



News

Sorry we're late

You might have noticed we failed to make our early April publication date, due to several factors; two consecutive major computer breakdowns prevented access to article text files for over a month, and another three weeks working time was lost due to seasonal illness. An additional issue was that, at the time of publishing our January magazine, we had no planned article to go in the third feature slot, which we had advised as 'something will turn up'. The reason for this was that we'd run out of available machines for articles, but then we secured machines to present this third feature as 'The electronic age finally catches up with the humble moped, but is it just "Pointless"?'

Next Issue

This has become the May edition but that has compressed our usual three-month time frame to the meet our July deadline for the next issue and, at present, we still have the issue of not enough machines to fill the available article slots.

Since we won't be able to catch up on the lost time, we've decided to reduce this year's Icen CAM Magazines down to

three issues at four-month intervals. That means our next edition is scheduled for September, with the subsequent edition returning to the usual pattern from January 2027.

By that time we might have caught up on our lack of machines to feature, and be able to return to our usual cycle of four issues in 2027.

Help!

To get back to our quarterly schedule, we do need bikes, and would appreciate it if any of you would be able to offer a machine we haven't covered yet. Our contact details are at the bottom of the last page; please get in touch if you have a bike we could feature.

Although we write almost all the articles in the magazine, we do welcome contributions to the magazine whether they be articles, letters, adverts, or news. Again, please get in touch using our contact details at the bottom of the last page;

Letters

Dear IcenCAM,

The Banbury Run is a super event: 100-year-old bikes ridden by like-minded individuals (some look as old as the bikes) and superb scenery, but entries have been falling and the VMCC has employed outside consultants to assess the event

(no doubt these consultants all ride belt-drive veterans on a daily basis!) As a result of this, it's all going digital! Entries will only be by on-line forms from now on.

I'm Seedy (Sufferer from Egregious Digital Illiteracy, or S.E.D.I.) and am therefore excluded from all future events as, I suspect, many others will be too.

I can well understand the attempt to attract young entrants but they are likely to alienate many regulars, myself included. Think again VMCC, you can well afford to process paper applications.

Best wishes,

Geriatricus.

(Name & address supplied)

P.S.

Q: Do you have the App?

A: No, I've always had a limp.

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to your friends but we'd like you to ask us before you do anything else.

Information Library

In the last four months we've added over 120 items to our library about Benelli, Beta, Booster Electric Bike, British Eagle, Brooks saddles, Canterbury sidecars, Carradice, Champion spark plugs, Coventry-Eagle, Crystal Engineering Sachs-Trice, Cyclo, Dahon, Dawes, Ducati M55, Fantic Caballero, Garelli, Post Office cycles, Halford accessories, Honda, Itera, Kestrel KRM50, KLG, Lambretta, Lodge Plugs, Magneet B50, Michelin cycle & motor cycle tyres, NACC events, Nicholas, Onoto, Pashley, Peugeot, Piaggio Ciao, Prior Sport, Probike, Puch Maxi, Raleigh RM5, Supermatic, Saracen, SER engines, Serpico, Shimano, Sinclair C5 & Zike, Suzuki AS50, TGA electric cycles, Triumph TR50, Trojan Trobike, VAP mopeds, Villiers 1F, VMCC Cyclemotor Section, Wall Autowheel, Yamaha RZ50, and Zündapp Combinette. In addition, thanks to Paul Bottomley, we have a lot of information from the former Ariel Three Register and we've managed to reconstruct most of the information that was on the Ariel Three website.

Much of the library is downloadable free of charge from our website and since the last magazine we've added quite a bit of stuff that was in the library but wasn't available on-line before.

Calendar

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

- 9th May Rickinghall Classic Auto Jumble & Swap Meet on the village hall's playing field. 9:00am to 12:30pm. Info: Dangerous Dave on 07806-437722
- 10th May VMCC Cyclemotor Section May Bug Buzz from the Trout Inn, Lechlade. Meet at 10:30am. Plenty of parking. Frank Chapman: 07780-967014.
- 16th May David Silver Spares Open Day & Bike Meet in Leiston 9.00am to 4.00pm. Free entry to the bike museum for the day, plus a catering and refreshment van on-site.
- 3rd June BTSC Low Power Run from Tamhouse Farm Shop, A mid-week run for small bikes (the smaller the better). 9:30 for a 10:30 start. vrh62005@yahoo.co.uk
- 13th June Rickinghall Classic Auto Jumble & Swap Meet on the village hall's playing field. 9:00am to 12:30pm. Info: Dangerous Dave on 07806-437722
- 14th June VMCC Cyclemotor Section Clive's Piston and Rings Run from the Piston and Rings Café, Daventry. Approx 25 miles. Clive Gant: 01327-706939.
- 21st June ECP/EACC Teenage Tantrum Run starting and finishing at Parham Airfield Museum. Gather from 9:00am. The run to Orford for lunch will depart at 11:00.
- 21st June Nedging Vintage Fête at Nedging Hall. The return of this annual event, which always had a moped display. Lynn Gooderham: 07931 844918 (eves & weekends only).
- 27th June David Silver Spares Open Day & Bike Meet in Leiston 9.00am to 4.00pm. Free entry to the bike museum for the day, plus a catering and refreshment van on-site.
- 28th June VMCC Cyclemotor Section Bikes in Beds Run from Dukes (The Dukes Arms), NN14 4HE. Meet at 10:00 for a 10:30am start. Hugh Gallagher: 07805-247033.

- 5th July EACC 23rd Peninsularis Run from Suffolk Aviation Heritage Museum. Ride at 11:00 to Waldringfield Maybush, for lunch. Mark Daniels on 01473-716817.
- 11th July Rickinghall Classic Auto Jumble & Swap Meet on the village hall's playing field. 9:00am to 12:30pm. Info: Dangerous Dave on 07806-437722
- 12th July (Provisional date TBC) VMCC Cyclemotor Section Greenway Run from the Stratton Arms, Turweston. 10:30am for a 30-mile ride. Clive: 01327-706939.
- 19th July VMCC Founder's Day at Stanford Hall. The VMCC Cyclemotor Section will have a stand at this event.
- 25th July David Silver Spares Open Day & Bike Meet in Leiston 9.00am to 4.00pm. Free entry to the bike museum for the day, plus a catering and refreshment van on-site.
- 26th July VMCC Cyclemotor Section Oily Rag Run from the New Inn, Abthorpe, NN12 8QR. 10:00 am for a 10:30 start on ride of 25 miles.. Alan Berkshire: 01604-831584.
- 8th August Rickinghall Classic Auto Jumble & Swap Meet on the village hall's playing field. 9:00am to 12:30pm. Info: Dangerous Dave on 07806-437722
- 16th August VMCC Cyclemotor Section 100-mile run, Quainton Memorial Hall, HP22 4BW. 9:00am onwards. 3 laps of 33½ miles. Mark Compton: 07974-742638.
- 22nd August David Silver Spares Open Day & Bike Meet in Leiston 9.00am to 4.00pm. Free entry to the bike museum for the day, plus a catering and refreshment van on-site.
- 12th Sept Rickinghall Classic Auto Jumble & Swap Meet on the village hall's playing field. 9:00am to 12:30pm. Info: Dangerous Dave on 07806-437722
- 13th Sept EACC 23rd Coprolite Run from Suffolk Aviation Heritage Museum. 11:00 ride to lunch stop at Felixstowe. Mark Daniels on 01473-716817.

Free Trade

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



Rollerdrive - Machined New Cyclemotor Drive Rollers and Special Extractors

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Honda P50/PC50/C50,70,90 dual-end mag flywheel puller M24x1RH / M27x1LH—£14.

