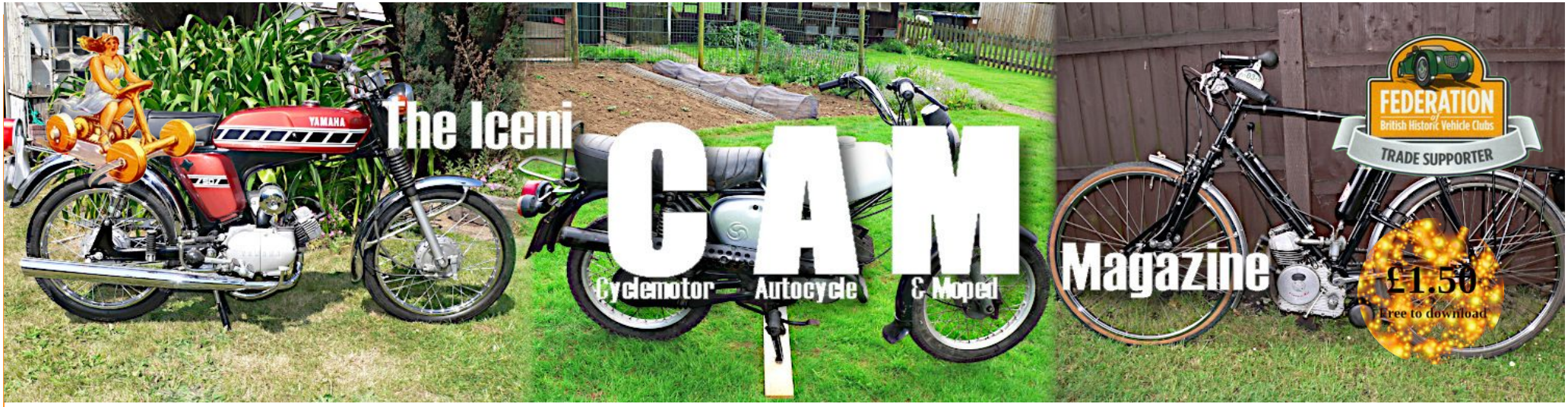


# News

## 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 October.

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

## Copyright



## Information Library

So far, out of Bill Ives's box, we've extracted documents about Burrows, Viking, Norfolk cycle shops, Sachs, Dia-Compe, Osgear, New Hudson, Shimano, Campagnolo, Carradice, Cinelli, Paragon, and Sturmey–Archer. We've also managed to add material on James, New Hudson, Norman, Villiers, and Hercules. Not all this may be strictly relevant; for example, we expect the leaflet for the 1939 James revolving stool (with optional back rest) to have somewhat limited appeal; but there's some good stuff in there too.

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

## Calendar

It's the height of the season and there are plenty of events to go to; 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. |
| 6 July | EACC 22nd Peninsularis Run from Suffolk Aviation Heritage Museum. 01473-716817. |
| 12 July | Rickinghall Classic Auto Jumble & Swap Meet, village hall playing field, 9:00 to 12:30. 07806-437722 |
| 13 July | VMCC Cyclemotor Section Greenway Run from the Stratton Arms, Turweston, TBC, 07974-742638 |
| 26 July | David Silver Bike Meet in Leiston. 9.00am to 4.00pm. Free entry to the bike museum for the day. |
| 27 July | VMCC Cyclemotor Section Oily Rag Run from the *New Inn*, Abthorpe, NN12 8QR. 01604-831584. |
| 6 August | BTSC Marsh Owlers Run. 11.00am from Dungeness Old Lighthouse/RHDR station car park, TN29 9NA. |
| 9 August | Rickinghall Classic Auto Jumble & Swap Meet, village hall playing field, 9:00 to 12:30. 07806-437722 |
| 10 August | VMCC Cyclemotor Section 100-mile run from Quainton Memorial Hall, HP22 4BW. 9:00am onwards. |
| 10 August | EACC Peter Smith Memorial Periwinkle Run, Cottered Village Hall, SG9 9QL from 10am. 07811-952717. |
| 20 August | VMCC Cyclemotor Section Swanbourne Run from the Betsy Wynne, MK17 0SH. 10:30 start. 01525-793911. |
| 22–24 August | 24-hour Moped Endurance Race in Serbia. Information: e-mail igorgasparevic@gmail.com |
| 30 August | David Silver Bike Meet in Leiston. 9.00am to 4.00pm. Free entry to the bike museum for the day. |
| 13 September | Rickinghall Classic Auto Jumble & Swap Meet, village hall playing field, 9:00 to 12:30. 07806-437722 |
| 14 September | EACC Coprolite Run from Suffolk Aviation Heritage Museum, 01473-716817. |
| 14 September | VMCC Cyclemotor Section Radnor Run from The Swan, Radcot Bridge, Oxfordshire. 10:30. 07780-967014. |
| 27 September | 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**

**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. 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. 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. **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"×1½"×4"@ 5"strap ctrs. £45 (with 2 clips) brown only.
**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

THE DAVID SILVER HONDA COLLECTION
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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Visit our website
www.nsuquicklyspares.co.uk
for lots of pictures of recent events, NSU bikes, information and much, much more

Good stock of quality used parts at reduced prices

Complete NSU Quickly machines for restoration always for sale, some with V5s

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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 HD chains £1.50. 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. 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. 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 pierce 26 × 2 × 1¾ new chrome rims £40 each (JDL autocycle & Norman Cyclemate front etc.) Special 40-H pierce 26 × 2 × 1¾ new chrome rims £40 each (Norman Cyclemate rear, 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. 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 £15, 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, 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 21" £1 each except 19" 21" £2.50p. Cyclemaster engine mounting rubbers 4 bush kit £12. New: Moby, Raleigh all metalastic engine mounting bush kits, top mounts AV89, RM5 £8 each, top mounts AV48, RM9 £15 each, small bottom mount £6. Selection new Moby pedal shafts £15 each. Chrome bezel red reflector with 5mm stud mounting £7. Tank Badge sets for Raleigh RM4, RM5, Norman Nippy Mk5, Lido Mk3, Phillips Panda Mk3, Gadabout Mk4 £18 pair. Mobylette Mobymatic 'shield' tank badge sets £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. Petrol pipe clear 5mm light 90p/ft—Sold out, 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. 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. 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 & Camino 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 £5 each. Incredible selection of parts not available anywhere else—because we manufacture lots of them ourselves! Far too much to list it all in this advert. You really need to visit the Website www.mopedland.co.uk
Tel. 01473-716817 (Ipswich),
E-mail: mark.daniels975@btinternet.com

**Izh Jupiter 3** 350cc twin—£875
Runs well, geared for solo, V5 in my name.
Please contact Brian on 07885-421925.

**1961 Norman Nippy Mk4** 2-speed moped—£700.
Registration (non-transferable) c/w V5c. All correct and original cycle parts with black paintwork. Original 70mm silver-dial Huret speedo showing 7,450 miles. Villiers 3K1 engine rebuilt with new main bearings and seals, new pedal chain in gearbox, new clutch plates and piston rings. Reconditioned mag-set with new capacitor. Starts easy and runs well. All electrics work. New saddle.
Please contact mark.daniels975@btinternet.com
or ring Ipswich 01473-716817

