variator, the 1.7bhp motor doesn't seem to deliver enough power to pull any effective top speed. It's generally capable enough to keep up with the pace in town traffic conditions, but considering that the 9+1 was also intended to carry a passenger, it might have worked out better for the task if it'd been fitted with the more powerful AV89 2.7bhp motor.

The RM9 Ultramatic Plus One model was announced in November 1966 in the Polychromatic Golden Sand colour, which was effective until the end of December 1967 when the Royal Carmine Red scheme and the Calypso Coffee combination colour scheme replaced it.

So where did the coffee colour come from?

The RSW16 MkII (Raleigh Small Wheel bicycle) was launched at the 1967 Earls Court Show in Calypso Coffee with a brown check bag and black cables, or Tropic Blue with an Oatmeal bag and silver cables. We don't know how long Calypso was active on the RSW16 MkII, but by 1975 the RSW16 was only being listed in Sky Blue with a blue check bag, though Calypso Coffee was still being used on the Raleigh Twenty AW.

Calypso Coffee was discontinued on the RM9 after just three months, leaving the Royal Carmine Red to continue alone from March 1968 up to discontinuance of the RM9 and RM9+1 models in September 1969.

Calypso Coffee was the briefest of any Raleigh moped production colour schemes, which was seemingly only applicable to RM9 and +1 models, and we've never seen any factory released promotional illustration of this finish. Our featured 9+1 is the only Calypso Coffee scheme bike that we have ever actually seen, and it's fair to say that original examples are probably pretty rare.

The Calypso Coffee colour is a deep brown gloss with a fine gold metallic flake, and looks somewhat like a glass of Guinness with glowing golden bubbles.

An updated price listing posted on 23rd November 1968 showed RM6 (standard Runabout) at £64–8s–11d, RM6 Super De Luxe at £68–17s–10d, RM8 at £74–8s–11d, RM9 at £81–13s–4d, and RM9+1 at £86–13s–4d as the most expensive model of the Runabout family.

RM9+1 was declared discontinued in September 1969, along with the RM5, Wisp, RM8, and RM9, and only the RM6 Runabout continued to February 1971.

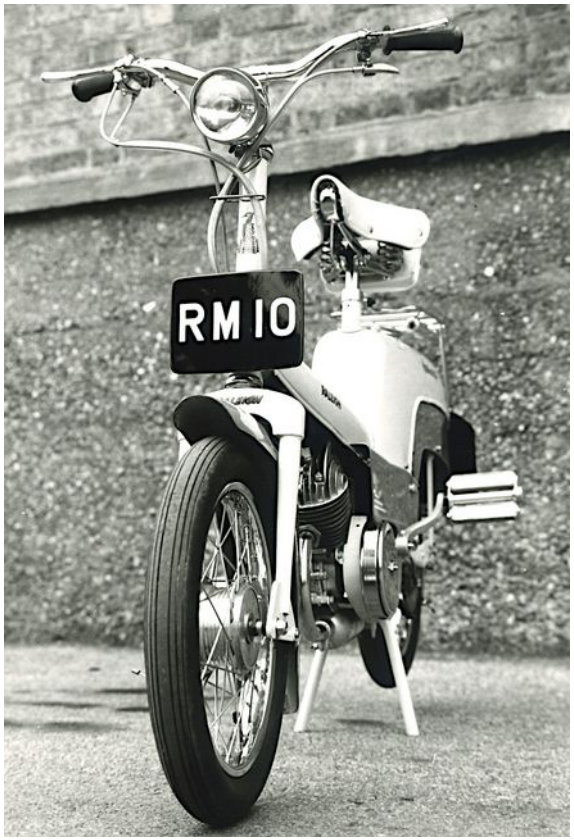
So back to our title, and why does 9+1 not = 10?

This is why…

The real RM10 was a small-wheel prototype from the Wisp family, which never went into production.

It might have been a close call by the marketing department, because unlike the RM3, this RM10 had even progressed enough to be given the model name of 'Autocrat' … so what can we tell you about it?