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Villiers 3K mag flywheel puller 7/8x14-tpi UNF—£15.
Scott Cyc-auto Wipac S1233 mag flywheel puller—£20.
Wipac Bantamag & Series 90 (un-ported 2BA/3BA) 3-hole

mag flywheel puller—£20.

E-mail: mark.daniels975@btinternet.com

Website: www.mopedland.co.uk

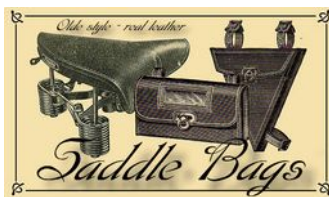
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Wipac Series 90 (ported 2BA) 4-hole flywheel puller—£20

Tel. 01473-659607

E-mail: mark.daniels975@btinternet.com

Website: www.mopedland.co.uk



Ignition: 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 £20. 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. 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. **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. New: Luxor 80 fluted glass domed headlamp lens, fit 65mm rim/69mm glassØ £8. New: Miller plain clear domed glass headlamp lens, fit 90mm rim/95mm glassØ £12. New Soubitez 'V' clear plastic headlamp lens, fit 98mm rim/99mm lensØ £10. Aprilia, Bosch, FB, Hella, Lucas, Luxor, Niox, and other glass lenses—See website. **Tail lamps:** Genuine Old style motorcycle & cyclemotor rear lamp units £22 each. Bruchsicker LED rear cycle lamps £2 each or 3 for £5 Lucas 679 pattern back lights for NVT Easy Rider £15. 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.

HT coils: New 6V AC HT coil, 1× 6mm stud mounting for Honda P50, PC50, etc £25. New 6V AC HT coil, single contact, 55mm mounting centres, Honda Express. etc £25. **Suitable for 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 (lpswich) 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. 'Extra-comfort' vinyl upholstered 2½"deep foam single-saddle with sprung mounting and ¾" 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 ¾" 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 ¾" stem mounting £12. New: Raleigh Comfy Classic black saddle with gel & foam pad & compression springing 10¼" long × 8¼" wide with ¾" stem mounting £20. New: 'Reptile' Comfort black foam pad saddle with compression springing 9¼" long × 8¼" wide + ¾" stem mounting £16. New: 'Smoothy' economy black cycle saddle with firm foam pad & compression springing 8½" wide × 9¼" long with ¾" stem mounting £14. New: Wisp saddle cover (black) £15.

Saddle Stems: New: chrome plated saddle stems 1" diameter main stem with ¾" diameter stem top for saddle clamp fitting × 12" total length - £6 (can easily be cut down if shorter length required)

Triangle Bags: Genuine leather, old-style triangular toolbags suitable for fitting to cyclemotor and cycle frames. Fixing by ½" wide leather straps, with plated buckles. Large Cyclemotor 8½"×7"×2" £40 each. Large Cycle (narrow) 8½"×7"×1½" £40 each. Small Cycle (narrow) 7"×5½"×1½" £30 each. Large sizes accommodate all plug spanner styles, narrow widths clear 3-speed gear cable.

Tools: Brass Bristle 4" miniature spark plug brush £1. Sturme- Archer 5/8" axle cone spanner £1. 10" black plastic handpump c/w Schrader valve adaptor £3 Typically fit Mobylette etc.

Tel: 01473 716817
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Moped, autocycle HD drive chain ½ × 3/16 eq £10 boxed length. Spare spring clips pack 12 £1. Link splitters std £14, light cycle £4. Imperial ¾" cotter pins £2 pair. Continental 9mm cotter pins £2 pair. ISO 1¾ Freewheels 16T-£6, 20T-£12, 22T-£14, 23T-£15, 24T-£16. Miniature14T 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 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. New: LH & RH new chrome pedal crank arm sets 5½" centres, 2" offset £20 pair. Excelsior & F-B front fork suspension bands £6 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 £14 pair. New: Mobylette mudguard stay chrome eye-bolt sets 10mm, 16mm, 22mm £5 each. Autocycle 5" long × ¾" pair soft rubber 'palm' grips £4 pair. Cycle, Cyclemotor 4½" long × ¾" pair soft rubber 'palm' grips £4 pair. 19 × ½" Italcercio 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 Italcercio 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. 26 × 2 × 1¾ × 36-H special dimpled & pierced chrome rims for Cyclemaster £60 each. Tyres: 26 × 1¾ Vee Roadster pattern 2T & 2T £21. 26 × 2 Continental (Quickly, RM1, etc) £50. 20 × 2 × 1¾ trade bike small front tyre £6. 2.50 × 21 Golden-Boy universal pattern block tread to fit 2F autocycles etc £50, HD tubes £10. 2.00 × 19 Continental black-wall £40, HD tubes £8. 2.25 × 19 Heidenau black-wall £60. 2.25 × 19 Continental black-wall £45. 2.00 × 17 & 2.25 × 17 Vee £18, tubes £5. 2.25 × 17 Mitas Sport white-wall £40. 2.50 × 15, 20 × 2.50 Golden-Boy (BSA Dandy, Ariel Pixie) universal pattern block tread £40. 3.00 × 8 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, 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 12" £1

each; 16", 17", 18", 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, M40, M50, 51V £8 each, top mounts AV48, RM9 £15 each, small bottom mount £6. Selection new Moby pedal shafts £15 each. Tank Badge sets for Raleigh RM4, RM5, Norman Nippy Mk5, Lido Mk3, Phillips Panda Mk3, Gadabout Mk4 £18 pair. Mobylette Mobyomatic 'shield' tank badge sets £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. Petrol pipe clear 5mm light £1/ft, 5mm HD £1/ft, 6mm HD £1/ft, black neoprene pipe 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 £15. New: Maxi fuel tap 12×1mm pitch LH/RH thread £15. New: Chrome fuel cap for Raleigh RM4, Runabout, Wisp, RM11, RM12, Norman Nippy £15. New: 40mm push-in fuel cap light grey £7.50p. 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, ¾"Ø Imperial handlebar stem 7" long £8. Handlebars 'All-Rounder' pattern £10. Chrome ball-end decomp lever £13. 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: PC50 ohc front sprockets 15T, 14T, & 13T £30. PC50, Express speedo cables £10. Tomos speedo cables £10. Huret speedo cables 55cmm £15, 65cmm £16, 85cmm £18, 85cmm with removable end for leading-link fork early AV89, RM5 £20. New front sprockets DKW, Mobylette, Raleigh, Sachs, Parilla, Victoria, HMW + many other old 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 £4.50 each. Incredible selection of parts not available anywhere else—because we manufacture lots of them ourselves! Far too much to list it all in this advert. You really need to visit the **Website** www.mopedland.co.uk Tel. 01473-716817 (lpswich), **E-mail:** mark.daniels975@btinternet.com

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1961 Francis Barnett Plover 86 150cc £1,500

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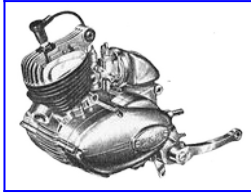
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I have an early 48cc Ducati two stroke. It's the bike I sat my test on in the sixties.

Over the years parts have gone missing and I'm hoping to rebuild it. Is it possible you could help me locate a cylinder head, piston, seals and gearbox bearings? The connecting rod and big end also need attention.

Lorenzo Capaldi: lordcap9@gmail.com



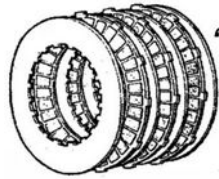
Three motors for sale—£70 for all three. The biggest green one is 7 horse power and the other is a 5 horse. The little red one is a Warrior power head from a strimmer, complete with clutch. All were runners and have good compression. Collection only with cash on collection from mid-Derbyshire. Contact d.romaine@btinternet.com if interested.



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Mopedland Jumble Parts section, featuring mainly used and NEW/old stock odd parts for various Cyclomotors, 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.



