
# News

## Next Issue

We publish at the beginning of January, April, July, and October. That means our next issue will be out at the start of January.

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

Our thanks go to Bill Allerton of Cybermouse Books for Norman Lido & Nippy, BSA Dandy, and Sturmey–Archer documents. We have also added information on DMW Bambi, Dot Vi-Vi, Edco–Sapim, Fantic TI, Professor A M Low, Mercury Mercette, Miller, Parilla Parillino, Piatti, Puch MS50, Raleigh cycles, Simplex, Sunbeam, VéloSoleX 3300, Viberti, and Wall Autowheel.

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

Winter must be on its way judging by how few events we have listed—unless there are lots of rides that no one is telling us about. Please let us know if you hear of any events that are suitable for cyclemotors, autocycles and mopeds. We are guessing that the EACC will have its very popular Mince Pie Run at the beginning of January, but that hasn't been confirmed yet. Please go to the events page on our website for more information.

| | |
|---|---|
| 19th October | VMCC Cyclemotor Section Ivan's Shed Run from at Peacehaven Farm, Ickford, Buckinghamshire. Tea & Coffee supplied, bring your own sandwiches! Mark Compton: 07974-742638. |
| 2nd November | VMCC Cyclemotor Section Last of the Year Run and section AGM at Peacehaven Farm, Ickford, Buckinghamshire. 10:30am for the run, 2:00pm for the AGM. Mark Compton: 07974-742638. |
| 16th November | EACC Kneel's Wheels and the EACC AGM at the Coddenham Centre. The last EACC mopedjumble of the season combined with a tour of quiet Suffolk lanes. Jumble 9:30am, run at 11:00am. Neil: 01473-743587). |
| 20th & 21st Dec | Central Classics motor cycle and moped jumble, Expo Houten, Meidoornkade 24, 3992 AE Houten (close to Utrecht). 10:00 to 16:00 each day. €15 entry (children under 12 free), free parking. www.centralclassics.nl |
| 4th January | EACC Mince Pie Run (to be confirmed) |

# Free Trade

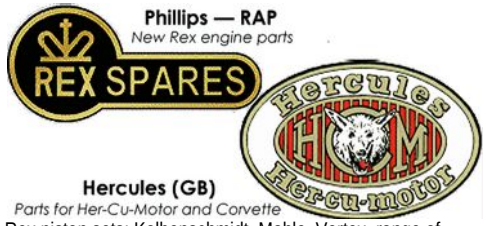
**Adverts in the *Iceni CAM Magazine* are free! Iincluding ones with a photo or logo. Send your ads to 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH or e-mail icenicam@pattle.globalnet.co.uk**

**Carburettor parts**—£0. Some of the moped tools and spares I would like to see go to an enthusiast. Buyer to collect from my home near Romsey, Hampshire (SO51 post code area). Contact 07958-342253


**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. Aprilia, Bosch, CEV, FB, Hella, Lucas, Luxor, Niox, and other glass lenses—See website. **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. '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


**Cyclemaster**, 1951—£650. Lovely example of the classic Cyclemaster, 32cc, mounted in original Raleigh Superbe cycle with dating certificate and V5c. New bearings throughout including crankshaft, refurbished ignition system with Minimag CDI, BEC carburetor, and other new parts. Workshop manual and plug spanner. Runs and pulls well. Very good condition. Contact 07774-823742 barrie.holland@outlook.com (CO61 Colchester) for full details.




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.

**Trojan Mini-Motor set**—£375 . Engine turns, Wipac Bantamag set. Dell'orto Carb, Clutch lever and lifting mechanism. Stem mounting present. Fuel tank complete with all fittings. All cables present. Ideal restoration project, only missing the rear hoop. Tel: 01473-716817 (Ipswich)
E-mail: mark.daniels975@btinternet.com

**Mobylette piston stop and clutch/flywheel puller**—£10 the pair Some of the moped tools and spares I would like to see go to an enthusiast. Buyer to collect from my home near Romsey, Hampshire (SO51 post code area).
Contact 07958-342253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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 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. 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 × ⅞" pair soft rubber 'palm' grips £4 pair. Cycle, Cyclemotor 4½" long × ⅞" pair soft rubber 'palm' grips £4 pair. 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 12" to 17" £1 each except 18" & 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. 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 £1/ft, 5mm HD £1/ft, 6mm HD £1/ft, black neoprene pipe 4mm, 5mm, 5.5mm £1.20p/ft. RH10 × 1mm 180°fuel tap £14. RH10 × 1mm LH 90°fuel tap Mobylette M40, 50V, 51V) £16. New: 90°fuel tap 12 × 1mm pitch LH, RH thread £12. New: Chrome fuel cap for Raleigh RM4, Runabout, Wisp, RM11, RM12, Norman Nippy £15. New: 40mm push-in fuel cap light grey £7.50p. 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 'All-Rounder' pattern £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 £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**
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**E-mail: mark.daniels975@btinternet.com**


**Genuine original Motorcycle, Moped, Cyclemotor, Automobile literature & manuals.**
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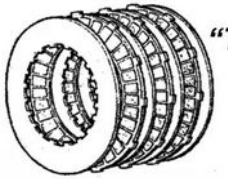
**BSA BOXER / GT50 Classic Bike.** Price: £1,800
1980 BSA Boxer or GT50 sports moped, runs fine and I ride it every now and again. Registration is YVV 276W, the bike is tax and MOT exempt owing to its age. Log book and two keys included, reluctant sale but is not needed anymore and no longer ride it, would love to see this BSA classic go to a good home. In very good condition, the bike is blue which is not the original colour. It has also had an ignition mechanism added, hence the two keys mentioned above. Otherwise in very good condition, the indicator lights are a bit loose and bike needs new suspension dampers. Bike has been used with E5 fuel and oil mix and is currently in storage. Comes with paperwork and proof of age and authenticity, the motor cycle is also listed for sale elsewhere too. Send me a message with any questions, no time wasters please—serious enquiries only.
Location: Newport, Isle of Wight, United Kingdom.
Phone Mark on 07580-376131 or e-mail markevans574@gmail.com

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**Huret speedo**, untested—£4. Some of the moped tools and spares I would like to see go to an enthusiast. Buyer to collect from my home near Romsey, Hampshire (SO51 post code area). Contact 07958-342253

**Power Pak** cyclemotor engine. I'd love to swap it for a Mobylette AV42 engine, or sell for £50.00. Piston seized in the bore and engine semi-dismantled. Frame mounting bracket missing, but I think the rest is all there. Located in Stamford, Lincolnshire. E-mail: chrishw350@gmail.com

**Voskhod 177** single—£850. Twin port, V5 in my name, runs well. Contact 07885-421925

**Wanted: parts for my QT 50** please. I need a side panel to cover the coil, etc, Any colour will be fine. I would like a replacement original basket too!
Please e-mail Gill Catling gilliancatling@btinternet.com.