**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 £1,500 ono.
Please contact mark.daniels975@btinternet.com
or ring Ipswich 01473-716817

# Andy Est 1972 Tiernan

1954 Power Pak Standard 49cc £950

Collection of six cyclemotors £1,650

1966 Raleigh RM6 de Luxe 49cc £500

1967 Raleigh RM6 Super de Luxe 49cc £500

1940 Rudge Autocycle £2,000

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

**1976 Yamaha YB100L2**. I have owned this bike for 10 years and used mainly for summer club runs. It's in an unrestored original condition with nothing missing, everything works as it should and has proved very reliable having covered just 15,750 miles. V5C in my name and registered as Historic, currently on SORN. Viewing welcome and looking for £1,750. Contact Robert on: 07944-177774, Royston, Hertfordshire.

Dutch **Berini/Pluvier M23 De Luxe** roller drive moped.
I have owned this bike for 13 years; it has a 50cc rotary valve motor with a Bosch magneto and uprated carburettor. Condition is very good for a 1950s' moped, performance is also very good. The engine starts easily and runs well and the bike is easy to ride as it sits lower on the road. This is a scarce moped; I have never seen another Berini M23 so far. Tax and MoT exempt, V5C in my name.
Clearing out garage so must go. For sale at £499.
Ring or text Ken on 07392-502761, St Ives, Cambs.

**James Comet de Luxe**—£1,400. 1949, 98cc Villiers 1F engine. Good Starter and excellent runner. Immaculate condition. Lots of money spent on it.



**1976 Vespino GL MotoVespa** (UK V5). Restored through 2024. Many new parts. £1,000 or 'deal' on a small CC capacity Japanese 2-stroke, cash either way. Located Newcastle (NE3) can potentially deliver within reasonable distance. Contact Dave: 07913-517920 Taylor_ad@yahoo.com.

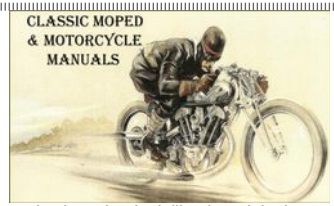

**Mopedland** Jumble Parts section, featuring mainly used and NEW/old stock odd parts for various Cyclemotors, Autocycles & Mopeds. This is much like an on-line Autojumble pitch for small bike parts, but also listing complete bikes for sale. New parts are regularly adding as sold items drop off, so there's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

**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 £600.

**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.

Any offers on these. Call John Daborn on 07906-805721.




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. **Cyclemaster** workshop manual, £14.99. **Excelsior Consort** maintenance manual, £9.99. **Excelsior Consort** spare parts list, £8.99. **Excelsior Welbike** spare parts list, £9.99. **Excelsior 98cc Welbike** maintenance manual, £10.99. **Excelsior Welbike** drivers handbook, £9.99. **Honda P50** owners manual, £8.95. **James Comet L1** (1956) instruction book, £10.99. **James Comet L1**(1958) instruction book, £10.99. **James Comet L1** (1958) parts catalogue, £14.99. **Kerry Capitano** riders handbook, £6.99. **Kieft** instruction handbook, £7.99. **Lavalette** engine maintenance manual, £4.99. **Malaguti** 4 & 5-speed maintenance guide, £7.99. **Mobylette** dealers workshop repair manual, £14.99. **Mobylette** operation & maintenance manual, £7.99. **Motobecane 41-51V** owners manual, £7.99. **Mobylette** owners and maintenance guide, £8.95. **New Hudson** instruction manual, £9.99. **Norman Mi-Val** engine spares parts list, £6.99. **Norman Nippy Mk5/LidoMk3** owners guide, £10.95. **NVT Easy Rider** riders handbook, £8.99. **PowerPak Cyclemotor** engine instruction book, £12,95. **Raleigh RM8 MkII** maintenance & instruction book, £10.99. **Teagle** engine instruction and parts list, £6.99. **Trojan MiniMotor** instruction book, £6.99. **Villiers** 98cc 4F and 6F spare parts list, £7.99. **Velocette LE 150** (1956) owners handbook, £9.99. **Velocette LE** spare parts list, £10.99. **Velocette LE & Vogue** service manual, £15.99. **VéloSoleX** repair, adjustment & maintenance manual, £9.95. **Villiers 3K & 3K1** engine workshop manual, £8.99. **Villiers Mk4F, 6F, 9F** engine workshop manual, £8.99. **Villiers Mk4F, 6F** engine spare parts list, £8.99. **Villiers Junior DeLuxe 98** engine maintenance handbook & spare parts list, £9.95. **Vincent Firefly** spare parts and price list, £8.95. **Vincent Firefly** service guide and fault-finding chart, £8.95. For larger capacity manuals or more details:
Tel: 01473 716817
E-mail: mark.daniels975@btinternet.com
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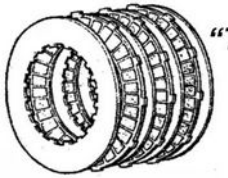

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**1969 Raleigh RM8 moped**, for spares or repair. In need of some fettling and spare parts. Engine starts and runs, very good rims and tyres. V5C in my name. All sensible offers considered. Contact Garth on: 01508-499794, e-mail: growler.jeffery@gmail.com (S. Norfolk).

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# Time Slip

by Mark Daniels

***Sponsored by Les Gobbett, Lough, Lincolnshire EACC..***

A sports moped of the 1970s is appreciably different from a typical 50cc scooter of the 21st century…

Still a little dazed from his spill, Sam sat up and looked around. Everything looked the same – but somehow different! There seemed to be a lot of old cars parked about here: Cortina, Marina, Vauxhall Viva?


The bike was lying ahead in the hedge, but it didn't look like his scooter. The registration number seemed similar, well, the numbers and letters did, but all the other way round. Three letters, three numbers, and then another letter?

Stumbling across to the bike, Sam picks it up and looks it over. Seems OK, but this isn't my bike, what is it? Nothing like his Yamaha Aerox scooter, this looks like a little motor cycle, then Sam recognises his keyfob dangling from the key in the steering headset!

At this point, Sam doesn't quite grasp that the incident has somehow slipped him back a few decades, but decides he's going to have to ride this old style motor cycle if he wants to get home, and the bike he has now is an old Yamaha FS1-E.

What's that sticker on the fuel tank 'mix 20:1 ratio'? What's that about? It's so old that you have to pre-mix oil into the fuel. As well as auto-lube oil injection systems, most 21st century scooters have automatic vacuum fuel taps and automatic choke systems, so manual fuel taps and choke controls are features that modern riders may be unfamiliar with. Instead of a vacuum tap there's a manual fuel tap under the left side of the fuel tank Off–on–reserve (with a gravity filter bowl to skim off impurities). OK, so we know the FS1-E must have a choke control somewhere ... not on the handlebars ... not on the headset … can't see any carb ... Ahhh! There's a knob poking up out of the right-hand crankcase cover, and pull to choke. Of course, the engine is disc valve, so the 16mm Keihin carb fits directly on the side of the engine.