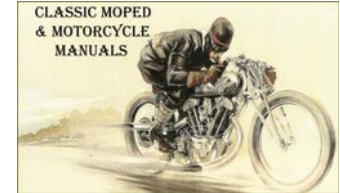
Raleigh RM1 50cc moped manufactured in 1958. Registered historic on my V5c, tax and MoT exempt. The Sturmey-Archer engine starts up and runs. Lights and brakes work, new tyres tubes and rim tapes. New drive belt and chains, and a good saddle fitted. I am asking £599, viewing welcome, ring or text [07392-502761](tel:07392-502761). Ken



I have a Romet Komar moped and I'm searching for any other owners of these Polish machines. There don't seem to be many of us; the previous owner of my bike didn't know anybody. Please get in touch if you're a fellow Romet Komar owner. Lance. [07597-344516](tel:07597-344516), lancepar@yahoo.co.uk



Raleigh RM6, registered in 1965, V5C in my name—£700 ono.
French-built S3800 VéloSolex in Black, circa mid-1960s, a runner but no paperwork—£200 ono.
Hungarian-built S3800 VéloSolex in Red, circa mid-1980s, a runner but no paperwork—£200 ono.
Mobylette AV42 in Grey, originally registered in 1967, a runner but no paperwork—£150 ono.
Or £1,000 for all four.
Various frame and engine spares for all above included. Can deliver FOC up to 20 miles from RH13 8PU. Over that fuel cost would apply. Located near Horsham, West Sussex. [01403-741935](tel:01403-741935) / [07904-816743](tel:07904-816743) alanjohn.home@gmail.com



Quality reproductions that look like the original, at a fraction of the price and without the finger-marks! Here is a selection of our small capacity machine manuals. All prices include UK postage and packing.

Anker-Laura engine workshop manual, £10.95. Brockhouse Spryt MkII operating manual, £11.95. BSA Ariel-3 spare parts list, £9.99. BSA Ariel-3 workshop manual, £19.95. BSA Bantam 125 D1 spare parts list, £9.99. BSA Bantam D1-D5 instruction manual, £11.95. BSA Bantam D14 instruction manual, £9.99. BSA Winged Wheel W1 instruction manual £12.95. Cyclomaster 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 Cyclomotor engine instruction book, £12.95. Raleigh RM8 MkII maintenance & instruction book, £10.99. Teagle engine instruction and parts list, £6.99. Trojan MiniMotor instruction book, £6.99. Villiers 98cc 4F and 6F spare parts list, £7.99. Velocette LE 150 (1956) owners handbook, £9.99. Velocette LE spare parts list, £10.99. Velocette LE & Vogue service manual, £15.99. VéloSoleX repair, adjustment & maintenance manual, £9.95. Villiers 3K & 3K1 engine workshop manual, £8.99. Villiers Mk4F, 6F, 9F engine workshop manual, £8.99. Villiers Mk4F, 6F engine spare parts list, £8.99. Villiers Junior DeLuxe 98 engine maintenance handbook & spare parts list, £9.95. Vincent Firefly spare parts and price list, £8.95. Vincent Firefly service guide and fault-finding chart, £8.95.
For larger capacity manuals or more details:
Tel: 01473 716817



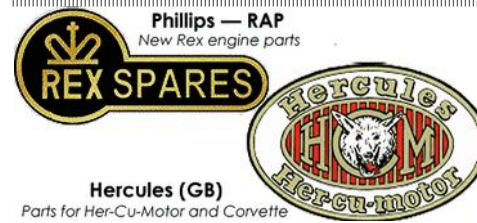
Extensive range of new moped piston rings from Achilles to Zweirad-Union, sometimes only £8 pair. We have the impossible to get stuff in sub-50mm bore sizes! Cyclomaster/Berini M13 26cc ring sets in A-slot type £8 pair, 32x2mm B-slot £15 pair. Cyclomaster 32cc 36x2mm A & B-slot types £15 pair. New Stock: Trojan Mini-Motor/Raleigh RM1/RM2 Sturmey Archer 38x2mm B-slot £20 pair; some oversizes. NVT Easyrider/Morini Franco std 40.4x1.5mm B-slot £18 pair. Selection of BL-section Dykes sport rings, good range in stock.

Pistons – 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 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.

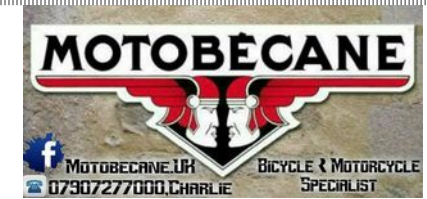
Mondial piston sets in 39mm £40. Parilla Parillino piston sets 38mm (std) £40. Peugeot piston set 40mm (std) £25. Victoria piston set types in 39mm & 40.25mm. **Circlips** selection from 10mm clips for 9mm pin (Cyclomaster/Cyclaid size), up to 15mm clips for 14mm pin. **Small-end needle roller bearings** 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

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



Rex piston sets: Kolbenschmidt, Mahle, Vertex, range of oversizes for 1-speed, 2-speed, & 3-speed Rex. Rings, clutch parts and plates for some 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 for Her-cu-motor. Main bearings and seals. New Lavalette/Corvette/Paloma 27 1/2" drive belts £9. See website: www.mopedland.co.uk for more details. E-mail: mark.daniels975@btinternet.com Tel. 01473 716817.



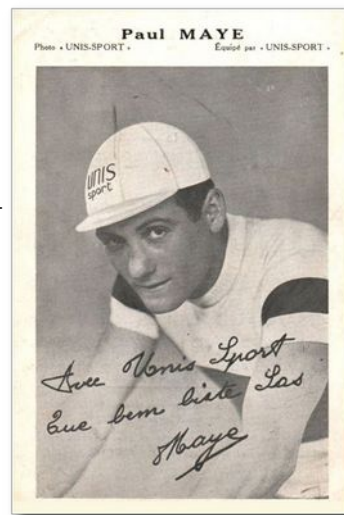
At DingDing Bike, we provide restoration, painting, repairs, sourcing parts, customization and modification services, predominantly for Mobyettes but extend them out for pretty much any other bikes. More than that ... we're looking for groups of people who share our passion for mopeds so we are looking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

The Giant

by Mark Daniels

Sponsored by David Osborn, Cambridgeshire EACC.

Paul Maye was born on 19 August 1913 at Bayonne, France, started his cycle racing career competing in the French national amateur road race championships in 1934, and in 1935 competed in the French national military and national road race championships. He became a professional cycle road racer in 1936, before joining professional road race teams Armor 1936–37, Alcyon 1938–47, Dilecta 1948–49, and Mervil 1950.



In 1936 he won two Tour de France stages: Stage 10 (Digne–Nice) and Stage 19c (Cholet–Angers). He was first in the French National Championships Road Race in 1938; first in the Circuit de Paris and Paris–Tours in 1941 & 1942; first in the 1943 French National Championships Road Race in 1943; first in Paris–Tours, first in Paris–Roubaix, & second in the French National Championships Road Race in 1945; and first at the Grand Prix de Momignies in 1946.

Paul Maye appeared to switch to team management for Dilecta in 1949, then Mervil in 1950, after which he seemed to retire from competition, and maybe rest on his laurels as he shares the record of three Paris-Tours victories.

So what after 1950? Might Paul Maye have gone into making his own cycles? Maybe not, because often the big French cycle frame builders would produce badged machines licensed under the names of famous Tour de France riders. And it does seem that Paul Maye branded cycles were actually made by Mervil at Pontarlier in the Doubs *département* of the Bourgogne–Franche-Comté region of eastern France.