## NSU QUICKLY SPARES

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**1964 BSA Beagle**—£1,200 firm. Excellent condition. Starts and runs well (unusual for one of these). Engine has been completely rebuilt by Robin James Engineering. Bike comes with lots of documentation. Phone Paul on 07594-288424.

## Andy Est 1972 Tiernan

1951 Trojan Mini-Motor 49cc £800

1963 Stella Mini-Bike 98cc £3,500

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
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**Rollerdrive – Machined New Cyclemotor Drive Rollers and Special Extractors**
Itom Tourist original composite roller extractor M24×1.5—£15.
Itom Tourist all steel drive roller—£65.
Lohmann hard rubber drive rollers—£25.
Bosch 100mm mag flywheel puller NVT etc. M22×1.5—£18.
Bosch 115mm mag flywheel puller for both alloy & steel types M26×1.5—£15.
CEV/Dansi/Kerry mag flywheel puller for 2 & 3 window flywheels M19×1—£15.
Ducati Cucciolo mag flywheel puller M22×1—£18.
Honda P50/PC50 single-end mag flywheel puller M24×1- £12.
Honda P50/PC50/C50,70,90 dual-end mag flywheel puller M24×1RH / M27×1LH—£14.
Lavalette/Paloma/Hercules Corvette mag flywheel puller M22×1—£18.
Manhurin Hobby mag flywheel puller M24×1.5—£15.
Miller Type FW17 mag flywheel puller Phillips, Her-cu-motor, etc. 13/16×26tpi—£16.
Mobylette/Raleigh clutch drum extractor M24×1—£12.
Moto-Guzzi Stornello 125 flywheel extractor M22×1—£18.
Peugeot all models mag flywheel puller M20×1—£15.
Raleigh RM1/2 Lucas mag flywheel puller M22×1.5—£18.
Sachs clutch centre extractor M27×1.25—£15.
Simson SR2 Optima & S51 flywheel puller M27×1.25—£15.
Villiers 3K mag flywheel puller 7/8×14-tpi UNF—£15.
Scott Cyc-auto Wipac S1233 mag flywheel puller—£20.
Wipac Bantamag & Series 90 (un-ported 2BA/3BA) 3-hole mag flywheel puller—£20.
Wipac Series 90 & Miller BS9 (ported 2BA) 4-hole mag flywheel puller—£20
Wipac Series 90 (ported 2BA) 4-hole flywheel puller—£20
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Mopedland Jumble Parts section, featuring mainly used and NEW/old stock odd parts for various Cyclemotors, Autocycles & Mopeds. This is much like an on-line Autojumble pitch for small bike parts, but also listing complete bikes for sale. New parts are regularly adding as sold items drop off, so there's a constant turnover of new listings.
Visit website www.mopedland.co.uk for up-to-date viewing.

## Cooks Workshop

## Workshop Services

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Sam Cook – Felixstowe
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Facebook: Cooks-Workshop-109942727369235

## Fred Spaven Engineering

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

AtoZ Rings

Extensive range of new moped piston rings from Achilles to Zweirad-Union, sometimes only £8 pair. We have the impossible to get stuff in sub-50mm bore sizes! Cyclemaster/Berini M13 26cc ring sets in A-slot type £8 pair, 32×2mm B-slot £15 pair. Cyclemaster 32cc 36×2mm A & B-slot types £15 pair. New Stock: Trojan Mini-Motor/Raleigh RM1/RM2 Sturmey Archer 38×2mm B-slot £20 pair; some oversizes. NVT Easyrider/Morini Franco std 40.4×1.5mm B-slot £18 pair. Selection of BL-section Dykes sport rings, good range in stock.
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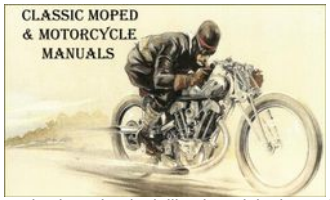


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Please contact mark.daniels975@btinternet.com
or ring Ipswich 01473-716817.

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# Return to The Lost World

by Mark Daniels

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

Back before the world of Mercury was lost…

It wasn't until after the war that the Mercury Cycle Company was formally registered and established at Stratford Road, Birmingham in September 1946, on an authorised capital of £3,000. Mercury seemed to be one of those new businesses surfing the post-war wave to meteoric success, for within just two years they had secured significant North American export orders for bicycles; expanded into another factory at Dock Lane, Dudley; and were employing some 200 people.

*1956 Mercury Military Bicycle*

Various Mercury cycles were also produced for military contracts that were traditionally secured on the basis of very competitive tender bid pricing to a defined specification.

The first motorised products, launched in the early 1950s, were heavy duty cycle frames constructed for installation of the Cyclemaster motor wheel, and sold in gent's 'diamond', and lady's style 'open' frames. 1953 listings added the option of a pillion frame with seat pad and footrests, and the Roundsman: a one hundredweight rated delivery frame with a small front wheel and a large carrier.

All four Cyclemaster-based motorised products continued up to 1955, when aspirations moved up another gear as *Motor Cycling's* edition of 10th November announced that Mercury was entering the lightweight motor cycle market with the four-stroke Mercette moped and Hermes scooter with 49cc Ilo engine. The remarkable Mercury Mercette was a surprise appearance at the Earls Court Motor Cycle show in 1955, particularly because it would subsequently transpire to be the only British four-stroke moped ever made!

MERCURY MERCETTE, a British-made o.h.v. four-stroke, at the Show.

After the Earls Court Show in 1955, the Mercette was recorded in manufacturers' lists from February 1956, but didn't actually start arriving in showrooms till July, so most of the first sales season had been missed. This delay must be credited to engine supply. The motor's only identification was the mark of 'Mercury Industries' moulded into the dipstick cap, but its true origin would not become apparent to the motor cycling public until April 1957 when the Hounslow perambulator manufacturer Dunkley announced its Whippet '60' light motor cycle. Dunkley built several kick-start variations on its little four-stroke engine theme, but the pedal-start Mercette motor was uniquely made for Mercury, and few parts were compatible between the types.

*Mercury Pillion cycle for Cyclemaster*

The 2bhp @ 5,200rpm ohv Mercury engine was obviously an original design and a marked diversion from the two-strokes that dominated the smaller capacities. Of all alloy unit construction with two-gears and a dry clutch, the 39mm square bore and stroke calculates out at 46.6cc, but Mercury chose to call it a '48'. The round fins on the alloy barrel and cross-flow head gave it a quaint and distinctive appearance, with a ½" Amal 360 carb on the right and sweeping curvy exhaust pipe to the left. A Wipac Series-90 was the chosen electrical set mounted directly on the crankshaft, so it produced a wasted spark on alternate revolutions and featured no ignition advance–retard facility, though the motor seemed to start and run all right! Lubrication was described as 'splash/oil mist', meaning there was no pump, and basically it relied upon the crank flywheels and gears just chucking it all about. The motor's internal mechanics were where the real mind-bending stuff went on, with the cam lobes being integral on the gear input shaft between first and second! This was driven from the crank pinion by a reduction idler gear, which all required lining up when cam timing; no problem there, but when you rotate the crank and the marks only line up again after eight revolutions, you do wonder if you're going a bit mad! It may all sound very technical, but it actually reduced the number of components involved and made the engine quite straightforward to assemble, just as long as you didn't try to think too hard about how that cam timing actually worked. The Mercette rigid frame pattern is known as a *Mixte* (from the French for mixture, being suited for both men and women), which construction was renowned in the cycle world for its strength, and became the favoured form for the old style Cyclo-Cross events. A negative aspect of the design is that it tends to make the upper frame space physically wider than a normal bicycle, and can become a problem when pedalling, though obviously not much of a concern with a moped. Front forks were sprung telescopic, simply greased and undamped, and the 26"×2"×1¾" wheels were amply covered by heavy, side shielded mudguards. The reason the rear carrier was so substantially constructed was its dual function as a sub-frame for mounting an optional pillion seat with rear footrests, so Mercury was obviously very optimistic about its machine's capability.