Wow, it has an 80mph speedometer! The key switches off–on–lights, now where's the starter button—beep! Ahh, that'll be the horn ... no, that's all, so there's a funny shaped kick-start down on the right hand side just behind the footrest—hold on, that's a pedal, not a footrest!

What's going on there then? The pedals on each side both sit forward like footrests!

There must be some way to operate these like pedals ... hmm ... turn the switch on the left-hand case to pedal position as indicated on the graphic ... rotate the left-hand pedal arm backwards 180°, then the right-hand pedal arm pops out on a spring and locks the pedals into offset engagement. Transformation, sports-50 into moped!

The gearbox needs to be in neutral to pedal, otherwise the engine is engaged, but pedalling efforts are sapped by internal drag within the motor, to the degree that cycling this machine is exhausting and completely impractical.

The ineffective pedal arrangement was merely to make the bike compliant with the 'moped definition' law of the time, but never had any useful functional purpose other than being a ridiculous way of engineering a set of footrests!

The funny kickstart only has a limited arc, and doesn't turn the motor over very much on each stroke, but the engine fires up after a few kicks. The motor fades if you try and push down the choke too soon, so there's a necessary period of waiting a minute for the motor to warm a little. Right, off we go, open the throttle .... revs, but nothing happens, no drive! Ahhh, of course, not twist and go, it has manual gears and clutch.

The gear lever is a rocking-pedal, heel-&-toe to the left foot. Pull in the clutch lever, nice and light, then with neutral positioned at the top of the four-down gearbox, click forward and down for first, throttle on and feed out the clutch. Take-off is smooth and brisk, then down again into second, and down again all the way to top fourth. The power delivery is noticeably constant right through the rev range and up through the gears, so no peaky 'power band' surge as the revs run up.


There are indicators, but the beam–dip is on the left! The indicator switch is on the right bar set! Yes, everything is backward compared to a modern scooter—this is really mad…

Comfortable cruising was effectively up to 35mph, though the bike would readily run faster than that, it just felt to be pushing a bit harder above that figure.

On the flat in a crouch with crosswind clocked 42, with a tailwind 44, and 46mph on the downhill run. The following uphill section was confidently despatched at 36mph when cresting the rise, and the 80mph Nippon Seiki speedometer proves pretty accurate to our pace bike.

This FS1-E is completely original, unrestored, dates from 1977, and finished in Baja brown with 'speedblock' decals.

The next morning Sam woke up with a thumping headache. His mother said he'd run his scooter into a hedge and the doctor said he'd got concussion. Sam couldn't remember anything much, except the old Yamaha sports moped, so he looked it up on the internet, and was surprised when he found lots of information! So this was a real bike, maybe it wasn't a dream?

The FS1-E 'sports moped' was originally launched in the UK in August 1972, as the Yamaha SS50 'Sixteener Special', and finished in Candy Gold.

Honda however took exception because they already had their own SS50 sports moped established on the market, so in January 1973, Yamaha changed the designation to FS1-E, and a legend was born.

Yamaha reported the motor specification as 4.8bhp @ 7,000rpm, from a 7.1:1 compression ratio, 16mm carburettor, four-speed gearbox, and quoted a 45mph performance.

Lighting was 6V × 18/18W headlamp, 6V × 5/21W tail & stop light.

Frame number prefixes go some way to identifying models:

394 = Pedal models, all unrestricted.

FS1-E Candy Gold 1972–74, Popsicle Purple August 1974–76, Baja Brown August 1975–76 (pinstripe decals).

Baja Brown 1976–77 (speedblock decals)

FS1E-A Space Blue 1977, drum brake & FS1E-DXA Chappy Red 1977, disc brake (revised speedblock)

596 = Pedal models, all unrestricted.

FS1-ED Competition Yellow 1975–76 (pinstripe decals), disc brake.

FS1-EDX Competition Yellow 1976–77 (speedblock decals), disc brake.

August 1977 introduced significant changes to comply with the revised moped definition law. Autolube systems were introduced. The pedal mechanism was still fitted, but the pedals replaced with footrest arms.

2GO = Footrest models restricted

FS1-M French Blue Metallic 1977–79 (revised speedblock)

FS1-MDX Wineberry Red 1977–83 (revised speedblock)

The 'temporary pedal-footrest' arrangement was replaced by a conventional footrest set in 1978.

3F6 = Footrest models restricted

FS1 Caribbean Blue 1987–92 (white block decals)

FS1DX Maxim Red 1978–83 (black block decals)

5A1= Footrest models restricted

FS1E-SE (Custom) Maxim Red & Yamaha Black 1981–83.

FS1-E's heyday was undoubtedly throughout 'The Sports Moped Era', from 1973 until the effective law change of August 1977.

Official UK FS1-E sales in the years up to 1978 accounted for 67,669 machines.

UK sales over the following three years added together only amounted to a mere 5,627 machines, so starkly brings into perspective the effect the definition change had upon the 'Sports-50' market.

Basically, the FS1-E dream ended with the 1977 restricted specification moped law change.

The classic 'slimline' FS1-E was restyled in 1987 to a more conventional motor cycle form, which pretty much rubber-stamped the end of the legend.

The 'Fizzy' was finally and officially withdrawn in 1993, but had actually fizzled out of the UK market somewhat before that.

Sam sold his Aerox, passed his car test, and bought a Ford Fiesta. Fifteen years later he was married with a mortgage, and two young children, but had saved up for a nostalgia auction bid on the bike he really wanted to ride again. Many people return to the bike they first rode, but his choice wasn't the Yamaha Aerox scooter that you might expect … Sam bought a Yamaha Baja brown FS1-E of his dreams, in fully restored to as new original condition.

Now a strapping young man of six-foot-three, and several kilos heavier than the lithe teenager that rode the same bike two decades ago, so what are the chances that it might perform the same? So we have an identical 1977 Baja brown machine, with speedblock decals, it's just that this one looks new!


Still conditions on the day of our test noted comfortable cruising around 35mph, recorded 41mph sitting upright along the flat, 42 in a crouch on flat, 43 downhill, and the 80mph Nippon Seiki speedometer again proves pretty accurate to our pace bike.

Everything worked properly, all electrics, brakes, handling, and the steering felt light and nimble.

The FS1-E was one of the most iconic sports mopeds of its era, which totally epitomised the time and the moment.