The Mervil brand was created in 1941 from a partnership between the Maire and Vuillemin families; as a combination of the two surnames. Mervil grew rapidly, and by 1948 was producing 3,000 bicycles per month. The company readily invested in cycle racing as a means of promotion: firstly by sponsoring a team of amateur riders before turning to professionals, with the increasingly popular interest in cycling sport endorsing the brand's reputation.

Mervil was not just limited to a sporting clientele, as it also invested in the booming cycle touring sector, which had significantly increased in popularity in France since the

introduction of paid holidays in 1936. Men and women alike adopted cycling *en masse*, and Mervil met this demand by providing specially equipped bicycles during the inter-war period, when cycling became adopted as a symbol for freedom.

In 1949, Maire and Vuillemin established their Mervil Franche-Comté cycle racing team composed of independent riders, managed by Paul Rossier from Peugeot, and the season secured a bag of successes.

For the 1950 season, the Mervil team was re-staffed with high-level professional riders, and management entrusted to Bayonne champion, Paul Maye. Noted for his brilliance in sprint finishes, he was described as one of the best French road racers of the 1930s and '40s, and Mervil further understood the advantage of linking its name to a celebrated cyclist. During 1950, a Mervil Paul Maye factory was opened in Bordeaux, while the team clocked up numerous racing successes.

Mervil met the demand for cycles such as the 'Diffu' (a touring bike) and the 'Franche-Comté' (an ultra-light touring bike), and designed two bicycle ranges for competition: one for amateurs, and the 'Perfection' series for professionals, built with extra-strong lightweight Vitus tube frames, extra-light tubular tyres, and a low-profile crank-set to maximize speed.



Our particular cycle displays a Paul Maye badge on the headstock, and wears a dealer transfer from P Guillon in Bègles: an long established cycle & motor cycle dealer at 56 cours Victor Hugo, 33130 Bègles. French company records indicate the Guillon dealership as established on 1 January 1900, which seems like a 'made-up' date that really means it was probably established before the company registration system was set up. The business was registered to Madame P Guillon. Bègles is an area of



Bordeaux, so it seems likely that this bike was made in the works that Mervil set up in Bordeaux in 1950.

Mervil's main factory was at Pontarlier in eastern France near the Swiss border, while the Paul Maye-Mervil factory was in Bordeaux in the far south western part of the country near the Spanish border.

Having a 170cm (67" or 5' 7") wheelbase and a 237cm (93¼" or 7' 9¼") total length, our featured machine is by far the longest bike we've ever tested, and why is it so enormous?

Well, that's because it's a touring tandem, and it's also fitted with an engine!



The SER engine is a French-built licensed copy of the Italian Itom Tourist cyclemotor, and is fitted with an unmarked mag-set having only '18568' engraved on the flywheel (which is presumably just the mag-set number). It's definitely not the usual Italian Dansi mag-set that we'd normally expect to find on an Itom, so we can only conclude that SER might have made its own mag-set.

The background of the SER company takes some working out—founded in 1938, Ets L Sérourge originally produced tooling, machine tools, aeronautical parts, and electric pumps. The need or desire to diversify the products he manufactured led Louis Sérourge to acquire two fully developed and immediately feasible engine technical study designs from Etienne Lepicard, which SER seemingly put into production from 1951. The 'Lepicard' LP1 49cc and LP2 65cc single-speed and two-speed were made until 1956.

The SER licence-built Itom engine was produced from the end of 1954 until 1957, and was reportedly manufactured by the AMMO Company from another Louis Sérourge Company address given as 138, rue Aristide-Briand, Levallois-Perret, Hauts-de-Seine (only a couple of blocks away from the earlier address).

According to some theories, SER stands for 'Serious, Economical, Rapid' which in French would be 'Sérieux, Economique, Rapide', so that may be possible but, alternatively, it may just be the beginning of the name Sérourge.

The roller-drive 'Tourist' two-stroke motor with an iron cylinder and an alloy piston & cylinder head is given as 39mm bore × 40mm stroke for 48cc, and rated 0.7bhp at a lowly 3,000rpm, though it could be claimed to produce up to 1.4bhp at obviously higher revs. The engine is mounted just behind the bottom bracket by clamping the two lower frame tubes.



The distinctive feature of the Italian Itom engine design lies in its very practical clutch system. A lever, either operated by foot, or hand via connecting rods, normally moves the motor forward to disengage the drive, or returns it to contact with the rear tyre. The clutch system on our tandem however is a little different from

both of the standard options. The engine is free-pivoting with a weak spring to pull the motor off engagement, and is moved in to engagement by a brass lever mounted on the forward top tube pulling a cable, with the handle screwed down to lock it into the desired pressure setting. Adapting the cycle to work with the Itom-SER motor requires replacing the left crank arm with one of a greater offset, otherwise the mag-set on the motor will obstruct the pedal arc.

OK, it's a giant cyclemotor, and we're really intrigued as to what it weighs, so out with the scales, and here's the surprise! Front 2st 4lb (14.5kg) & rear 3st 11lb (24kg). This giant is remarkably light at 38.5kg (84.7lb); it's even lighter than a Phillips P39 moped!

The tandem has a number of 120272 on the left-hand rear wheel dropout, but we don't know if this frame serial might translate to anything meaningful because it's difficult to determine any sequence from a sample of one. The only other conclusion might be that the frame serial may simply represent the 120,272nd cycle produced from the Paul Maye-Mervil factory, which would be producing mainly solo as well as some tandem models.

A 1956 dating for this bike is apparently based on the engine number, with the frame dating simply taken to match the engine due to the lack of references, so may not necessarily be the actual date of the frame. When the previous owner acquired the cycle, there was no engine with it, though it did have the fuel tank, rear carrier, and the chain-set already spaced out to clear a bottom bracket mounted engine, indicating it had been previously motorised by some other unknown engine. The SER engine was subsequently acquired to suit, which seemed appropriate as a French motor for a French cycle. The rear carrier is a steel bar fabrication, steel welded, and looks to have been specifically made to clear the tank filler neck, with the tank and rack painted in same matching colours to the frame. We don't know what its

previously fitted cyclemotor engine was, but feel it might have been a Mosquito.

Investigating the tandem frame reveals a number of disused fittings, indicating it was very probably initially built as a cycle tandem with a Cyclo Standard derailleur gear set, which is no longer present.



We examine the frame fittings to see if there's any clues to help our studies: the Le Nerurex aluminium mudguards are interesting for their deep sides and pressed-rib form to presumably improve the rigidity, which does seem to give them improved stiffness, and they do look good. The mudguards are fitted with twin Luxor-65 headlamps with aluminium shells, and there's a matching alloy shell rear lamp and separate alloy shell reflector—all very nice!

Also mounted on the front mudguard is an ED 60km/h speedometer, which was originally driven by a coupled spring, but now replaced by marine grade nylon string. The speedo is believed to indicate fairly representatively, and has been seen with the needle on the dial around 50km/h (31mph).

The Rigida wheel rims are simply marked Deco-B, and fitted with Michelin amber-wall tyres sized 650-BSC, 44-584, and you might think you're probably not going to buy those at your local cycle shop these days ... but the modern so-called 27½" tyres are the same size.

The rear wheel has a balancer flange on the opposite side to the 115mm half-width hub brake but the 'Frein Tambour' stamped on the brake-plate was not being particularly helpful, since this simply translates as 'drum brake'.

The front brake is only a basic cycle calliper, so not any particularly effective stopping power considering there are generally likely to be two adults aboard, and since a motorised tandem can be capable of building up a fair pace. The handlebars are, however, equipped with long motor cycle chrome brake lever sets with ball-ends to maximise the applied leverage—and you can be sure there's going to be lots of that if you want to stop on these generally ineffective brakes. Extra controls for the engine are a rotary lever on the right side to control the throttle, and another rotary lever on the left to operate the decompressor.