Other options included a Smiths speedometer kit mounting on the front wheel, and even a factory megaphone to replace the standard Burgess sausage silencer. Illumination, in no great excesses, came from 6V Miller cycle lamps around 6W/5W front and rear, while the token Miller horn was far less likely to frighten the chickens than the racket coming out the end of the exhaust pipe. Finish was a Mercury light grey (which generally seems to fade to beige over time), with maroon mudguards, then lashings of pinstripe coach-lining all over everything, which was part of the cheap and popular fashion to brighten-up the post-war years of austerity. Still, the Mercette was a large and skinny clothes-horse so it wore these trappings fairly well, unlike some of its smaller wheeled contemporaries, which looked like tacky, over-decorated seaside souvenirs (Yes, Hercules Her-Cu-Motor, we're looking at you).

So much for the general overview, but confronting the Mercette face-to-face is a whole different thing—this really is one big-framed moped with a 47½" wheelbase and 76" total length. The saddle stands tall at 35", though the bike is by no means heavy at 7st 3lb (46kg), since its structure is just a very skeletal cycle frame with the little engine dangling beneath the front down-tube.

The wise move with a mythical creature like this, is to study and understand the complications of the bizarre contraption you are obviously proposing to ride before naively taking off and killing yourself, and this is just the machine to do it! It's a two-speed hand twist-shift with a normal lever clutch, so you'd naturally expect to find a back-pedal brake ... but it's just a conventional cycle freewheel, so follow the rear brake cable back to its source and you end up at the right hand lever! So where's the front brake? There's a second lever on the left bar cluster with the clutch and gear-shift, and now you know you really are in trouble! Since humans haven't yet evolved with two hands on their left arm, for a mere mortal to ride one of these devices with any chance of surviving is going to take a very different technique. The plan is, whenever you want to slow down, to switch into neutral first so you can control both brakes as much as required, though this will introduce some operational delay to the application of the front brake, so riding with anticipation becomes an essential element. Not a fast riding style, but we may at least survive.

Fuel on, and starting was generally found to be more effective by lifting the flood chamber button and checking that the off–on–light switch is in the central position (since left position is engine cut-out). If you turn the pedals out of gear then it's just like pedalling a bicycle, and only the back wheel goes round. On the stand, either push down on the pedals in second gear, or pedal away then clutch into either gear. With a little throttle the motor starts quite readily, then switch into neutral and keep it going on the throttle. If you chose to use the


*23 years ago: the Mercettes in our original article*

strangler instead of the flood, then you end up having to stop and stretch over the frame to open the strangler.

It's best practice with splash oilers to give them a minute at low revs to get the oil round ... then taking our life into our hands, it's off we go! First gear goes in with a light clunk, but no snatch, which you should expect since the clutch is mounted off the outside end of the output shaft between the front sprocket and the gearbox, not between the engine and gearbox like conventional engineering practice. So, remembering that every shift is technically going to be a crash change, it's a relief to find at least the dry clutch feeds in nicely, and turning on the throttle the Mercette surges up the road with a throaty growl. Crash into second with a big ratio jump and build up to a steady chuffing cruising speed, then hope you're not going to have to stop again too soon. Settling down on the move gives you a chance to take stock of your precarious situation. Because of the tall frame you have a high centre of gravity, and with the long wheelbase, the ride becomes more stable with speed. The amount of clattering, whirring and general engine noise that comes up at the rider could easily be enough to cultivate total paranoia in the mechanically sympathetic, but all accompanying riders say it sounds just brilliant so maybe it's best to go with their opinion. The oddest thing is thundering along at 25mph on this thing sounds like a 250 BSA, which is certainly some cause for confusion and amusement to spectating pedestrians, who look round for a big classic bike, and see: a peculiar engined moped! The undamped telescopic forks soak up the worst of the road bumps, but the rigid rear end proves quite a test of durability for the rider. Once you get used to the whole alien experience, the handling manners feel quite good on smooth roads and it'd take a brave (or crazy) rider to push it to cornering limits. Despite the 2bhp rating of the motor, it's only got half the firepower of its two-stroke cousins so tends to fade away on inclines in top gear. The lights don't prove to be too bad considering their feeble wattage and are not far below the limited capability of the performance. Riding the Mercette is real biplane aviator stuff, and it surely ranks among the most fantastic rally machines for sheer rarity, general interest and that wonderful four-stroke sound. Twist on the throttle and it bops away like a classic single, then running at cruising speeds of 25–30mph and the motor's snarling at the world as if it really means business, then roll down the throttle and there's that familiar overrun growl. The Mercette is a moped that thinks it's a big motor cycle! When chuffing along a smooth, clear road it's a marvellous ride, but in practical terms: Kamikaze pilots only!

Mercury quoted a top speed of 37mph solo and 30mph two-up, there may seem to be some optimism here, but such claims are unlikely to be tested much on such an elderly and rare machine. Our Mercette was never fitted with a speedometer, and we never did any top speed pace on it for the original article, so never really knew what it was actually capable of.

In the *Cycling* road test of December 12th 1957, the Mercette was fitted with a speedometer (maybe a Smith's magnetic), and reported 'flash' readings up to 45mph on down gradients.

Dunkley and Mercury seemed to share many common parts on their machines: petrol tanks, front forks, and even paint. It was sometimes hard to tell where one company ended and the other began. Mercette frame serials ran from 100 to 765 by October 1957, at which time Mercury was getting into financial difficulties. By the next month, the reduced workforce was on short time, and what resources the factory had in the 'motorised division' were probably being concentrated on the new Pippin Scooter. The Palace of Cards collapsed on March 1st 1958 and all production at Mercury ceased on this date. With massive debts, Mercury Industries entered into voluntary liquidation on the 20th March. The brief flight of the winged messenger of Roman Gods was over. The buying public never did take to the Mercette, and who could blame them? It was a user-unfriendly monstrosity that developed an unpleasant mechanical reputation for dropping its valve seats out of the cylinder head! There is little evidence to suggest any more Mercettes were completed beyond the 665 October figure, and the few rare and invaluable survivors leave just a tiny window to glimpse back into the Lost World of Mercury. Dunkley continued briefly, introducing its 49cc

Popular Scooter in August 1958, followed by the 65cc Popular Major Scooter in December, but by spring of the next year had been taken over by M.G.Holdings, who also swallowed up Dayton Cycles, and in May transferred all production to the Park Royal site. This was probably no more than an asset stripping exercise and simply building out acquisition stock, since the Dunkley range was dropped at the end of 1959, followed by Dayton models also going out of production after the 1960 season.