The single-speed engine has the early continuous-fin 1.4bhp cylinder, which was replaced in November 1965. The engine might be an indicator that the RM10 was evolving around this time, along with the R16-Poweride and Wisp, since the Autocrat employs a number of features common to both the other models, which seemed to be coming together around 1966.



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Autocrat has the same Wisp rear wheel with a 44T rear sprocket. The front wheel is built on an 80mm Atom alloy hub (as used on RM8 & RM9), which was 36-hole and would have been laced into the Wisp rear rim, then fitted in a different and essentially wider rigid front fork to enable the fitment of the hub.

The handlebar set and headlamp look to be taken straight from RM6.

It uses a Wisp pedal chain-wheel set, but displays a 'fixed' pedal chain tensioner arm, where the Wisp had a sprung pedal chain tensioner arm.

It seems to use the same 'U' form Wisp stand bracket and stand.

The frame section to the rear dropout is different from the Wisp, and the bolt-in vertical upright on the Autocrat is in stark contrast to the welded-in tubular angle stay. It appears like an upmarket Wisp, though with a different rigid frame, now covered by panels, and the fuel filler behind the nearside of the seat post, with the tank presumably somewhere within the panel.

The frame panels appear to be typical Test & Development sheet metal fabrications, but we're not sure about the front mudguard, maybe a fibreglass moulding?

In much the same manner that the R16 Poweride prototype seemed to be an economy evolution of the Wisp, the RM10 Autocrat prototype seemed to be upmarket version of the Wisp, which looked as if Raleigh might have been considering a Wisp 'family' of models, and it's likely that all three were under consideration at much the same time around 1966.

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This concept could be related back to what they did earlier with the Phillips Panda Mk3 (budget version), Norman Nippy Mk5 (mid-priced), and Raleigh RM4 (top of the range). The same three-level approach was also applied to the Phillips Gadabout Mk4 (budget version), Norman Lido Mk3 (mid-priced), and Raleigh RM5 Supermatic (top of this range). So Raleigh had already firmly established the approach of 'three grades of models in a range' when, following their introduction in Feb 1961, the RM4 and RM5 were joined by their other respective family members, until the Phillips and Norman models were ended in 1963.

Beyond the RM4 & 5, they also had a similar approach with the RM6 from the original base Green & Pearl Grey 'Runabout' model, which changed to Neptune Blue for 1966, also progressed to a De Luxe version in July 1966 with an economy black 'Pop' in October, and a further evolution to Super De Luxe at the end of the year. 1967 saw another colour change to Royal Blue, and the 'Pop' discontinued in February. Beyond this, the Runabout family was also extended by the RM8, RM9, and RM9+1, so Raleigh was really into this practice of producing variations on a theme.

It should be no surprise to find that they were also looking at 'level versions' of the Wisp—it should probably be more of a surprise that none of the other versions reached production!

It did seem odd though that the Autocrat had its own project code of RM10, while it's presumed that the R16-Poweride came under the auspices of the RM7 Wisp project. We guess the RM10 project was probably entered a little later, and at much the same time as the RM11 and RM12, which listed from June 1965, so began some time earlier.

The only conclusion being that the RM7 project came first, then somebody thought they wanted a further small-wheel upmarket version, which was added as RM10, but never made it through to production.

Since the Autocrat doesn't seem to have been registered, we could speculate that the RM10 photographs may have been taken somewhere within the Raleigh works, probably within proximity of the R&D department.

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Next: Was this the most iconic Japanese Sports moped? We're pretty sure it was!

We started this article in June 2011, so why has it taken 14 years to complete this?

Got to admit, we simply have no good reason this time …

Return of the 'Springer'

by Mark Daniels

Sponsored by Garth Jeffrey, EACC Regalia officer.

Norman of Ashford in Kent, presented its new Nippy moped on stand number 124 at the Earls Court Motorcycle Show in November 1955. It had a rigid frame with leading-link forks, 1.25ps (ps = bhp) German Sachs engine, Sachs hubs, a Hella headlamp, and Magura controls … doesn't sound very British made does it?