If you're planning to ride any tandem, it's generally easier to manage when you have two people who are familiar and synchronised with the process of getting underway and riding one of these things. Not only has the physical size of the bike to be taken into account, but you also need to keep in mind that the two pedal sets are connected by a chain between them, so the pedals go round together.

Solo riding a tandem is generally harder work than riding a solo bicycle, and riding a motorised tandem adds a whole second level of complication; just starting this machine is something that a solo rider is somewhat unlikely to manage. The motorised tandem is definitely a team event.

Once the fuel is turned on, you might normally expect to be using some choke or enrichment device to aid cold starting, but the engine is inconveniently low-mounted at ground level, with the carburettor practically inaccessible between the chainwheels each side, the rear bottom bracket & frame above, and the engine below. The carburettor appears to be a French-licensed Dell'orto copy, and there's a flood button on top of the float chamber, but so completely out of reach that it's just been sealed off with a red plastic cap to prevent the ingress of water and dirt in its vulnerable location. The strangler on the front of the carb is held in 'open' setting by a small strap and hook latched into a small hole on the cover lever, to stop it from vibrating or jolting the shutter into closed setting. The strangler can still be used by simply unlatching the hook, but after starting would need the bike stopping again to re-latch the hook ... so

generally it proves easier not to bother with the strangler and just keep pedalling until it starts without the choke.

With the drive lever set 'on' to engage the roller, turn the decompressor lever to on, then you're pretty much ready to mount up and pedal away. Once sufficient cycling speed is built up, then the pilot can drop the decompressor while playing with the throttle lever to try and get the engine firing, and with the team digging into the pedals

to keep the motor turning. Engine control operations, steering and braking are performed by the pilot up front, while the 'stoker' only has a fixed-straight set of handlebars to hold, and pedals to assist when commanded by the pilot during uphill climbs that might overcome the straining little engine.

The SER-Itom engine has an exhaust, but definitely not a silencer; it's far too loud to qualify as that.

The 70-year-old motor labours constantly in its eternal struggle to propel the tandem along with two adults aboard, frequently calls upon its riders to help maintain its optimum running speed, and cries desperately for help when faced with a hill. On a good day, on slight downhill runs or along the flat with a light tailwind, I've ridden beside this tandem on a pace bike with the sat-nav clocking 31-32mph, which seems to fairly corroborate the reported speedo readings.

Much of the time however, the tandem requires pedal assistance to pull away, and to build up enough running pace for the motor to take over. Headwinds and light inclines will always bring the team riders into play, and steep hills will generally overwhelm all efforts since there is only a single speed freewheel, at which point the team is reduced to the indignity of pushing the tandem up the hill. Its lack of multi-speed derailleur gears isn't always made up for by the motorised conversion.



The situation can be reversed when the bike is bowling downhill up to 30mph, when it's discovered that the largely ineffective brakes prove to be quite marginal in arresting the bikes descent under the influence of gravity. It's more prudent to throttle back the engine when approaching down gradients, then descend in a more stately manner at a controlled pace.



SER primarily operated as a proprietary engine builder but didn't seem to have produced its

own complete machines. 'Lepicard' LP1 49cc and LP2 65cc motors were sold to other manufacturers including AGF, Bondi, Esper, Isoflex, Le Sauvage, Narcisse, Riva-Sport, Robert Oubron, Royal-Codrix, Stella, and Mercier who also built Louison Bobet and Lapébie branded machines. The 49cc version was made in higher volumes, as fewer manufactures took the 65cc version: AGF, Isoflex, Libéria, Mercier, Motobloc, Onoto, Pfohl, and Stella. SER engines can also be found in Mercier and Pélissier light motor cycles using kickstarter versions of the LP2 motor.

SER manufactured thousands of the Itom-licensed cyclemotor engines, which were readily compatible with most bicycle makes, and also adopted by numerous moped manufacturers: Ninon et Stella in Nantes, Gitane in Machecoul, Onoto in the Jura region; Lucer et Bertin in northern France, Guiller in the Vendée, Le Sauvage in Paris, Mercier in Saint-Étienne, Talbot, Semper, and many others offered at least one SER-Itom motorised model in their ranges.

Following discontinuation of the licensed Itom motor, the SER company seemed to disappear in 1958.

SER mopeds were built in Spain by the Industrias Reyac Aralar company in Pamplona, using LP1 and LP2 engines built under licence from 1956, and continued after the French SER company had ceased production.

The Ocariz company (owner of Lanch brand motor cycles) manufactured the engines for the SER and Lanch brands in Tolosa, while the Reyac company manufactured the chassis for both brands in Pamplona.

Spanish regulations changed in 1962 making the continued production of these machines unviable, so the firm switched to manufacturing household appliances.

Financial difficulties at Maire and Vuillemin brought their competition and sporting activities to an end in the later 1950s, and following what was described as 'serious management issues', Mervil reportedly closed in 1962. Presumably the Paul Maye-Mervil factory in Bordeaux also ceased in collateral fallout.



Next - 'Well gentlemen, the company has called this meeting because of the autocycle sales we're increasingly losing to trendy Italian scooters, and the business needs to react. Our best designers are already hard at work on new designs which will very shortly be going into production, and will have the likes of Lambretta and Vespa quaking in their boots! We can show these Latino chappies that British industry knows all about styling too'

What were they thinking?

Getting the Bug

by Mark Daniels

*Sponsored Paul Clipstone, Ipswich,
as thanks for original registration recovery*

Takashi Tanaka started business with the foundation his Tanaka Iron Works near Tokyo, Japan in 1917.

In 1941 a new manufacturing plant was built near Narashino (approx 25 miles south-east of Tokyo) and, in 1948, Tanaka began research and development of compact internal combustion engines to introduce a 'BK-3 Featherweight' bicycle motor in Japan, which was to become the original predecessor of a subsequent series of similar evolving cyclemotors.

In 1950, the company name was changed to Tanaka Kogyo Co, Ltd (Kogyo meaning 'Industries' in Japanese).

In 1951, Tanaka began mass production of moped engines, and in 1954 produced and marketed a 125cc motor cycle engine. Concentration on moped and motor cycle engines continued until 1962, when he opened a further plant in Shirako and introduced the world's smallest industrial, general purpose two-stroke engine (the 22cc P-7). In 1965, Sieken Tanaka (Takashi's son) became President of the company and began a pursuit toward worldwide markets.

In 1968, Tanaka began marketing 50cc, 60cc, and 100cc motor cycle engines for export to North America. In 1971, it produced a new chainsaw and hedge trimmer for export markets and, in 1974, introduced a 2.5hp air-cooled two-stroke outboard motor, which an ambitious

young sales representative by the name of Robert Thomson convinced Simpson Sears (of Canada) to list in the Sears catalogue.

In 1975, Tanaka expanded its production plant in Shirako and began production of a 23cc, 1.2bhp motor for applications in a wide range of powered equipment such as strimmers, brush cutters, hedge cutters, chainsaws, generators, pumps, outboard motors, and cyclemotor kits.

The tiny two-stroke bicycle engine was reportedly evolved from a miniature outboard motor by reducing the prop shaft & housing and replacing the propeller with a rubber-faced drive roller. The advantage of this development was that the engine mounting arrangement allowed the motor to be mounted close to the steering headset, with the shaft extended forward to enable roller engagement with the cycle tyre without any need to cut back the front mudguard.

As the global oil crisis hit the US in 1973, demand for bicycles had surged, but some of these new cyclists didn't embrace the physical effort of cycling as enthusiastically, and Tanaka's cyclemotor attachment engine could offer a solution. If everything was perfectly in tune, you could supposedly achieve as much as 300mpg!