The sports moped age was eclipsed by legislation from 1977 by the moped specification change, but even 40+ years later, young motor cycle riders who weren't even born at the time, still identify the classic FS1-E for what it is—the sports moped is long gone, but the legend lives on…

**Next**: Everything has a sequel, eventually …

If all goes according to plan, this should be a 'Return to The Lost World', but over the last 23 years there's been some evolution taking place …

# The Simsons

by Mark Daniels

*Sponsored by Wayne Mann, Suffolk Section EACC..*

Opening our article over 170 years ago may seem unlikely, but sometimes history can be stranger than fiction …

In 1854 the brothers Löb and Moses Simson bought one third of a steel hammer works in Suhl, Germany. Production of carbon steel began and the firm Simson & Co was founded in 1856, with the company beginning production of guns and gun barrels over the following years. In 1871 Simson installed its first steam engine at the factory to improve process capabilities. Production of bicycles entered the programme in 1896, followed by the start of automobile production in 1907.

From 1914 Simson began building cars with four-cylinder engines as the 1.5 litre, 22bhp Model A, and 2.6 litre, 28bhp Model C, but suspended its car production in 1915, from when it spent the rest of World War 1 producing Mauser Gewehr 98 rifles for the German Army. Following the Armistice on 11 November 1918 and the subsequent Treaty of Versailles, Simson resumed car production in 1919 with a new four-cylinder range: the 1.6 litre, 22bhp Model Bo, 1.6 litre, 40bhp, 80km/h (50mph) Model Co, and 3.5 litre, 45bhp, 90km/h (56mph) Model D.

As a result of a post-war treaty to limit the recovery of the German arms industry, the reorganized Reichswehr was allowed to buy new handguns from only one company, so larger manufacturers such as DWM (*Deutsche Waffen und Munitionsfabriken*) were passed over in favour of Simson precisely because of its lower production capacity. Through the 1920s Simson manufactured .25ACP *Westentaschenpistolen* ('vest pocket pistols') for commercial sale and became the sole producer of military-contract Luger P08 pistols from 1925 to 1934, during which period it made about 12,000 Lugers. Simson was also responsible for repairing and refurbishing existing firearms for the Reichswehr, though DWM was also employed in this capacity, but in contravention of the Treaty of Versailles. In addition to making Lugers, Simson also repaired and refurbished Gewehr 98 and Karabiner 98b rifles, MG08 machine guns, and MP18 sub-machine guns.

In 1923 the Model D automobile was replaced by a 3.6 litre, 65bhp Model F as Simson's first 100km/h (62mph) production model.

In 1924 the range of cars was completely revised under the Simson-Supra name made famous by successes of the Simson racing car. The first Supra-S and S-Sport models designed and hand-built by Paul Henze were technically advanced with four-cylinder, two litre, long-stroke, dohc engines. The S was rated at 50bhp for 120km/h (75mph) top speed, and the S-Sport rated at 60–80bhp for 140km/h (87mph). In 1925 a sohc Model So was introduced that produced 40bhp for 100km/h (62mph), and continued until 1929, while the S and S-Sport were discontinued in 1926.

Car models continued and, surprisingly, were joined in 1930 by the manufacture of prams!

In 1931 Simson introduced its first and only eight-cylinder, 4.7litre Supra model A of 90bhp for 120km/h (75mph), which was produced until 1934.


*1932 Simson Supra model A*
*Photo: Fahrzeugmuseum Suhl*

Under the Third Reich the factory was taken from the Jewish Simson family, and renamed several times while under Nazi, and later Communist, control.

Hitler's government forced the Jewish Simson family to flee the country in 1936. Under the dispossession of Jewish industrialists (Aryanization), a trustee took control of the firm, and so by merger with other factories the *Berlin Suhler Waffen- und Fahrzeugwerke* (BSW) was formed. In the same year the factory produced its first BSW98 motor cycle, with 98cc engine and two-speed transmission. Critics of the Nazi government suggested a different meaning for the BSW initials: *Bis Simson Wiederkommt* (until Simson returns).

After the Simson brothers were exiled, weapons production at the Suhl factory was increased. From 1939 the company was called *Gustloff-Werke–Waffenwerk Suhl*, named after the assassinated Swiss Nazi Wilhelm Gustloff, and had subsidiaries such as the *Otto Eberhardt Patronenfabrik* (Otto Eberhardt Cartridge Factory). As well as the main works in Suhl, the Gustloff-Werke had branch factories at Griez in Thuringia and at Lódź in Nazi occupied

Poland. Sachs-engined motor cycles up to 123cc were made within the Gustloff group from around 1934 until about 1940.

Gustloff-Werke products included anti-tank rifles, machine guns, gun carriages for anti-aircraft guns, and various calibres of small arms ammunition. The firm also continued to build bicycles, weapons, and cars until 1945.

In 1946, by order of the occupying Soviet Military Administration in Germany, the Gustloff manufacturing plant was partially dismantled and transported to the Soviet Union (USSR) as part of the Soviet reparations programme for damage inflicted on the USSR by Germany throughout World War II. In March 1947 the Suhl factory was integrated into the Soviet joint-stock Company *Sowjetische Aktiensgesellschaft (SAG) Awtowelo* (Soviet Autovelo Company Limited), along with BMW in Eisenach, Diamantwerke near Chemnitz (bicycles, motor cycles and knitting machines), Keilpart Toolwerke in Suhl, Rheinmetall in Sömmerda, Böhlitz-Ehrenberg ball bearing works in Leipzig, Ruhla watch and machine factory, and Fichtel & Sachs at Reichenbach.

On 1 July 1948 *Industrieverband Fahrzeugbau* (Industrial Association for Vehicle Construction) was formed to rationalise the manufacture of all sort of vehicles in East Germany under Soviet supervision.

IFA encompassed all East German vehicle manufacturers, Barkas (vans and trucks), EMW (cars & motor cycles), Framo (light lorries and vans), IWL (scooters), MZ (motor cycles), Multicar (light trucks and vans), Nordhausen (tractors), Robur (trucks), Sachsenring (Trabant), Simson (motor cycles), Wartburg (cars), other companies producing IFA W50/L60 branded trucks, model F8/F9 cars, Pitty, Wiesel, Berlin, and Troll scooters, and other manufacturers of vehicle related parts.

All IFA production was initially for export to the USSR, but control would subsequently be handed back to the German Democratic Republic (DDR) and, in 1952, the Suhl factory was renamed *Volkseigener Betrieb Fahrzeug- und Gerätewerk Simson Suhl*, with production of sporting guns, prams, and bicycles being slowly resumed, but the main focus returned again to building motor cycles.

Between 1949 and 1962 the Suhl factory produced over 209,000 single-cylinder, 250cc ohv four-stroke, four-speed motor cycles with shaft drive. The first 1,000 machines were built from July 1949 until December 1950, and all were exported to the USSR before the model was released to the DDR domestic market in 1951. The motor cycles were branded AWO until 1955, when the Simson name was revived. Some had Stoye sidecars fitted, and a Stoye *Campi* luggage trailer could also be attached.

In 1955, the year that the Simson brand name was restored, and after over 100 years, the factory produced its first moped. The first model was the two-stroke 48cc SR1 rated at 1.5bhp, succeeded by the SR2 in 1957, the later SR2E version rated at 1.8bhp, and the KR50 48cc 'Schwalbe' scooterette in 1958.