It wasn't … the bike was factored in from Achilles Werke in Germany where it was sold as the Achilles Capri. Norman even had the cheek to use the original German promotional colour pictures for their own early promotional literature!

Norman followed the popular adoption of the first Nippy moped with the presentation of a Mk 2 model based on the Achilles Capri plunger frame version at Earls Court in November 1956. In January 1957 the Nippy Mk 1 (£69–19s–6d) was succeeded by a new Nippy Mk 2 'Springer' model (£71–19s–6d), now with plunger rear suspension, otherwise still the same machine from Achilles and, by this time, the Sachs motor had progressed up to a 1.6ps rating.

Autocycle sales by all manufacturers had slipped into a steady decline in the early '50s, with Bown and James discontinuing their autocycles during 1954, leaving just Norman and New Hudson as the last 2F customers. Norman built out its remaining 2F engines and discontinued its Model C autocycle in 1957, leaving the Nippy Mk 2 'Springer' to take over its place.

Increasing affluence across Europe was however creating increasing demand for motorcars, while interest in bikes decreased, with the resultant closure of numerous two-wheel manufacturers. This fall in business caught up with Achilles' earlier capital investments before the costs had become amortised and, during 1957, the Achilles company filed for bankruptcy; it looked as if the Norman Nippy moped might be coming to the end of its road.

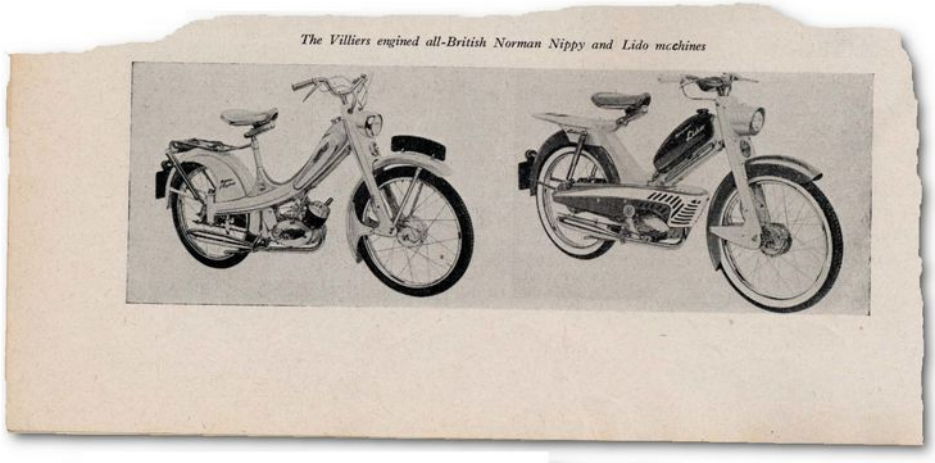
As part of the British Cycle Corporation since 1953, and backed by the finance of Tube Investments Group, Norman sought to purchase the tooling and rights from Achilles' receivers to continue moped manufacture for itself.

Back in Germany, the yard gates of Achilles-Werke at Langewerth were locked shut for the last time in 1958. We don't know at what point Norman secured purchase and shipment of Achilles moped tooling, but now the race would be on to get production underway before stocks of the Achilles-assembled 'Springer' Capri Mk 2 ran out.

Villiers notified the 2F Autocycle engine as being discontinued in 1958, which would end New Hudson's production of its re-styled model as it used up the last engines.

Following Villiers's introduction of the 3K moped engine in summer 1958, Norman immediately began reworking its models to incorporate this motor and unveiling a new Lido 3K model in a staged press release at Lydd, Kent, accompanied by a plunger frame Nippy Mark 2 'Springer' with its Sachs engine. This early publicity appeared in *Motor Cycling* on 9th October 1958 and seemed to be by mutual arrangement with the airline promoting an under-100cc crossing to the continent by Silver City Super-freighter from Ferryfield airport.