Our original 'Lost World' article on the Mercette was produced for another publication in April 2002, before we started IceniCAM and before we started performing paced road tests, since which time the Mercury had been extensively rallied at UK events, in the Netherlands, Belgium, and France. The motor dramatically and very terminally expired on the 10th April 2010 Radar Run event, and it subsequently proved that the internal damage was so extensive as to be irreparable, while suitable replacement parts were simply not available to repair the original engine.

The Mercette was down, but this was not the end, because there was a crazy plan to evolve something that Mercury never made: a Super Mercette!

Options of trying to fit any of the Dunkley engine models to the Mercette frame would be obviated by the fact that all the Dunkley motors have a substantial kickstart boss that would completely foul the Mercette pedal sprocket, so you can't fit any Dunkley engine, and if you convert the frame to footrests, then it's no longer a moped.

You can't fit the Dunkley internals into Mercette crankcases because the journals and main bearings are different sizes, and the larger 44mm cylinders won't fit the 39mm crankcases … snookered … except … taking a Dunkley Whippet 61cc motor, removing the complete kickstart mechanism, cutting the boss off the case, and alloy welding a blanking plate in place to reseal the case, then carefully retexturing the surface with an engraving tool so it matches a sand-cast finish … you'd never know …


A total engine rebuild, and we have a 61cc, 2.4bhp Mercette compatible motor, offering 33% more cc and 20% more bhp. It seems likely that this would cope with up-gearing … so the time for some comparative maths …

The Whippet '60' has a10-tooth front sprocket and a 44-tooth rear sprocket on 2.00 × 19 (23") road wheels giving a 72" circumference. 44 ÷ 10 = 4.4 and 72 ÷ 4.4 = 16.36; therefore one rotation of the front sprocket moves the Whippet forward 16.36".

The Mercette has a 10-tooth front sprocket and a 54-tooth rear sprocket on 26 × 2 road wheels giving a 81.7" circumference. 54 ÷ 10 = 5.4 and 81.7 ÷ 5.4 = 15.13; therefore one rotation of the front sprocket moves the Mercette forward 15.13".

The Whippet is higher geared, which is no surprise since the Mercette is lower powered.

The Dunkley Popular scooter has a 10-tooth front sprocket and a 48-tooth rear sprocket on 2.50 x 15 (20") road wheels giving a 62.8" circumference. 48 ÷ 10 = 4.8 and 62.8 ÷ 4.8 = 13.08 (13.5% lower geared than Mercette).

All of which is probably of little concern to any standard machine owners, but when you get into specials and are looking at putting a Whippet 60 motor into a Mercette—it's going to be a bit revvy isn't it? 7.5% under-geared in fact! This means that the Mercette '60' would be dropping 2.25mph @ 30mph based on the same revs. To correct this error requires adjustment somewhere. Changing the Mercette rear sprocket is out since it's an integral part of the hub and the spokes are laced through it! Alterations inside the engine are very difficult, so that really narrows it down to changing the front sprocket, which is an integral part of the clutch cage centre boss (it may not be easy but it's the least difficult option). Raising this to an 11-tooth front (Mobylette donor) to the 54-tooth rear = 4.9 and 81.7 ÷ 4.9 = 16.67. That's a gearing increase of 1.9% over the standard Whippet '60', so would add 0.6mph @ 30mph based on the same revs—ideal!

So cut the 10-tooth front sprocket off the back of the clutch basket, and copper-bronze weld a new 11-tooth sprocket in its place. This suggests that 40+mph might now be possible on a Mercette, but would you want to be doing 40+mph on a bicycle with poor brakes?

Hold that idea for a moment, because when we got the Super Mercette going for the first time, there were obvious problems with clutch slip. We'd fitted the Whippet dry clutch, which uses two stronger heavy-duty springs (instead of the five smaller springs of the Mercette), and employs a single plate with two friction plates riveted or bonded to the centre plate, so there are two effective friction faces taking the transmission load. The problem was addressed by making a new steel centre plate, and two floating friction discs, so now we are effectively spreading the transmission load across four friction faces—and that solves the slipping issue!

Another aspect of the engine conversion is that it now proves practically impossible to 'kickstart' the bike on the stand because of the increased capacity and compression ratio. The only practical starting process is now to pedal off the bike to build up pace, then switch into gear (second or first) to 'shock' the motor into turning over and starting.

The Whippet 362 carburettor is the same ½" size as the Mercette 360 carb, and both run a 35 main jet, but the 362 doesn't have the 'flood' option which Mercette starting practically relied on, and so far the Whippet engine's starting doesn't seem to even need use of the strangler!

The exhaust note has noticeably changed, and has a sharper 'crack' to its tone now, more Sports Tiger Cub than a soft and woolly C15.

With the clutch sorted, the 10% increase in drive ratio is immediately noticeable, though it proves no problem for the motor to pull as pace still capably increases in second gear. Our Mercette is clearly going to be faster now, but increasing the brake cable wire diameters from 1.5mm to 2mm just seems to deliver a limited improvement as you can now only pull on the same awful brakes a little harder. It's still necessary to anticipate and plan ahead for safer riding, so you try to maintain a 'reaction gap' to any vehicle in front…

With the increased drive ratio, low speeds in second become a little more prone to snatching, so comfortable cruising speeds are now found between 22–35mph. Top speed on the flat paced at 40mph in still air, and on a light downhill 41–42mph, which would also probably be expected with a tailwind on flat.

We couldn't find any archive reports on the top speed of the Whippet '60', but Dunkley did claim 45mph for the Whippet '65' Sports, which was 64cc with a higher compression ratio, and rated at 2.6bhp, so our pace of the Super Mercette appears to be within expectations (it still doesn't have any speedo).

The rigid rear frame still delivers a hard ride on rough road surfaces, the engine still fades against inclines, and produces a lot of mechanical clatter from the backlash of all its internal straight cut gears. The Super Mercette is still just as fragile and prone to failure for any other of the multitude of Dunkley related reasons, and far from being a perfect bike—but when it works, it's a fantastic machine to ride …

●●○○●

**Next**: A spectacular racing 50 from the 1960s, but this machine looks as if it was designed to be piloted by a 7-stone contortionist, so can we even ride it?