When four-stroke motor cycle production ended in 1962, the Simson factory was directed to concentrate on moped production.

In 1964 the original 38 × 42mm, long-stroke, 47.6cc engine design was revised to slightly over-square dimensions of 40mm bore × 39.5mm stroke, now 49.6cc displacement, and launched the SR 4-1 *Spatz* and SR 4-2 *Star* 50cc mokick motor cycles.

*1970 Simson Star SR4-2/1*

Moped production had grown steadily in Suhl, building up to 200,000 mopeds per year, and by 1965 the factory employed 4,000 workers.

In 1966 Simson introduced the SR4-3 *Sperber*, with the same 50cc engine but with power increased to 4.6bhp and more angular styling than the *Spatz* and *Star*.

In 1968 Simson was merged with *VEB Ernst-Thälmann-Werk Suhl* to form the *VEB Fahrzeug- und Jagdwaffenwerk Ernst Thälmann Suhl*, while popularity of the new *Schwalbe* Scooterette helped to promote the Simson company as the DDR regime propaganda seized the opportunity to publicise the scooter as a success of East German two-wheeler motor manufacturing. The *Schwalbe* continued to be developed over the years, but more as a result of Simson design and development than opportunistic efforts of the powers to be.

*Spatz* production was ended in 1970 as Simson introduced a bicycle-style, pedal-start 50cc, 1.6bhp SL1 Mofa. The model was revised as the SL1S in 1971, but discontinued in 1972.

*Star* production finished in 1975, at which Simson revised its image with a new S50 series. This employed the 40 × 39.5mm, 49.6cc engine at 9:1 compression, 19mm carb, rated at 3.6bhp @ 5,500rpm and quoted at 37mph. The S50 was launched with two new three-speed models: the basic S50N with no bells or whistles and moped type mag-flywheel ignition, and the S50B with battery supported electrics and indicators. The S50B was replaced by an up-rated S50B1 model in 1976, and an S50B2 with electronic ignition. The S50 series ceased manufacture in 1980, though S50B1 models remained on sale in the UK until notified as discontinued in March 1982.

The S50's successor was the S51, for which Simson revised the styling again and fitted a new long-stroke IFA-branded four-speed all-alloy engine, with 38mm bore × 44mm stroke for 49.9cc, 9:1 compression, 16mm carburettor, and rated at 3.7bhp @ 5,500rpm.

Glass's Index lists the S51 taking over UK sales in March 1982 but doesn't qualify which version this was. Since we know of a UK-registered 1982 S51B1-3 model, we presume that this was the unspecified type, and here is how to identify the respective models:

- S51N — Basic model, moped type mag-flywheel ignition, stop button on handlebar, no battery, no indicators, plain suspension units, three-speed engine.
- S51B — All models had battery ignition with key switch, and indicators, plain suspension units.
- S51B1-3 — had three-speed engine (indicated by '3' cast onto the clutch cover + IFA logo)
- S51B1-4 — had four-speed engine (indicated by '4' cast onto the clutch cover + IFA logo)
- S51B2-4 — further had electronic ignition, 35/35W headlamp, and larger 100km/h speedometer.
- S51E (Enduro) — four-speed with high-level exhaust, and knobbly tyres.
- S51C (Confort) — Top of range/most expensive model, roadster with long seat, all features, adjustable rear shocks, side stand, rev counter, fitted mirrors.

50cc S51C Confort and S51E Enduro were added to UK imports in March 1983, with 70cc S70 Confort and 70cc S70 Enduro added in May 1983.

Our featured Simson is a S51E Enduro 1983 registered model, as the first year of its introduction in the UK. The Enduro is mainly characterised by its high-level exhaust system and knobbly tyres, but there are also more subtle distinguishing changes from the other 'road' models. The high-level exhaust requires a modified right-hand toolbox cover, has slightly shorter mudguards, higher handlebars, Enduro struts bolted into the frame to support the lower headstock, adjustable rear shocks, a folding kick-start, longer saddle, and silver finish option.

The headstock frame plate indicates 85kg, and the Simson brochure similarly gives the weight as 84kg—over 13 stone for a moped? Really?

It looks a bulky and heavy bike, but surely not that heavy, so out with the scales, and 30kg front and 43g rear! That's 12kg lighter, nearly 2 stone! A 15% misread is hardly some minor weighing error!

The 'MZ' frame plate is in English, and apparently fitted by the MZ importer Wilf Green, so registered as an MZ instead of Simson, which seems to have been a common misnomer, and it is also indicated as 30mph restricted moped.

Despite being presented as a performance-limited moped with a kick-start and footrests, the Simson looks every bit like a physically large sports motor cycle, which would likely be more comfortable for taller and larger riders than many of the typical oriental mini-scooters of the period. It also has a really long seat, and you could probably sit three people on it!

It's certainly big and chunky, with lots of cast aluminium: 120mm brakes in finned alloy hubs, with alloy brake plates, and a rod operated rear brake that unusually has a brake-light switch built into the rear brake plate, though not one on the front brake plate. The wheels are built with no-brand alloy rims, shod with 2.75 × 16 tyres, and the front and rear wheels are interchangeable, so if you have a puncture in the front, you can switch the wheels round to have the puncture in the back instead, so that seems useful… The aluminium ware continues as cast alloy fork sliders and a cast alloy stand.

The swing-arm works with conventional 360mm twin-shock rear suspension, exposed springs with adjustable pressure settings, and a fully enclosed chain running through rubber tubes and connecting the rear chain guard in the MZ style.

A flat key works in an ignition lock in the left-hand toolbox, with a four position switch marked in the cover panel 0 = off, 1 = ignition, II = Lights, 3 = Park (so you can leave the lights on with the key removed).

Fuel tap off–on–reserve is situated at the bottom left-hand side of the tank, and switch on to fill the 16mm BVF carburettor. Turn the ignition switch in the left-hand side panel to 1 (on), and there's a choke trigger on the throttle 'Start↠'.

The kick-start is situated on the left-hand side of the engine, which is typically an eastern European feature that is unnatural and awkward for most riders to operate while sitting on the bike, so generally the favoured process is to stand off the bike to be able to kick-start with the right leg. Not so useful if you happen to stall in traffic.

A couple of stand off jabs at the kick-start soon has it running, and we give it a couple of minutes idling to warm, then pull in the clutch with four-speed gears, one-down/three-up.

Take-off in first is capable enough, then readily into second, then third, but it's fair to say already that acceleration is soft and unspectacular, then fourth is very much a case of waiting for the speed to build up. It's about what you'd expect from a large and heavy sports-style 'sloped' with a 38mm bore × 44mm long-stroke motor of 9:1 compression. The engine was designed for useful torque at low and medium speeds, but proves less effective at higher revs.

The 60mph 'no brand' speedometer, with a red indicator lamp sited above the 30 marker, seems to read a little slow, showing 35 along the flat, which our sat-nav paced at 37.