By 1975, Sears was listing a selection of Tanaka motorised products including the 'Free-Spirit' cyclemotor attachment engine, which was soon extended to Sears Roebuck for sales into the

US. As part of the promotion, Sears displayed its own-branded 'Free Spirit' bicycle engine at the Sears Tower in Chicago as one of its more 'interesting' products.

The motor reportedly became available in 1.2 or 0.8 horsepower variants, and sold under various names: 'Sears Free Spirit', 'TAS Bike-Bug', 'Little Devil Brand', and 'TAS Spitz'.

Into the late 1970s, Tanaka was also supplying outboard boat motors, small generators, pps, and cyclemotor kits to Aquabug International, a small mail-order distributor out of New York State, with the cyclemotors from Aquabug being sold under the 'Bike-Bug' name. Tanaka's distribution warehouse had an archive of these products and they were all based on the same '23' motor, just being fitted with a different housings to adapt to whatever intended purpose.

In 1983, Aquabug International was experiencing financial issues, so Tanaka acquired the distribution company asset value to maintain its sales into the eastern US states under the name of 'Sporting Edge' Tanaka North America, then dropped the Aquabug and Bike Bug monikers, to continue selling the bike motors under their brand name 'TAS Spitz'. 'TAS' was a name that Tanaka had been using on its recreational vehicle motors since the sixties: the mini-bike, motor cycle, and moped engines.

The QBM-23 Bike-Bug motors were described as a single cylinder 23cc, two-stroke engine achieving 0.8hp @ 6000rpm. The bore and stroke of this unit is given as 30x30mm, which calculates out to 21.2cc, so actually a little short of the 'implied' 23cc. The engine compression ratio is given as 7.2:1, and uses a serrated rubber surfaced drive roller against the front tyre to propel the bike.

Our particular Tanaka engine came brand new, never run, and still in its original box printed outside 'T Spitz', though inside were Aquabug Ltd guarantee & warranty cards, on which basis the motor was dated to 1983. The engine is fitted with a plastic cover fixed over the motor by screws to hold it down at five points to mounting points on the frame beneath, with a factory sticker on the back of the cover indicating this as a QBM-23N Deluxe model, and further side decals of 'Bike Bug deluxe'.

Examining the box contents confirms that just a rubber clamping strip is missing from one engine mounting, nothing that can't be improvised ... but our new engine is also nearly

45 years old, and it's best to check for any potential issues before mounting it on a cycle. There seemed to be a number of crumbly rubber 'chippings' in the polystyrene bottom packing when we lifted the engine out, so where have they come from? Flipping over the engine, it looks as if the rubber covering is completely crumbling away from the roller, so we cut and bond a new rubber sleeve to the aluminium core to restore the drive roller, and adjust the gap to the tyre at 5mm as recommended in the manual.



We also find the linkage is broken on the choke connection, fixed by plastic welding, after which we further discover the air filter has literally dissolved, so cut another from a sponge washpad. A point to note however, is that, while working on the motor we happened to remove the carburettor slide top to investigate the apparently limited operational range of the throttle lever, and we found a floating machined brass collar fitted above the air slide that restricted the throttle opening in the 12mm venturi to just about half! Odd? We replace the slide top with the collar still in place, and will come back to that later.

Now we've got the engine mounted, we can check it for a spark, so take out the plug, put it in the cap with an earth wire clipped to the plug body, engage the roller and walk it down the drive—no spark, nothing ... Stripping out the mag-set finds a massive 125MΩ resistance across the closed contacts, so we run some wet & dry through the contacts and a remeasure finds 0.2Ω now, so that's fixed the points, and since we're in there, we check the original capacitor, which tests as down on electrical performance, so we fit a new one.

Rebuild the motor, retest, and we now have a spark.

The engine however, is only half the story of our cyclemotor, there's also the bicycle it's mounted on, which in this case is a Raleigh R20 'Solitaire' with date stamping on the three-speed Sturmey-Archer Dynohub indicating 1.80, and the frame further dated as manufactured September 1980 from the factory serial stamped on the back of the saddle stem. This bike was specifically chosen because it was a popular cycle of the period and had a similar dating to the engine.

The Raleigh R20 Shopper was a small 20-inch-wheeled bicycle made by Raleigh from 1968 into the 1980s, produced in both fixed frame and folding versions, and created in response to the Dawes Kingpin, which had been achieving market popularity since 1964.

The 'Twenty' was only gently marketed when it was first introduced in 1968 as a companion model to the RSW16, which had been Raleigh's competitor model to the Moulton since 1965, until Raleigh bought out Moulton in 1967. By 1970 the RSW16 was well into its sales slide, so





Raleigh decided to market the Twenty more aggressively.

The Twenty subsequently proved a better and more successful bicycle than the Sixteen, its larger diameter and narrower 1 $\frac{3}{8}$ " tyres proving smoother to ride and offering less rolling drag than the 2.125" tyres of the 16, which was discontinued in 1974 when the Twenty took over the

position as Raleigh's main small-wheeled production bicycle.

While Raleigh sold some 100,000 RSW16's over its nine-year lifespan, by comparison, the R20 manufactured 140,000 in just 1975, for the UK market alone! It became Raleigh's biggest selling model in 1977, though sales began to taper away after this. The '20' continued into 1984, giving 16 years of production.

Our Solitaire has a three-speed Sturmey–Archer Dynohub to power the cycle lighting set, which is switched on–off beneath the headlamp. The three-speed trigger and bell are mounted on the left bar, since the throttle lever and kill button are mounted on the right.

Selecting second gear seems better for starting up as it reduces the effort required but, following a pathetic first trial attempt where the motor wouldn't even run without choke because the main jet was seemingly blocked, we have another go following a carburettor service.

Our second attempt was more worth a report, and we're learning about this machine as we go. There's no fuel tap on the Tanaka engine, which seems to have some sort of diaphragm pump arrangement in the bottom of the engine to lift fuel from the tank to the carburettor, but you still have to activate the system with three presses on the primer bulb. Choke is required, so pull out the knob to start. You can't start with the engine drive pre-engaged since it proves too difficult to pedal past the compression from a standstill, so you have to pedal away to build up speed before engaging the drive lever to 'shock' the motor into turning over, since the motor doesn't have a decompressor.

We find one of the issues with this method is that the tyre can slip against the drive roller, sometimes requiring additional hand pressure applied to the ball on the engagement lever, but at this stage we haven't yet perfected the best starting technique.

The tiny engine doesn't put up much resistance once you've got it turning, and tweaking the throttle, the motor gently putters into life. Ease along with partial throttle, reach forward to push off the choke, then open the throttle lever, and the motor responds. On slow running setting with the drive disengaged, the motor purrs quietly. This slow running setting was how the carb adjustment came on this new motor, and a little higher than tickover, which we noted was enough to allow the bike to crawl along without stalling on closed throttle. Just reach down with your right hand and disengage the drive lever if you want to stop with the engine running, so it operates like a latching clutch lever.

The engine now responds to choke free throttle, and once warmed up, pulls the bike adequately enough on the flat. It's very noticeable that the motor slows against the slightest inclines, and readily runs ahead on the down side, but these aren't hills, they're just bumps along the road—because that's how things go in 20cc world!

On the return leg we open the throttle full, the motor now feels to be powering up its revs, and feeling like it's ready for a proper paced run ... until the roller starts slipping, which

seems possible since the road is damp and it could be picking up some water ... and just turning back into the drive—we realise the front tyre has gone flat ... Oh, *¥!#&!*



Our reconstructed drive roller is smoother with just shallow slots, and not so aggressively 'toothed' as the original roller. Maybe it's more prone to slip, so we reduce the adjustment gap of the roller to the tyre down to 2mm for better drive engagement, and blow the roller and tyre dry again with the air compressor.