# The First Gadabout

by Mark Daniels

***Sponsored by Garth Jeffrey, EACC Regalia Officer***

The Phillips Company was formally started in 1896, making cycle pedals and brakes for the cycle trade from Newhall Street, Birmingham. The original partnership of the firm consisted of John Alfred Phillips (born 1866 in Coventry), Ernst Wilhelm Bohle (born 1872 in Bergneustadt, Germany), and Henry Charles Church (born 1871 in Birmingham).

The Midland Gun Co had occupied number 77 Bath Street, Birmingham as the 'Demon Gun Works' from 1888 to 1902, after which Phillips seemed to move into these premises, and was posting trade adverts for its cycle fittings from this address by June 1904.

In 1907, J A Phillips & Co, bought the Credenda Works at Bridge Street, Smethwick, giving up its Birmingham premises. The Credenda Works site had previously been occupied by Birmingham Plate Glass Co, before being converted into a tube mill by the newly formed Credenda Seamless Tube Co in 1889. This business was bought out by Star Tube Co in 1896, Garth Jeffrey, EACC Regalia Officer which became part of Weldless Tubes Ltd in 1897, making tubes for cycle, marine, boiler, boring, mining, and gun carriage applications. Later called Tubes Ltd, the consortium comprising Climax, Credenda, and Star Tube works was virtually broke by the end of 1905. The tube works closed in 1906 and its Bridge Street


*1905 Phillips advert*

premises was offered for sale in September 1906, where the plant included tube rolling mills and 16 steam engines.

So the Credenda works was purchased by Phillips in 1907, with presumably much of the dedicated tube making machinery already in place, which would certainly have been a huge advantage to a firm making cycle components, and later complete bicycles.

The previous Bath Street premises were probably around 15,000 square feet in area, while the Credenda Works comprised a long narrow site of some 8½ acres running west to east, with about one third at the eastern end still being undeveloped. It had an internal rail system shared with neighbours Kingston Metal Works, and giving access to the LNWR's Stour Valley rail line, while to the south the site was bounded by the Birmingham Canal Navigations Feeder Arm, where the Bridge Street site had its own wharf: so excellent transport connections. The main works building provided some 90,000 square feet of space with ancillary buildings adding about the same again, making around 180,000 square feet of factory capacity.

J A Phillips left the partnership in July 1910, his father Henry Phillips died on 20th August 1910, and John A Phillips married Agnes Ellen Clifton at St Peters Church, Bournemouth, Hampshire in the first quarter of 1911, which might account why he is not found in the 1911 census as he was possibly travelling abroad following the wedding, though he still retained a minority shareholding in the business into 1914.

After the dissolution of the partnership there seemed to be a determined effort from Bohle and Church to promote the company's products. In 1910 the company had a stand at the Stanley Show held at the Royal Agricultural Hall, Islington, London, from November 11th to 19th and, in the same year, it exhibited at the Cycle and Motor Cycle Show at Olympia, London. The range of products included handlebars, brakes, pedals, reflectors, roller skates, and hubs (newly added in 1910). By 4th August 1914, when Great Britain declared war on Germany, Phillips was employing 1,000 people.

*Phillips's mark on a 1915 BSA military bicycle*

There are indications that Philips had supplied complete cycles to the military from 1908. A Phillips 'Folding General Service' military folding bicycle was in production in 1910, and there are reports of Phillips bicycles being supplied to the Birmingham City Battalion in 1914. Cycling military history states that MkI to MkIV military bicycles were all supplied by BSA, but it seems likely they must have contracted out to other companies.

The Credenda Works was commandeered by the War Office for the making of munitions, and contracts were also received to supply the Government with cycle components; the Army Cyclist Corps was formed in November 1914 with one Cyclist Company for each Division, their role being reconnaissance and communications (message taking). As there were 75 Divisions, and a Company was about 250 men, this equates to 18,750 bicycles.

These contributions to the war effort were, however, to be halted: the Birmingham Mail headline of Monday 14th December 1914 announced 'Big fire at Smethwick—1,000 workpeople thrown out of employment—Credenda Works gutted'. The fire had broken out in the enamelling shop, where enamelled items were baked in ovens, but the following fire then swept through the entire premises. The newspaper reported 'From the Bridge Street entrance of the works along to the polishing shop, a distance of some hundreds of yards, only the outer walls remained. Inside, the iron girders and machinery were twisted out of all recognition … The shops involved were the automatic machine shop, the press, handle-bar, pedal, and frame workshops, the rubber stores and general warehouses. In the latter there was a large quantity of finished material, the whole of which, of course, was destroyed … The extent of the damage cannot yet be ascertained, but it is certain to reach a very big figure as not only the whole of the machinery, stock and materials, but also the works themselves have been destroyed.'

Under normal circumstances it could have taken several years to get the plant operating again after such a devastating fire, though this process would have been accelerated by wartime expediency. As Credenda Works was rebuilt, re-equipped, and did resume trading, one must assume that this was completed at some point, but must have compromised production for a period.

As if the fire wasn't enough, just a few days after the fire, the company Directors and staff found themselves being prosecuted under the 'Trading with the Enemy Act'; The Birmingham Mail issue of Thursday 17th December 1914, reported: 'There were altogether 16 summonses, six against the firm, four against Ernest William Bohle, Credenda Works and Otto Hesmer, of the same address, and against Henry Charles Church whose address was also given as Credenda Works.'

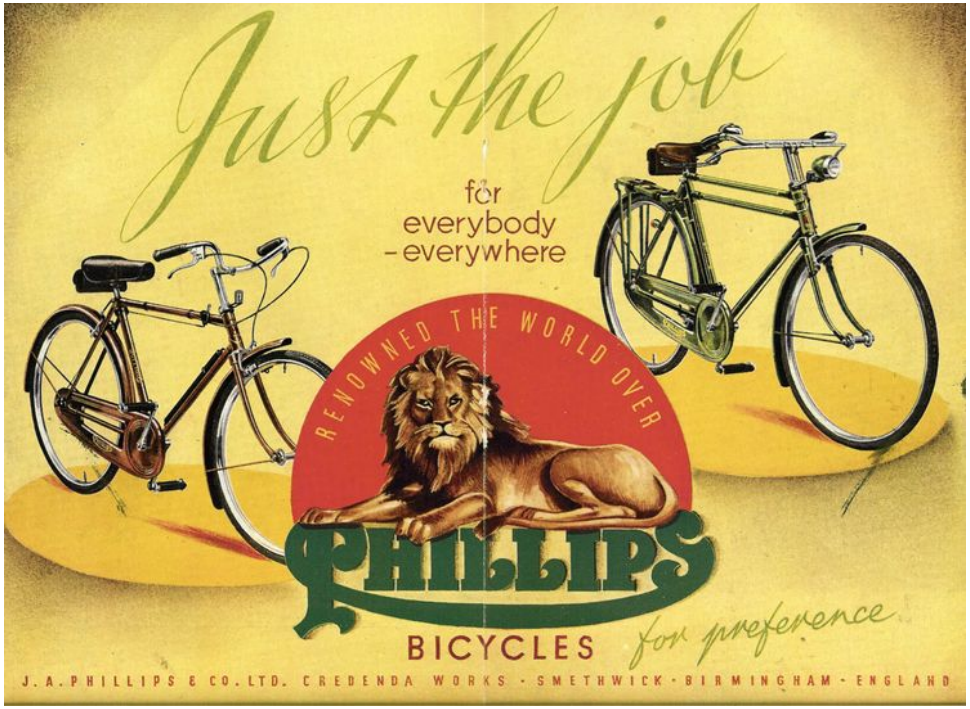
It was alleged that in August and September of 1914 they had 'unlawfully' obtained 20,000 pairs of handlebar grips from Germany via Messrs Adler who had premises in England, France, and Amsterdam. The final hearing was reported in The Birmingham Daily Post on Friday 15th January 1915 when it was revealed that Otto Hesmer took the whole responsibility for the transactions; following legal arguments relating to case law however, the summonses were withdrawn by the Crown.