It definitely didn't seem restricted to 30mph as the 'sloped' plate might lead you to believe, but probably not that much quicker for anyone to be concerned. Perhaps on a downhill run you might see a little more, but the Simson is more a steady plodder rather than a sports machine.

Noting indicators were only present on the back of our bike, it seems the front ones had been removed.

In 1983 Simson introduced a 70cc S70 model which employed the S51's long-stroke engine bored out by 7mm, giving over-square dimensions of 45 × 44 mm and producing 5.6 bhp.

After 18 years, production of the Schwalbe scooter was ended in 1986 in favour of the continuing manufacture of the more modern Simson 50cc moped models.

The Fall of the Berlin Wall on the historic day of 9 November 1989 signalled the beginning of the end of 44 years of Soviet influence on the country. Lack of investment, and the general obsolescence of industrial plant and products would soon start compromising the prospects of many of the IFA manufacturers. The S51 was built in various forms until production ended in 1990.

In 1990 the S51 and S70 models were revised as the 50cc S53 and 70cc S83, which were offered in a range of on-road and off-road versions, but total production of all versions from 1990 until 1994 only amounted to around 10,500 machines.

Wartburg and Trabant production was closed in 1991.

In 1992 Simson resumed tricycle production with a 50cc × 3.3bhp model, the SD50LT, based on the SR50 scooter but with a single seat and a 360-litre cargo space behind it. From 1994 the model was named the *Albatros*, and production continued until 2002.

In 1993 the Suhl factory began making the *Hotzenblitz* electric car under contract for *Hotzenblitz Mobile GmbH & Co. KG* of Ibach in Baden-Würtemberg. The car had only had two seats and weighed 780 kg, rated at only 16bhp with a range of only 100-150km, and was basically a complete failure. Only 140 examples were built by the time production ended in 1996.

In 1993 the SR50 and SR80 scooters were revived, but by 1997 the renewed production of the SR series totalled mere 3,100 examples and, despite the low uptake, production struggled on until 2002.

In 1994 the S53 and S83 were revised with two versions each: the road-going *Alpha* and off-road *Beta*. These were made until 1996 but production figures are unavailable. In 1996 Simson began reverting to names of nostalgic historical success in an effort to revive flagging sales, but had already lost its export markets. It revived the *Star* model name for a new 50cc scooter with more voluptuous and fully enclosed bodywork, production of which would continue until 2001.

In 1996 Simson renamed the *Alpha* and *Beta* range by reviving the *Habicht* model name. In 1997 it introduced a 5.1bhp version of the 50cc machine, for which it revived the *Sperber* model name. In 1999 new 50cc models were introduced: the *Sperber Sport* with a sports full fairing and a new *Spatz* model with a space frame. Further 50cc models were the semi-off-road *Fighter* in 2000 along with the SC and TS series in 2002.

In 1998 Simson had introduced a *Shikra* 125cc model. This featured a space frame and was powered by a Honda four-stroke 15bhp engine built under licence in Taiwan. In 2000 the *Shikra* name was discontinued, power output was reduced to 13.6bhp and the model was re-branded as the Simson 125.

Several investors tried to keep Simson production going and bring new developments to market, but production ceased in autumn 2002.

On 1 February 2003 Simson bankruptcy proceedings were held, in the wake of which the remaining 90 employees were made redundant without any compensation.

MZ closed in 2008.

●●○○●

**Next**: This Company made lots of bicycles, and while this is not the first Motorised Cycle sold under the brand, it is the first version of this moped, and that's what makes it different …

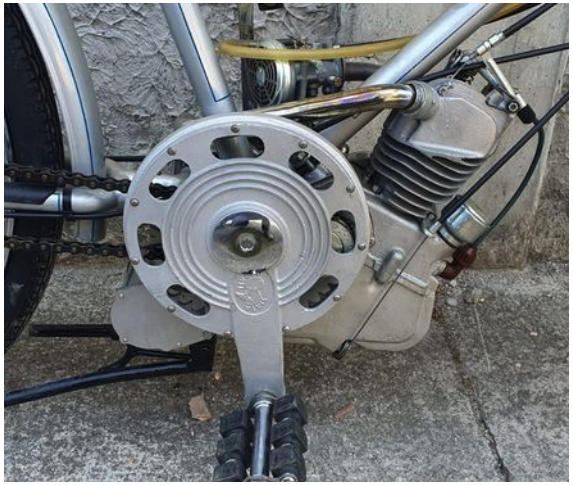
# Third Time Lucky?

by Mark Daniels

***Sponsored Chris Willis, of Willis Wheels, Epping, Essex***

During 1943 in wartime Italy, Torinese designer Aldo Farinelli began work to develop a very small capacity engine that could be used as a 'clip-on' attachment to virtually any bicycle. This 39mm bore × 40mm four-stroke engine displaced 47.8cc but called '48' for convenience. When the prototype was test-running around Turin in 1944, Farinelli noted the engine produced a barking tone from its exhaust, and called his motor *Cucciolo* (little pup).

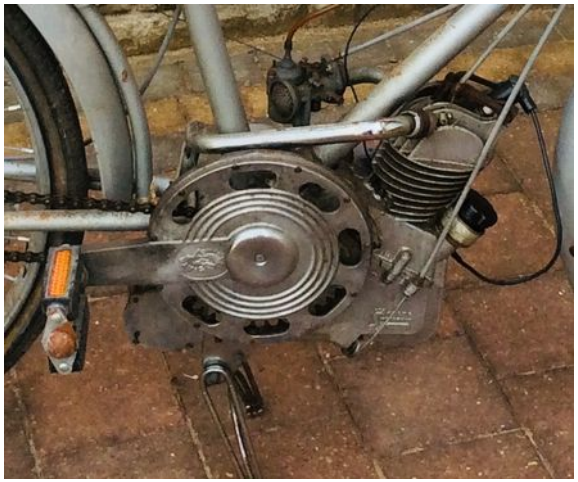
Although Italy signed an armistice with the Allies on 8 September 1943, Germany still occupied the north of the country and it was not until 29 April 1945 when the remaining German forces in Italy surrendered, that the Italian industrial and commercial sector could try to recover by rebuilding its factories and launching new products. One such company was SIATA *(Società Italiana Auto Trasformazioni Accessori)* which, in 1945, was already able to restart its workshops in Turin and announce at the Turin Motor Show on 26 July 1945 that it would producing Farinelli's Cucciolo engine along with the mountings to attach it to virtually any bicycle.



*SIATA Cucciolo T1 (Photo: Tim Adams)*

The first T1—a model with a 9mm Feroldi carburettor—was produced mainly in 1945 and only sold locally in the Turin area. The design was modified and, by March 1946, the first ten pre-production *Cucciolo di Tipo T1-b* were completed, and subsequently presented at the Milan Trade Fair in September 1946.