Having already been run once down the road and back, the motor seems to have settled down to starting and running fairly well, the puncture is fixed, and now we're on for our first paced road test. Standard starting procedure is: press the ball primer three times, pull on the choke knob,

pedal down the drive and engage the lever to start, push off the choke, then sit warming up the engine while our pacer readies.

Our Tanaka enthusiastically hums along this time, though still seems sensitive to minor undulations in the road, and now paces at a best of 17mph.

So, back to that 6mm brass limiter collar above the throttle slide. Our researches seem to explain this, as a 20mph limit was applied to motorised cycles in several US states, (Virginia, both Carolinas, Texas, Ohio, Michigan). Other US states were variously specified to 25mph or 30mph, though New York State was restricted to just 17mph.

It was our presumption that the same 12mm carburettor was fitted to all engines, and maybe restricted in performance by fitment of a collar as required according to the respective US state it was being sold in.

We're now convinced that the collar is functionally unnecessary and serves no other purpose than limiting motor performance for sales into specific US states. It's quick and easy to remove, and the throttle slide now completely clears the venturi when fully open (which makes much more sense), so we're ready to go again with the full 12mm bore of the carburettor now available.

We're now getting more familiar with the controls for best operation, and now discover that starting is made easier by engaging the drive to back the motor onto compression, then disengaging the drive, so when you now pedal off and re-engage the drive, the motor starts turning over much more readily. This little trick makes a big difference to easier starting, and with less likelihood of the roller slipping.

With the engine running at low revs out of drive, it works best to just pedal off from a standstill in second gear, engage the motor, then open the throttle lever.

Once underway it was generally better trigger up into third gear as a more effective ratio for pedal assisting the engine if required.

Without the restriction collar is better, because you can open the throttle wider for more power when needed, so you can maintain a better average speed with less tendency to lose pace against light inclines, and less requirement for pedal assistance.

The motor buzzed a little more, and best speed on flat now paced at 19mph, but it's worth remembering that this 'new' engine has now only covered no more than five miles, and is likely to find more potential as it runs in.

We noted that that the motor ran smoothly until the throttle was fully opened, when it tended to run rough and prevented further speed increase. This appeared a minor carburation imbalance just at the very top end of the throttle range, which might be resolved by fine adjustment of the air slide needle, or may just go away as the engine gets more use.

The brakes and lights are bicycle ... well, because it's on a bicycle...

We further happened upon one of the earlier Tanaka QBM-23 cyclomotor engines, mounted on a 26" wheel Hercules bicycle, and this preceding 1970s' version of the cyclomotor demonstrates an 'open' style engine with no cover, 'TAS' on a circular steel fuel tank mounted a little lower down on the left-hand side, with the same



exhaust (though different silencer), fan-cooled engine and roller drive arrangement. It's absolutely the same motor, with the same carburettor, and removing the carb top reveals that it too was also fitted with the same brass 6mm limiter collar to restrict the throttle opening!

One observation from an operational point of view, is that the motor sits higher on a larger wheeled bicycle, so you don't have to reach down as much to operate the drive engagement lever.

The 1980s' QBM-23N seemed to be the last iteration of the Tanaka cyclomotor engine, and characterised primarily by its plastic engine cover. Removing five screws to lift off the cover, reveals the fan-cooled engine, a plastic blow-moulded fuel tank, finned cast aluminium exhaust, and the roller drive arrangement.

Since earlier models were reported as rated 1.6bhp@7,000rpm, compared to the later 0.8bhp@6,000rpm engines, this does make you wonder?

There's no question that these figures relate to the same '23' engines with the same 12mm carburettor, and it might seem a little unusual to de-tune what appears to be the same motor by 50% – unless US state legislation required this to comply with performance specifications.

It seems fair to accept that the same motor might produce higher power at higher revs if the throttle opening was doubled ... and seems pretty likely that the limiter collar was fitted to restrict the motor capabilities from 1.6bhp rating, down to 0.8bhp, to comply with 17 & 20mph specifications.

The brass limiter collar serves no functional purpose, so simply remove it to increase performance, and with only a 21cc motor, you're definitely going to be grateful of 50% power increase.

The Tanaka cyclemotors were never officially marketed in the UK, and the few examples found here represent just grey imports that have found their way across from the American market, and may have even been shipped direct from Aquabug to UK customers, since they were primarily a mail order business, and presumably the restriction collars were just simply fitted into all motors.



So what happened to the TAS Spitz bike motors?

By the late 1970s a moped boom in the USA had already begun, and the writing was already on the wall for the second generation cyclemotor. Now you could buy a moped for little more than the cost of a bicycle and cyclemotor kit, and instead get a complete assembled machine, that was more substantially constructed, faster, more comfortable, and with better brakes.

Sales of the Tanaka cyclemotor engines fizzled out very quickly into the mid 1980s, so dramatically in fact that retailers found themselves stuck with unsold stocks which they struggled to clear despite increasing discounts, until finally being faced with having to dispose of them at a loss.

Pointless

by Mark Daniels

**Sponsored by 'Big' John Berry, Ipswich,
in appreciation of help with a dating
certificate for registration.**

The first electronic ignition (a cold cathode type) was tested in 1948 by Delco-Remy in the USA. Transistors only started becoming commonly available around 1954 and Joseph Lucas Ltd introduced a transistorised ignition in 1955, which was used on BRM and Coventry Climax Formula One engines in 1962. Pontiac and Studebaker introduced the first transistor ignition sets on production automobiles in 1963. The 1969 Kawasaki 500 Mach-III is slated as the first production motor cycle to use electronic ignition, then in 1971 the first pointless moped would go into production.

During the second half of the 1960s, the Motokov import/export company for Czechoslovak automotive products was assessing the market potential for a lightweight motorised cycle or moped, which, in some countries, might not need a driving licence. Motokov was clearly looking toward competition with machines like the VéloSoleX in France, and *Snorfiets* classified models in the Netherlands.

As sole exporter for Jawa motor cycles, Motokov ordered two prototypes for appraisal from the Strojárne factory in Považské Bystrica. The first prototype resembled the Solex with a forward mounted engine over the front wheel, but was liked by neither Považské Strojárne (PS) nor Motokov, so this option was rejected. The second type fared somewhat better, but was not felt to meet the demands of the significant market, and this prototype was also declined.

Tanaka continued with its activity in other market products of two-stroke powered, handheld, outdoor power equipment, and a customer base including both domestic and trade users.

In May of 2007, Hitachi Koki Co Ltd of Japan acquired Tanaka and created two new companies: Nikko Tanaka Engineering Co Ltd to conduct manufacturing and domestic sales in Japan and Nikko Tanaka Engineering USA Ltd, to conduct North American sales and support, based in Auburn, Washington State.

By January 2009, the business functions of Nikko Tanaka Engineering USA were fully absorbed as a brand within Hitachi Koki Co Ltd's North American division.

In 2021, Koki holdings ceased manufacturing of all two-stroke engine products, thus ending production of all Tanaka products.



Next: SR2E? Isn't that some old jet aircraft? No, that was the TSR-2. So what's this?

Well, it seems that it's a late 1950s' East German moped that was never sold in the UK, even though the 'E' tells us it was an export model. This must have been one that escaped over the wall ...

Motokov's interest in this small bike project then declined on the premise that there might be an insufficient market, however the PS management did not agree with the Motokov marketing, so continued with their developments to produce a machine for the lucrative Dutch and German markets, whose legislations required bicycle-like designs with pedal gear and large wheels.

Two designers, Safarik and Ulicky at PS, were asked to come up with two new models, one with large 19" wheels, and the other with smaller 16" wheels. Since the export demand was initially focused toward the larger wheel version, the first moped prototype was produced in this format as a Type 28. An initial batch of 100 models was made in 1970 for testing and marketing appraisal and, in the spring of 1971, series production began. The bike was characterised by 19" wheels fitted with 23" tyres & a rigid rear frame, and it became the first moped with a contactless transistorised ignition system housed in a bright red box called Transimo 40 ignition. The '40' reportedly related to the 40km/h specification the model was produced to (24.85mph).