1919, and Tube Investments was formed as a holding company combining the seamless steel tube businesses of Tubes Ltd, New Credenda Tube, Accles & Pollock, and Simplex, based in Abingdon, Oxfordshire, and listed on the London Stock Exchange.

It was reported in *The Times* of 9th December 1920 that Arthur Chamberlain, chairman of TI, told the first AGM that 'Phillips, a maker of bicycle parts, had been acquired since the amalgamation in 1919'. Tube investments further acquired Reynolds Tube in 1928.

During World War II, Phillips primarily switched to munitions work, producing vast quantities of shells (89 million!), armour piercing tips, grenades, land mines, aircraft parts, and again made complete bicycles for the military, particularly assembling Mk.V Military Roaster cycles with conventional roller lever brakes.

In 1946 TI bought Swallow Coachbuilding (as founders of Jaguar Cars), but then only making sidecars at Walsall Airport, and also acquired Hercules Cycles of Coventry, once the largest manufacturer of bicycles in the world.




*1947 advert for complete Phillips bicycles*

In 1952, there now became two Phillips companies, both registered from the same address of Credenda Works, Smethwick, Birmingham. J A Phillips & Co. Ltd. was the original company who manufactured all the cycle related components, and the new Phillips Cycles Ltd. which was registered to cover assembly and sale of cycles, though commercial civilian bicycles were being made and sold before this date.

During the 1950s and due to increasing frame and fork failures of standard cycles fitted with cyclemotor kits, several manufacturers started producing special reinforced frames for mounting cyclemotor engines. Among them were BSA (including New Hudson and Sunbeam variants), Elswick, Mercury, Phillips, Triumph, and Sun.

In the Coronation year of 1953 Phillips launched an impressive range of 40 cycles including touring and sports models, children's bicycles and tricycles, trade-bikes, and heavy duty machines designed to accommodate the motorised rear wheel. These were available as Gents' 'diamond' or Ladies' style 'open' heavy-duty cycle frames, with options of drum or rim brakes for the front wheel, and

without the rear wheel if a Cyclemaster motor-wheel was intended to be installed.

Progressing on to supplying a complete machine, the Phillips 'Motorised Cycle' with a fitted German Rex single-speed, manual clutched engine and braced rigid fork was introduced in October 1954 at £49–15s (inc. purchase tax), but by September of 1955 the same machine was being listed for £55–12s–10d, reflecting quite a high annual inflation rate running around 11% at this time.

The following month brought a Mk 2 Motorised Cycle fitted with a telescopic fork set, having simple greased springing for suspension, with no damping function. The P36X designation and £55–12s–10d price tag remained the same for the new sprung-fork model, which succeeded the original rigid Mk 1.

The list price of the P36X Motorised Cycle rose to £57–17s–11d in 1956, and though the Gadabout moped was costing over £11–7s more, it did seem to be attracting better sales.

Simply having the cheapest purchase price was seemingly no longer the prime factor to consider in a transport purchase. The post-war years of austerity were coming to an end, and now that the buying public was acquiring more disposable income they were choosing to buy better-built machines, so favour for a cyclemotor was swinging toward the moped.

Phillips introduced its new P39 Rex-powered two-speed Gadabout moped at the 12th November 1955 Earls Court Motor Cycle Show, and employed the same design of telescopic fork as the Motorised Cycle.

As the first sales season was about to start on 31st March 1956, the posted base price was 68 guineas (or 70 guineas with a fitted speedo).

The logo on the clutch case as an imperial crown, but no name badge was pinned to the mag cover, which was simply left blank. Phillips didn't seem to want to advertise that it was fitting a German Rex engine.


*Leila Williams demonstrates the new Gadabout in November 1955*

Lots of features were markedly different about the earliest P39 Gadabouts in comparison to the later models. Most of the early bike components comprised German made Rex components, which Phillips would progressively phase out and replace with English manufactured equivalents.

With the first P39 version, it's probably simpler to start with the few British parts: the chrome plated half-width front hub is British Hub Co with a balancer flange laced into a Dunlop Westwood pattern rim, with a matching rim laced on the rear unknown continental alloy full-width hub, and fitted with Dunlop 2.00 × 19 tyres. The rear lamp unit is an early version of the Wipac S446 (which had to be fitted to be UK compliant), the saddle was British market, and Phillips applied tank transfers and a headstock badge.

The German content in these early models was literally everything else, the frame, mudguards, chain guards, rear hub. Rex made the original seven-pint 'bubble' petrol tank matched with a longer alloy casting to trim the frame down to the seat post, which would become swapped for a larger ten-pint 'teardrop' tank by Phillips in October 1956, with shortened alloy casting to trim the frame down to the seat post. The Rex upper and lower chain guards were both identified by a swage line that Phillips deleted from their own equivalents. The Hella aluminised steel headlamp and unique switch would subsequently be replaced by Phillips's own Excelite headlamp and Miller switch. The Bosch mag-set was changed to a Miller FW17. The German Magura throttle and hand-change components were destined to change to Amal, and it's unusual to find such a mostly original and early P39 example as this to illustrate as a comparison.

Our bike's lower chain-guard is a custom aluminium fabrication because the original pressed-steel component was absent, and was created to blend with the engine and mag cover—we think it looks great!

Rex quoted the engine specification as 40mm bore × 39.5mm stroke for 2.1bhp@6,000rpm with 6.8:1 compression ratio and a 12mm Pallas carburettor. The original standard fitted front sprocket was 12-tooth, and a period *Power and Pedal* road test in June1956 reported a max of 32 mph, but our bike has been geared up to 13-tooth (7.7%), because the motor felt as if it could pull this increase and offer a slightly higher cruising speed.

The Pallas was an early spray-tube carburettor carried over from the earlier Rex single-speed motorised cycle engines, but fitment onto the two-speed moped exposed its performance weakness: flat spots! In first gear the flat spot is less noticeable due to the lower ratio, but switch into second, open the throttle, then wait and wait as the motor struggles to find the carburation to claw up more speed. If you run up the revs in first, you can mitigate the flat spot effect, but that's not nice way to ride a torquey motor like the Rex.