Clearly timed for press release at the Earls Court Motorcycle Show on Norman stand No.33 in November 1958, Norman announced its new Norman Lido with Villiers 3K motor, and notified cessation of the Nippy Mk 2 'Springer' model, which had been priced at £74–9s. Then somewhat strangely, the Sachs engined 'Springer' seemed to be re-listed again as 'special order only', and was joined by another cheaper Villiers 3K powered 'Springer' moped priced at £65–2s.


The Villiers engined all-British Norman Nippy and Lido machines

Pictures of the two Villiers/Norman mopeds in the Show edition of *Power and Pedal* showed the new Norman Lido and an Achilles Capri 'Springer' moped now seemingly fitted with a Villiers 3K engine and clearly illustrated with all the same German cycle parts that Achilles had fitted.

Following the Earls Court Show the main focus of promotions and road tests was obviously the new top moped model Norman Lido, but as the months rolled on, there seemed nothing further appearing about the new Nippy Mk 2 'Springer' with its Villiers 3K engine. It didn't seem as if Norman ever released any official pictures of the machine, no illustrated pictures in advertising, and we're even unable to find any trade road tests published on it throughout the whole of 1959!

It's almost as if the bike never officially existed … but the 'Springer' had returned, and Norman would be selling them, lots of them, throughout 1959. What actually went into production was also markedly different from the November 1958 picture in *Power and Pedal*.

We've even got one to test, and this is what it really looked like…

No longer made in Germany, the new 'Springer' moped was built by Norman at Ashford in Kent, and though it was still based on the same Achilles Capri plunger frame, pretty much everything else had changed. The new Nippy Mk 2 type 2 had Lido forks to replace the Capri fork, British Hub Co hubs instead of Sachs, Dunlop Endrick pattern rims, Lido mudguards, Villiers 3K engine and exhaust, Miller headlamp and horn in the plastic Lido nacelle, Miller rear lamp and switchgear, a heavy gauge and crudely formed pressed steel chain guard, a simple tubular rear carrier, and Amal controls on the Lido handlebar console.

So what were the changes to the cycle parts about?

This was probably an exercise to reduce component complexity by switching to parts common to the newer Lido model, and replacing continental proprietary accessories with British domestic market equivalents. The parts being superseded were the earlier Capri components, which saved Norman from having to press a duplicate fork set, mudguards, headlamp nacelle, the earlier continental press-formed chain guard (which was replaced by a simple bent steel plate), a basic rear carrier without the parcel clip, and the toolbox deleted.

The difference between Made in Germany and Made in England saved £9–7s (12.5%) for equivalent models of the Mk 2 'Springer'.

The Villiers 3K engine with cast iron cylinder was specified at 40mm bore × 39.7mm stroke, with 7:1 compression ratio alloy head for a rating of 2bhp @ 5,500rpm, and fed by Villiers's own SM10 carburettor with a 12mm venturi. However the engine on our feature machine has been rebored to +0.040" (1mm) oversize, so now increasing the swept volume to 52.4cc, which also increases the compression ratio to 7.5:1, so it may go a little better than standard.

Fuel tap is at the bottom-left of the in-frame tank, and so close to the carb that the Ewarts off–pull on–turn and pull for reserve tap has an unusual 90° outlet spigot on the side. Was this a special fuel tap made judy for this model?

While we have previously found the flood button to be effective for cold starting on Villiers 3K motors, we thought we'd try out the choke for a change. Just push the choke shutter button down on top of the carb, one spin of the pedals and it fires up first time. Open the throttle and the choke shutter lifts off, which actually works well, and doesn't leave a flood puddle under the bike.

Pull in the clutch lever, twist the grip down & forward for first, and hold it down as you release the lever to locate the gear. The engine pulls away easily and responds well to the throttle; then clutch in and twist the grip up & back for second. The engine torque is still impressively strong enough to pull from low revs, and you really can feel some difference from the small changes to the motor.

We find what feels to be a happy cruising speed, but have no idea what speed that actually is because our Nippy only has an original blanking plate with no speedo—fortunately we have our pacer, who subsequently reports this at 28–30mph.