Following the Trade Fair, it was obvious that incoming orders for the Cucciolo were far greater than SIATA, as a small specialist sports car tuning and parts manufacturer, would be able to manage! It became clear right away that SIATA didn't have anywhere near the capacity required to satisfy the high demand for the motor. After a few months, the Ducati Company, with finance from Italy's IRI nationalised investment bank, acquired the Cucciolo production rights from Farinelli and SIATA to expand production, though SIATA still retained marketing rights.



*Ducati Cucciolo T1 (Photo: Tim Adams)*

In the same year Ducati produced a revised design to better suit volume production, and further alterations to

improve on the original T1, with the most notable difference of the T2 design being the cylinder fining changing to horizontal.

Given the delicate situation of the Ducati brothers' financing, the IRI bank soon took control of Ducati completely and, while the engine gambit didn't work out in favour for the Ducati family, it would become a massive success for the Ducati company.

The Cucciolo T0 was a cheaper version of the T1, with no clutch or gearbox. The 'fixed speed' engine camshaft, which also acted as the primary gear, had only one lobe with one normal rocker arm and one 'special arm'. The side case showed a blank where the clutch arm mounting point was fitted on the T1. It was built by SIATA but sold by Ducati, and only for 1949.

Under the guidance of Giovanni Florio, the first engine designed entirely at Ducati, the T3, went into production. As natural derivation of the first Cucciolo, the T3 had a three-speed gearbox and grease lubricated valve gear enclosed in a case. In 1949, a special tubular frame with rear suspension was developed for the T3 by Caproni of Rovereto, a famous wartime producer of aeroplanes. The complete Cucciolo T3 came out in the summer of 1949. In July of the same year Ducati started to manufacture its first real complete motor cycle: the Ducati 60, which was a 60cc development of the Cucciolo with kickstart, three-speed gearbox, and enclosed rocker gear & valves.

While tantalising items on the Ducati Cucciolo had been appearing in the British motor cycle press, like Brussels Show reports in *The Motor Cycle* from 19 February 1948, and culminating in a road test by *Motor Cycling* published in its 8 December 1949 issue, the cyclemotor wasn't yet available in the UK. It would be the following year before Britax (London) Ltd. 115-129 Carlton Vale, London, NW6 were announced in *The Motor Cycle* of 20 April 1950that UK Ducati Concessionaires would begin imports so that the T2 Cucciolo cyclemotor engine kit became available in Britain.

*Two front brakes…*

We've previously tested a couple of Cucciolos that didn't seem up to expectations, so we're hoping this might be third time lucky…

Engine 270863 is a T2 type dated to 1952, with exposed valve gear operated by pull-rods, probably built to the original 1.25bhp rating, and assembled into a gent's Raleigh bicycle with Webb sprung forks, which would be expected to somewhat 'soften' road feedback from the front.

The Raleigh rolls on 26 × 1⅜ wheels, with a front hub brake; a second Radnalls calliper front brake is linked to an upper rear calliper brake and operated by the right-hand lever. A foot-operated left-hand heel-back brake works the lower rear calliper … that's if you can find the pedal (this is the strongest brake, because of the mechanics of foot power). So technically four brakes you could potentially operate at the same time, but only if you might be able to co-ordinate all your actions to achieve this.

The left-hand handlebar has three levers, with the clutch lever at the bottom, decompressor at the top, and the hub front brake lever in the middle.

There is also the three-position gear lever located to the front right of the steering headset with neutral between low and high.

At this point you are probably beginning to wonder if this bike was constructed for a human octopus … though there is another unusual aspect of the motor design that can be helpful to humans, once you have familiarised yourself with changing gear without using the gear lever: the gearbox has another way of selecting the gears!

Set the left-hand pedal forward to pre-select low gear, pull in the clutch to engage first, release the clutch to go.

Set the right-hand pedal forward to pre-select high gear, pull in the clutch to locate secund, release the clutch to go.

*…and two rear brakes*

Neutral is pre-selected by setting the pedals vertically (one up, one down), pull in the clutch and release for neutral.

Since all gear positions can be pre-engaged by these means, the gear lever only really needs to be used occasionally as a manual override. The only downside is the clutch lever proves quite 'heavy' in operation. We rarely come across pre-select gearboxes these days, probably the last being on the BSA Dandy in Jan 2011.

Starting options are: engage a gear, pull in the valve lifter lever, pedal off and drop the lever; or pedal off in neutral and just knock it into gear.

The original carb would have been a 9mm Weber, but this bike is fitted with a 10mm (⅜") Amal, with an integral cast-in body for the air filter. The shutter choke strangler on this Amal carb is operated by a rod, so either fully open or fully closed, with very little feel for fine control in between. This is OK for initial starting fully closed, but when the motor starts coughing and then is switched straight to fully open, it tends to die. You have to work a plan to get round the need to run it warm in partial open position, which involves selecting neutral and hopping off the bike so you can see the strangler and fine adjust it by hand to a suitable semi-choked position.

Fuel is turned on by a Ewarts plunger tap with the head on the left-hand side, pull on and twist to lock … and in case you may be wondering why the fuel tank might look strangely familiar, it's made from an old fire extinguisher! There are no lights fitted to this bike, so it's strictly limited to daylight running only.

It is paced at 33–34 on flat, 37–38 downhill, which leads us to that eternal question of how fast can a Cucciolo really go?

There's a lot of possible answers to this question, and a lot of variables to consider…

Drive ratios: the engine comes with two standard gear ratios, and though bottom gear feels very low when pulling away, and top gear feels relatively high when you switch up, the gear ratios are fairly evenly spaced when you look at the maths: first = 13:1 and second = 7.5:1. The final drive ratio can be further varied according to what cycle sprocket is fitted on the rear wheel hub.

If the rear hub is fitted with a fixed wheel sprocket, then there will be an engine braking effect when the throttle is closed, but if the rear hub is fitted with a freewheel sprocket, then the bike will 'coast' when you back of the throttle.