The situation might be exacerbated by the original Rex rubber tube connecting the carb intake (which is long obsolete) having perished and rotted away, which may compromise draw through the carb to the frame. Swapping out the Pallas 50 & 52 main jets we have seems to have little effect, and though a 55 is listed, we don't have any—but we do have jet drills, so we open one up to 55, and it does seem to somewhat negate the flat spot effect and slightly improve the performance.

Time for a road test: fuel tap off–on–res; there's no flood button on the Pallas carb, but a little choke lever on the left-hand side of the carb, which is confusingly marked as ^AUF (in German = 'On' in English) in the up position, except it isn't, because when the lever is up the choke is off! Yes, when the lever is down the choke shutter is definitely closed so the choke is 'on'. AUS is German for 'off' so we're not imagining this? You absolutely need the lever up to open the shutter for normal running, and we don't know if this is a Pallas thing, or a German thing? Confused? We are...

The clutch lever has a nice enough action, and we turn the twist-change forward for first, selection seems fine, the clutch bites as the lever releases, throttle on, and the motor torque makes the take-off easy. Throttle down, change back for second, and the motor still capably pulls through the ratio increase. Our support vehicle sat-nav paced steady comfortable cruising up to 30mph on the flat, and tracked the light downhill run at 33–34 max. The onboard VDO speedo proved one of the most defective instruments we've seen, sometimes randomly indicating up to 35mph, though generally tending to show slower while the revs increased toward the paced maximum speed, and only indicating 20mph! The faster you went, the slower it indicated! It simply didn't seem to equate to whatever speed you might be actually be doing, and was among the most useless speedometers we've ever experienced.

The lights worked fine, beam–dip, and the horn croaked excitedly, all controlled from the curious Hella Bakelite switch. There's a two-position rotary switch on top for lights off–on, then another smaller two-position rotary switch on the side for beam–dip. Another push button at the bottom facing of the switch unit works the horn, and another push button at the bottom front is the engine cut-out. It's an interesting and unusual switch.

Handling was fine on smooth tarmac, but hitting bumps and potholes delivered jolts through the rigid rear, and the saddle springing didn't really help much. The springing on the front forks works OK, but there are no seals in the leg caps, so there's a constant loss of essential grease—you pump it in the top grease nipples, it runs out the bottom and you wipe it off, then pump some more in the top. That's how it works!

Brakes were pretty good, the rear could lock up easily without restraint on back-pedal pressure, and the front controllably effective on the hand lever.

It feels light to handle, so lets put it on the scales: 3st front, 3st 5lb rear, so pretty well balanced at a total of 89lb, and a couple of pounds lighter than the period Mk1 Norman Nippy at 91lb. The Norman models only put on weight as they progressed through their series up to the Mk4 at 119lb, but the Gadabout models mostly remained much the same.

The P39 Gadabout with two-speed Rex engine was de-listed in July 1959, to be succeeded by the P45 Gadabout with two-speed Villiers engine from July 1959. The Villiers version was £5-5s cheaper.

Other Gadabout models followed the original P39. There was a version with swing-arm rear suspension made for special export to New Zealand. The P45 with a Villiers 3K, a P50 with a three-speed Rex and further swing-arm rear suspension special NZ export versions of both these models, then the final Motobécane based Mk4 Gadabout PM2.

The British Cycle Corporation was formed in 1956 as a subsidiary of Tube Investments, consisting of Phillips Cycles, Hercules Cycles, Armstrong, Norman Cycles and Sun Cycles.

TI finally acquired British Aluminium after a protracted struggle lasting through the years of 1958 and 1959. Raleigh Industries were acquired in 1960, bringing further Raleigh-owned brands BSA Cycles, Humber, Triumph, Rudge, New Hudson, Sunbeam, Three Spires, Sturmey–Archer, and J B Brookes under the British Cycle Corporation; then Tube Investments appointed Raleigh to rationalise the BCC.

Raleigh subsequently 'cancelled' Phillips and continued the brand in Nottingham using their own frames.

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**Next**: A rare and unusually early sports moped that very probably no one has ever heard of.

We could say it involves a certain Leopoldo Rinaldi, but he sounds like some Italian footballer, so you're likely going to be none the wiser for that snippet either … just have to wait and see; it's 'A Family Business'.

# Dot 'makes' a moped

by Mark Daniels

*Sponsored Derek Langdon, Nottingham*

Our moment in time begins in 1922, at a small workshop on the outskirts of Turin, when Candido Viberti began producing his first cars. These met with the approval of Giovanni Ceirano, a pioneer of the Italian automotive industry and the founder of SCAT (*Società Ceirano Automobili Torino*).

In 1928 FIAT absorbed both SCAT and Viberti, at which point Viberti decided to establish his own Candido Viberti Company to develop his own ideas. Viberti agreed a deal with FIAT to take over the old SCAT site at Via Sant' Antonio in the heart of Borgo San Paolo, Turin. This had been the first real industrial complex for the construction of car bodies and industrial vehicles, covering an area of about 8,000m² and employing about 150 workers. Viberti decided to concentrate his manufacturing on the production of commercial vehicles: buses, fuel tankers, trailers, semi-trailers, special bodies, trolleybuses, and trucks, believing that the development of these kinds of vehicles would lead to success.

By 1932 Viberti was well established as a leading brand in this field and the plant entered a period of unprecedented prosperity and development. As a result, by 1935 it was becoming clear that a much bigger site was going to be needed.

The chosen site was the former Ansaldo automobile factory in Turin, which had stopped making cars in 1931. This was a much larger complex, nearly nine times the size of the old SCAT site with an area of 70,000m²; it was also located in Turin and could employ around 800 workers.

1932 was another milestone in Viberti's history with the acquisition of SAIV, a Verona company specializing in the production of liquid tanks that had been founded in 1923. It was an acquisition that allowed Viberti to expand the product range. In 1937 Viberti began production of aviation fuel distribution trucks for airport runways and landing areas. In June 1940, Italy entered World War II on the side of the Axis powers, and the *Ministero Della Guerra* (Ministry of War) entrusted Viberti with the construction of huge numbers of trailers with special containers for the transport of liquids and fuels for the army, navy, and aviation, as well as the construction of other means of transport.

Viberti was employing over 1,750 workers in 1943 but the outbreak of war, was not all about increased orders. The factory sustained great losses from bombing and, according to the balance sheets, almost 60% of the entire industrial area was razed to the ground as a result of bomb attacks and other military action.

Italian industry bounced back well in the period of post-war recovery, and Viberti produced more new products, such as the three-axle articulated vehicle built in 1950, that helped the company to revive. Viberti continued to expand its manufacturing facilities in the post-war period, effectively doubling its pre-war factory areas to over 146,000m² and now employing about 2,000 people.