At this time PS's co-operation with Jawa had ended so a new model name other than Jawa was required, but PS didn't want to revert to use of its old factory name of Manet, which they felt was too associated with scooters. About this time Jiří Suchý's popular song 'Babeta šla do světa' (Babeta went into the world), was airing in Czechoslovakia and the girl's name Babeta

seemed well suited for the intention to produce a bike that should go out to world markets, so the Model-28 'Transistor 40' became the first of the Babettas. The first Babetta-28 imports by Jawa-CZ (GB) Ltd of Estuary Road, Kings Lynn went on sale in the UK in June 1972. The



motor specification was given as 39mm bore × 41mm stroke for 48.98cc, with 6.5:1 compression ratio, a 9mm Jikov carburettor, and rated at 1.5bhp @ 4,500rpm.

The frame plate on our particular blue test machine indicates it was made in 1972, though not 'L'-registered until 1973, and sold by Mick Berrill Motorcycles of Henry Street, Northampton, who was reportedly encouraged to become an agent by his Czech wife.

The tank decals are branded 'Jawa Transistor 40' with no apparent reference to Babetta, and period leaflets indicate no Babetta decals on the side panels (which are missing from our machine anyway).

The frame is constructed from a tubular steel spine welded to a fabricated rear section and bolt-in back stays, for a rigid rear with telescopic forks. The 3.5-litre fuel tank is a pressed fabrication, which differs from the later 210 models.

Many of the cycle parts look similar to generic Western European fittings, but closer examination reveals that these are all of dedicated Eastern European manufacture, simply made along similar lines. The full-width cast aluminium brake hubs house 85mm × 20mm shoes, while the steel mudguards may look similar to Puch Maxi, though they aren't. The whole bike looks as if it's been styled along the lines of an Austrian Maxi, but it's all different. The generator is rated 6V, 30W with a 25W headlamp and a 5W tail, and this is a higher output than typical 18W Western mag-set generators of the period, so when we run the bike, it's noted that the headlamp does appear noticeably brighter!



An interesting feature of note is that the wiring for the beam-dip-horn switch is threaded through the inside of the stem-mounted left-hand handlebar, while the headlamp off-on main switch is trickily hidden underneath the shell, and no speedometer is mounted in the top.

Given weight is 92.6lb, though we decide to check, and slide the bike across the bathroom scales to weigh 3 stone front & 4 stone rear = 98lb, but there's fuel in the tank, so that's near enough for us.

Turn on the fuel tap, push in the choke rod on the carb nearside, which will release when the throttle is opened. Using the decompressor lever beneath the twist-grip to get the motor spinning easily; simply pedal off, drop the trigger and the motor readily starts. With the bike constructed to a 40km/h specification and rated at a lowly 1.5bhp, we have a low expectation of performance, but it proves weaker than expected, going up an incline is an interminable process between 15 & 17mph, while best downhill paced 20–21mph. Enough to say that the brakes were never challenged.

Following this obviously below par effort, the engine and exhaust system were thoroughly de-coked, decompressor valve reground, carb needle moved down into the top notch to weaken the mixture since it was four-stroking on the first run, and air filter foam replaced with a lighter grade.

Following this attention our *typ-28* delivered performance more comparable with its 40km/h rating: around 23–24mph on a downhill run.

The 28 had only in been in production for a couple of years before Považské Strojárne began to appreciate that sales were proving disappointing, so replaced it with the small-wheeled version instead, and by this time a change in the Netherlands' regulations was now accepting smaller wheels.

The 16" wheeled Model 206 with its same rigid frame and all other features, began deliveries from the factory in 1973 to customers in Germany, USA, and the Netherlands. It was still a pedal start, single-speed moped with a centrifugal clutch, but this time its simplicity was readily adopted by the markets.

From a total annual production of 60,000 units in 1974, the Model 206 sold 18,000 units into Germany alone, and even received a Federal design prize. The Babetta was finally making its mark.

The 206 was also seemingly sold into the UK and listed as Babetta MkIII during 1974 and up to June 1975 when imports stopped.

In 1975, PS re-designed the rear part of the moped, giving it rear suspension units, introducing this as the Babetta type 207, which became so successful that in



1976 the entire production was exported. West Germany alone took some 20,000 mopeds, selling them through the catalogue firm Quelle.

Imports to the UK resumed again in January 1977, and now it was the turn of the Model 207.



The frame plate on our orange Model 207 shows it was made in 1977, but not 'T'-registered until 1978, and again supplied by Mick Berrill Motorcycles of Henry Street, Northampton. The motor specification was given as the same 39mm bore x 41mm stroke for 48.98cc, but with a redesigned top-end

for a higher 7.5:1 compression ratio, 9mm Jikov 2909 carburettor, and now rated as 2bhp @ 4,500rpm.

It wears the same 'Jawa Transistor 40' decals as our first machine, and also displays no Babetta decals, and neither do period leaflets indicate that any Babetta decals were employed. The frame is constructed with the same tubular steel spine section as the Model 28, but now welded to a different fabricated section to mount a swing-arm with twin-shock rear suspension units and telescopic forks. It carries the same 3.5 litre fuel tank, and gives the same weight of 92.6lbs. There's

the same lighting off-on switch beneath the headlamp, but this time the wiring to the left-hand beam-dip-horn switch is freely hanging on a route outside the handlebar, instead of neatly threaded up the inside of the tube as per the Model 28.

The starting procedure is exactly the same as before: turn on the fuel tap, push in the choke rod on the carb nearside, which will release when the throttle is opened. Using the decompressor lever beneath the twist-grip to get the motor spinning easily, simply pedal off, drop the trigger and the motor readily starts. Despite the 15% increase in compression ratio and 2bhp power rating, the Model 207 is still fitted with the same tiny 9mm carburettor and constructed to comply the same 40km/h Euro market specification, so we're not really expecting to see any significant increase in general performance, maybe slightly better acceleration and hill climbing abilities, but we're not going to be holding our breath.

Pull-off ability seems slightly improved, speed paced uphill was around 21-22mph, with downhill pace 23-24mph, while the speedometer was wavering up to an indicated 25mph. The brakes still weren't challenged, and both models pretty much delivered their performance as expected, but demonstrated there's a lot of difference between Euro-market 40km/h and UK-market 30mph! Being 5mph short on the top speed, Euro specification machines usually prove unable to keep up with UK traffic pace, and often feel lacking ... and if 40km/h seems slow, then these were actually the fast versions!

For Germany and the Netherlands special 25km/h (15.5mph) maximum speed versions were produced, and a 30km/h (18.6mph) version for the US. There, a two-seater version and a 'Sports' model were also released.

For 1978 in the UK, the 207 seemed to be presented with a name change from 'Babetta' to 'Jawa Moped', even though it didn't seem to have been known as Babetta in the first place!

For March 1979, the name and tank badges again changed from 'Jawa Moped' to 'FreeWheeler' until this sticker re-branding was discontinued in February 1982, to be replaced in March 1982 by the model renamed yet again as Jawa X30 Nippy and accompanied by a new Jawa X30 de Luxe (which seemed to be the same model at the same price?)

By August 1983 the new 210, two-speed models were being introduced and ran in parallel with the X30 single speed models, until they ended in March 1985.

The 210 models came with a 9:1 compression ratio and general change to a 12mm carburettor for some improved performance in markets that wanted that, though restricted versions with the smaller 9mm carburettor were still available to countries needing lower performance.



Next: Again we have nothing lined up yet for the third slot in our next edition, but hopefully again, something will turn up...



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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