Best on flat clocked 33–34mph, and best speed downhill clocks 35, at which it honestly still felt to be over-revving despite being geared up 8.3% from the standard 12-tooth front sprocket, to 13 teeth. This suggests it could probably still manage pulling a higher (14-tooth) ratio, though may then fall back against hills in top, so would need to be suitably balanced in terms of capability according to the local terrain. The 3K engine will climb any gradient in first, so maybe just restraint with the throttle is required to avoid over-revving in top gear on downhill sections.

Vibration felt through the saddle warranted comment: it's 'disturbing'!

The front brake was effective, the back-pedal rear brake was very effective. General handling was good, though the suspension proved somewhat harsh on bumpy road surfaces—but that's how it was in 1959.

All the lights worked well, and the horn quacked like a duck.

While Glass's Index was already indicating Norman Villiers 3K engined Lido and Springer models for sale from November 1958, they probably wouldn't have actually become available in agents' shops for at least three months, but Norman would certainly have had them on the high street for the start of the 1959 sales season. Phillips however, was in no position to present its own 3K-engined Gadabout so quickly, since it still had contractual obligations and stock of the two-speed Rex engines, so the P45 couldn't really be introduced as a replacement until its two-speed Rex motors had been used up, when the P39 Gadabout was subsequently notified as de-listed in July 1959.

Maybe Norman was unconcerned with promoting the Mk 2 type 2 as a new model, and just continued to refer to it as a 'Springer' now fitted with the Villiers engine, because it was only really intended as a one-year stop-gap machine until it got the new Mk 3 & Mk 4 Nippys into production with the planned in-frame fuel tank version of the Lido frame.

When Norman shipped the Lido press tooling from Germany, sometime in 1958, the two frame tools (or a single 1+1 tool, though that's unlikely due to the press size required) would only produce the Lido frame (without fuel tank). Major engineering works would have been required to either make a complete second tooling set, or modifying to convertible inserts to produce both the new in-frame fuel tank (Nippy), and spine-frame Lido from existing tooling. This tool engineering would have been a big job and would have taken some time to execute, so Norman produced the interim Mk 2 type 2 model from the old Capri frame tooling since they could put that straight into a press and go with it to 'mind the gap'.

They might also have needed to pre-run the required number of pressings from the Lido frame tooling to meet the forward production plan for 1959 until the revised tooling came back from conversion.

By October 1959, the company notified discontinuance of both the 3K Lido and Nippy Mk 2 type 2 models in preparation for the announcement of a complete new range of mopeds in November at the Earls Court Motorcycle Show.

By early December 1959 adverts were already appearing in the motor cycling press promoting new Nippy Mk 3 (MiVal), Mk 4 (Villiers 3K), and Super Lido (Sachs) models for sale in the forthcoming 1960 season.

Norman moped frame numbers can generally be related to respective models, with an NV prefix applied to Sachs-engined models up to 10,000 when the prefix was dropped.

A-prefix: Norman Lido with Villiers 3K engine.

B-prefix followed by 5-digits: Nippy 'Springer' Mk 2 type 2 with Villiers 3K engine.

E-prefix: Nippy Mk 3 and Mk 4.

It looks as if the Nippy Mk 2 type 2 frame sequence probably started at B01000, and continued to around B09000, suggesting up to 8,000 having been built and sold in less than one year.

The Norman Lido 3K was priced nearly £10 higher, resulting in appreciably fewer sales than the much more popular 'Springer' 3K'.

This wasn't the end of the Achilles Capri / Norman Nippy Mk2 'Springer' frame however, as it went on to a further evolution…

All the Capri tooling was sold at the end of Norman production in 1959, to Israel Cycling Manufacture, where it returned to production fitted with a Sachs engine, and sold again as the ICM Tilon moped in Israel from 1960.

Some 300 were built in 1960, 700 made in 1961, a further 700 in 1962, 1,750 in 1963, 950 in 1964, and 650 in 1965.

The leading-link front fork became converted to a telescopic fork set after the mid-1960s, then the frame later adapted to a swing-arm rear suspension arrangement.