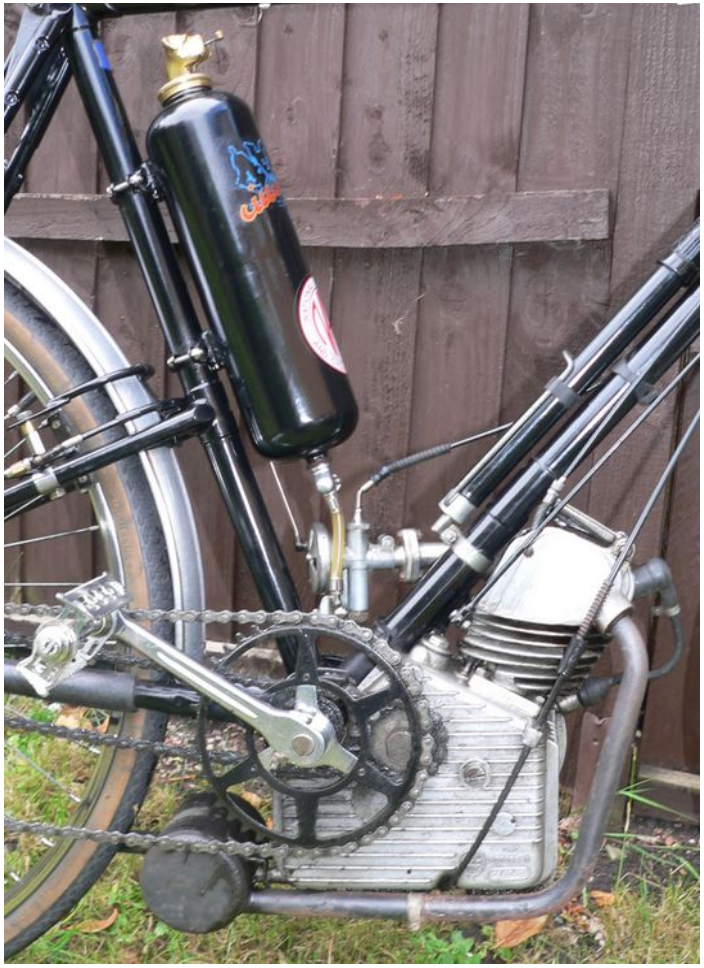
A wheel with three-speed epicyclic cycle rear hub could also be fitted, which would offer the prospect of six gears (three in first[t] and three more in second), or maybe even more in a racing bike with derailleur gears.

'Half-by-eighth' cycle rear sprockets come very cheaply in a wide range of sizes and tooth numbers, so it's easily possible to infinitely tune the top final drive ratio for optimum speed under ideal conditions if that's what is required.

Apart from the gearing, there's also engine output: Power was initially given at 1.25bhp@5,200rpm, but in October 1952 the carburettor venturi was slightly enlarged, reportedly increasing output to 1.58bhp at higher revs, subsequent to which, stronger valve springs were fitted to resolve valve bounce issues, so the later motors maybe went a little better, with maximum power quoted at 5,500rpm.

Then there's the period road tests: from economy adverts promoting eight miles for a penny and 25–30mph, to some tests of early motors on standard period cycles by stout gentlemen sitting bolt upright in flailing duffle coats reporting that 'up to 35mph can be achieved'. While later track tests featured modified Britax frames with race saddles and rear footrests to enable a tight crouch, piloted by lithe jockeys in skin-tight leather suits claiming speeds over 59mph!

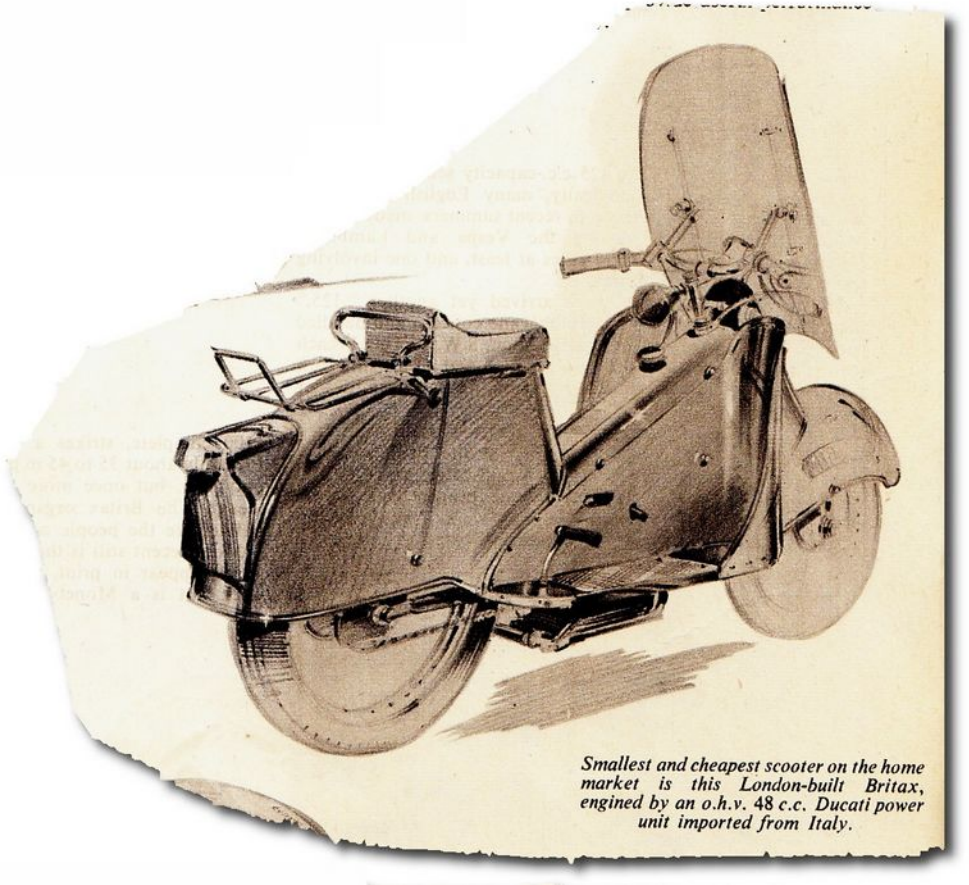
Cucciolo cyclemotors do have a reputation as being quite hard on the bicycle frames they are mounted in, since they can push a bicycle up to 30mph+ speeds that standard bicycles are not normally accustomed to cope with, particularly on poor condition road surfaces. As a result of the general introduction of cyclemotors, many cycle constructors began producing heavy-duty frames specifically for mounting cyclemotors on. British market heavy-duty frames were produced under brands BSA, Elswick, Hopper, Mercury, New Hudson, Norman,



Phillips, Sun, Sunbeam, Triumph, and others, so it was no surprise that Britax would announce a frame of their own for the Cucciolo by July 1953. The cycle frame was designed and built for them by Royal Enfield, complete with the fuel tank, and pressed-steel girder forks with rubber-band suspension, which were actually just hand-me-downs from the wartime 125cc RE1 'Flying Flea'. This complete machine sold as frame with engine, was initially planned to be called the Britax Monarch, but this name was dropped before launch and subsequently simply known as Britax Cucciolo.

The new M55 Cucciolo moped was further factored through from Ducati in 1954, and joined in 1955 by two other Britax models based on the Cucciolo cyclemotor engine, as an unfortunately styled 'Scooterette', and racer styled 'Hurricane'. Both sold poorly and were withdrawn in 1956 as Britax passed on its stock of Cucciolo spare parts to KVP Motors in September, but continued selling their complete units presumably until the last of the stock cleared toward the end of the year when the Cucciolo was notified as discontinued and Britax returned to the accessory business.

The Cucciolo cyclemotor was dropped from manufacture in 1958 as Ducati progressed into further light motor cycles and two-stroke mopeds.




*The'unfortunately styled' Britax Scooterette*

**Next**: Another obscure British-branded moped, which is unlikely that you've ever seen, and probably never heard of!

It appeared in early 1957, and was sold in various forms until 1962. The cycle chassis is Italian, and it carries a German engine … hold on … how come this is called a British moped?

*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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