1971 was another peak year with 1,625 Tilon mopeds sold, after which the numbers steadily trickled down until the last year of just 100 in 1979.

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Next: Another ancient history lesson starting in 1854 as two brothers bought a third of a steel-hammer works Suhl, Germany, but it would take a long 100 years before the company made its first moped…

The Farmer

by Mark Daniels

Sponsored Sandy Ross, EACC, Hertfordshire

In 1911, Ludwig Bauer founded a small metal process and stamping shop to produce heating and lighting fixtures. In the autumn of 1914 the company, with its workforce of three employees, relocated to Klien-Auheimin near Hanau, at which time the manufacture of carbide table lamps was its main product.

After World War I, Bauer Werke started manufacturing bicycle lamps, which developed into the production of complete bicycles by 1922, and over the following years Bauer cycles gained recognition in professional cycling through company rider promotions.

At the end of 1930 Fichtel & Sachs delivered the first 74cc Saxonette motor wheel engines to Bauer, which were early cyclemotors for fitment into Bauer cycles. Quantities however were small, so only low volume production was possible. In 1936 it was decided to expand the production programme, which included all kinds of bicycles, lighting systems for cycles and motor cycles, cycle trailers and sidecars, plus new 98cc Sachs-powered two-speed MF autocycles and a light motor cycle model.

The autocycles were offered with a gent's crossbar frame at 315 Reichsmark and a lady's step-through frame at 327ℛ.ℳ. The B100 light motor cycle had a 98cc Sachs two-speed kickstart motor with footrests in a low-design frame, which was possible because it did not have to accommodate pedal arcs. Black paintwork was the standard finish, though other colours were offered. Optional extras included 8ℛ.ℳ for a chrome-plated tank, 11ℛ.ℳ for an electric horn, and 16.5ℛ.ℳ for a speedometer set.

A 60cc Saxonette joined the range in 1938, but all models were suspended in 1940.

Shortly after the currency reform on 21 June 1948, Bauer launched a new B98/2 motor cycle onto the market, which was available with a Sachs or an Ilo engine. The bike was initially equipped with a conventional girder fork, until Bauer became the first German factory to develop its own telescopic fork for motor cycles, and offered it in the B98/2.

Appreciating a demand for motor cycles in 1949 Bauer presented another new B100 Sachs 98 model for 1950, followed by further two-stroke motor cycles of 123, 147 and 174cc with Sachs and Ilo engines.

In 1952 a new 248cc overhead-valve, single-cylinder B-250 motor cycle of Bauer's own design and manufacture was introduced; this had a rear facing exhaust valve port and carburettor. This engine, however, proved problematic as the arrangement was prone to overheating and suffered from a comparatively low power output. They made it for two years in updated model versions with plunger rear & telescopic forks, or later as swing-arm rear suspension & Earles fork, but the development costs led to commercial difficulties and Bauer completely withdrew from all motor cycle manufacturing in 1954.

Bauer continued with bicycle production, and shifted all its motorised focus toward the increasingly popular manufacture of mopeds. 1954 sales started with a Lohmann-powered cyclemotor, B50, B50S, B50R, and Carrier mopeds with Sachs engines, and all continued in 1955. 1956 models were B50SK, B50SL, and continuation of the Carrier mopeds. 1957 & 1958 models were B50 Sport, B57, and continuation of the Carrier mopeds. The 1957 B50 Sport models started introducing a new tank-badge in a rectangular with rounded ends design, which subsequently carried over onto the other models. B57 continued into 1959.

A range of frames was produced in rigid and swing-arm designs as step-through, carrier, and sports styles, variously fitted with rigid, leading-link, trailing-link, and telescopic forks.

Bauer mopeds were reportedly quite competitively priced, carefully crafted, with high quality accessories, and proved that it was also possible to work economically with manual production in smaller quantities.

We could not find convincing evidence that Bauer had continued to manufacture or list its mopeds into the 1960s, however, they may have been looking at another option…

Ref:DDRN/6/13/4/44

This was another little ‘something’ we found among the Raleigh files at Nottinghamshire Inspire Archives, and on a spur-of-the-moment impulse, thought we might want to look into it.

Based on the single left-hand handlebar brake lever, the engine appears to be a direct drive Sturmey–Archer, mounted in the Raleigh RM1 frame, and utilising the Sturmey–Archer rear hub, beyond which the rest seems to be of other origins.

The conclusion is that all other parts were intended to be fitted by Bauer when the bikes were built up in Germany, so would all have been of German origin.

The rigid front fork is different from the RM1, and not even in the Raleigh style as it doesn’t have the tubular crown, so we presume that Bauer would have been planning to fit their own make fork set. The front brake isn’t Sturmey, and counts 36 spokes, so we suspect it’s of continental source since that would be more likely for 36-hole hub. It looks as if the wheel & tyre size might be 26 × 2 × 1¾ with 22½" Westwood pattern rims instead of the RM1’s 26 × 2 with 22" Dunlop Endrick pattern rims of 32 holes on the front and 40 holes on the rear.

The Bauer mudguards appear to be more like cycle guards compared with the RM1 guards, the stays to the Bauer guards are also different, and there seems to be a continental style cycle rear lamp mounted on the rear mudguard.

The rear carrier is fitted to brazed-on lugs on the stays, which is a feature that typically appears on Bauer bicycles, but not on Raleigh. Also, some Bauer bikes use the same toolbox position. The chain-wheel isn’t Raleigh, though we’ve not yet found a similar one on any other Bauer bike either…

The side panels are a different pattern from the RM1.

The Amal twist-grip throttle and grips are of the same type as fitted to the Wisp, which adds up since German manufacturers didn’t seem to produce dual-action decompressor–throttle controls as standard. The brake levers don’t look the same as the levers normally fitted to Raleigh mopeds, and would seem more like some other sort of cycle levers.

There is a Bauer badge on the steering headstock.

After much deliberation on the subject of dating, and according to Glass’s Index, the RM1 and RM1c were available side-by-side right up to the end of 1959 when both models were de-listed, and Raleigh’s own advertising does seem to confirm this.

Our dating conclusions are mainly based on the fitment of the tail-pipe exhaust, as a later development replacing the original ‘pepperpot 5-pipe exhaust’ which was reportedly prone to carbon blocking. The tail-pipe silencer appeared at some point following the introduction of the RM1C in May 1959, and there is some suggestion that this improved silencer came in with the RM2C in January 1960, though our library doesn’t have the original Raleigh Service Memoranda to cover this change, so we are unable to confirm this.

On this basis we’re dating the Bauer at 1960.

It looks as if the plan would have been for Raleigh to pretty much just supply the frame, Sturmey–Archer engine, and rear hub set to Bauer, for building up in Germany with their own cycle parts.

Being based on the direct-drive RM1, Bauer might have been considering this model as the cheapest moped that money could buy on the German market. The RM1 was the second cheapest ‘proper’ moped on the British market (the Mobylette Standard was cheaper but selling that as a Bauer in Germany would probably have been problematical). That could also be a reason why it’s based on the RM1 rather than RM1C (clutched) transmission, then it might be advertised at the lowest price, along with the option of ‘for only a few Deutsche Mark more, you can add a clutch’.

As it never seems to have gone beyond a prototype, did Bauer decide not to proceed with this project, or did the TI merger with Raleigh compromise its prospects?

Bauer Werke certainly continued into the 1960s, but the lack of any further motorised references suggests that the brand didn’t list any mopeds for sale in 1960, and there’s no indication that the Raleigh/Sturmey–Archer/Bauer moped ever went into production.

Bauer presumably downscaled back to its core business of bicycles, until filing for bankruptcy on 10 December 1968 and closing its factory gates.

And if you’re wondering what relevance the title might have to this article: Bauer is German for Farmer.

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Next: Come in No.3! Our crusade to find a Ducati Cucciolo that demonstrates a representative performance continues. Could this be the one?

We might even dig up some old road tests for comparison, which shows how hopeful we are this time…

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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