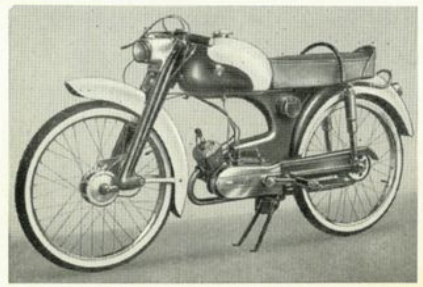
From 1952, Viberti began a number of acquisitions, such as *Officina Carenzi* (tankers) in Piacenza and *Officine Adige* (brakes) in Verona, which allowed the Turin group to increase its domestic market share and offer customers more products.

Viberti contracted a partnership with Victoria, one of the oldest German motor cycle manufacturers, in 1956 so that it could enter the flourishing 1950s' two-wheeler market. Viberti would produce pressed-steel moped frames designed by the already established frame builder Bruno Müller, to take Victoria's new M51 engine. The two companies agreed to sell their own-branded versions of the same machines, with Victoria advertising its new Avanti Sport model in the German motor cycle press as early as November 1956. The advert was only an artistic illustration, presumably to promote the new models for the next season, even before Viberti presented its commuter moped version as the ViVi (derived from Viberti–Victoria) at the Milan Cycle and Motor Cycle Show in December 1956.

The ViVi's launch was bitterly protested against by Italian moped manufacturers who were still building machines with traditional tubular steel frames by brazed lug construction methods, compared to which, the lightweight ViVi's pressed-steel frame was markedly cheaper to produce. Some suggested that the aggressive low pricing of ViVi was orchestrated by the FIAT Group (as the owners of Viberti) and demanded its expulsion from the show for unfair competition. The launch went ahead anyway, and so did the Viberti ViVi.

Viberti added other ViVi variants in 1957, as Turismo, Gran Turismo, Sport, Scooter, and three-wheel transport models, while Victoria started selling its own-branded moped version as the Tourist, and further presented an Avanti two-speed sports model. It seemed very likely that much of the Avanti press-

VIVI Touring



VIVI Sport

VIVI Scooter

VIVI Delivery van

work was produced by Viberti, as parts of the frame assembly appear distinctively Italian styled, and Viberti produced its own ViVi Sport styled versions using the same frame elements, but fitted with different tanks and toolboxes from those Victoria used on its Avanti Sports version.

*Motor Cycling's* edition of 28th Feb 1957 announced that Dot Cycle & Motor Manufacturing Co Ltd (Devoid of Trouble) of Arundel Street in Manchester had finalized an agreement to import Italian ViVi machines, and included a picture of the Avanti Sport moped.

The April 1957 edition of *Power & Pedal* presented Dot's brochure pictures of the two-speed moped, Road Racer (two-speed), and Scooterette, with respective prices, but Dot's contribution to the ViVi was simply fitting a UK market compliant rear lamp, number plates, and Dot waterslide transfers on the tank.

Dot was clearly selling the ViVis into the early 1957 season, though Glass's Guide didn't seem to catch up with their listing until 1958.

In 1958, Victoria merged with DKW and Express Werke AG to form the Zweirad Union, which maintained the Victoria name on its continuing Vicky mopeds and small motor scooters. The Victoria Avanti (in red) was also produced as the Express Carion (in red), and DKW Violetta (in blue).

Dot added the Grand Tourer moped and three-speed Road Racer to listings in 1959.

Viberti quoted its ViVi UK market models fitted the Victoria M51 engine as 38mm bore × 42mm stroke for 47.6cc, rated at 2.2bhp@6,000rpm with the compression ratio given as 8:1 with a two side-squish cylinder head and a 12mm Bing carburettor.

The two-speed bike we have is registered as a Dot ViVi, because that's how they were recorded in Britain, though clearly built by Viberti as it wears all the Italian decals, Viberti mag cover, and still features the incriminating continental market rear lamp with no clear port to illuminate the number plate. From the deeply valanced rear mudguard and carrier arrangement it would appear to be the Italian market Gran Turismo model.

There are lots of interesting details about the bike, with so many parts being unexpectedly of Viberti origin, like the unique ViVi branded saddle, fuel cap, and handlebar grips. The rear suspension units are unusual and, despite being easily dismantled, are only listed in the ViVi parts list as complete units, so seem to be proprietary items. Most of their components are easily dismantled alloy castings, and the surprise is to discover an oil reservoir in the bottom leg, but it's not damping! The central rod dips into the oil reservoir as the rear suspension compresses, to lubricate its moving parts. As a result, the rear shocks are still in as-new mechanical order after 65-years!

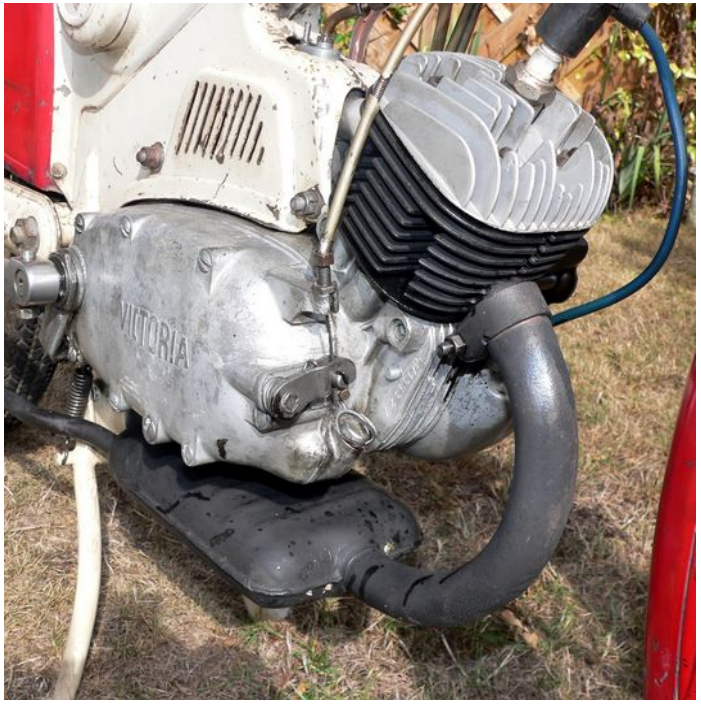
The headlamp nacelle has a small 'mystery' button on the right-hand side: it's an engine cut-out, which is often how Italian manufacturers did things in those times, but despite being wired-up, it doesn't seem to work. The CEV light switch also includes a horn button (which doesn't work), and another cut-out button, which does work, proving its good to have a backup, especially since ViVi seems settled to ticking over like a good little moped…


While both hubs have been recently serviced and the linings seemed fine, both brakes were still felt to be under-performing in operation. Despite being back-pedal, the rear brake seemed poor in operation, probably due to lower leverage from the short pedal arms, while the front was simply just ineffective. Both brakes just seemed to need high levels of pressure to achieve results

Lights all work, but not the horn, though it had earlier seemed to test OK on the AC 'trembler'.

Starting: turn on the fuel tap at the bottom left of the tank off–on–res. We push down the choke button on top of the carb, but this doesn't seem to result in a start, so open the throttle wide to clear the choke—and it starts first spin!

Running quickly clears, so we try it up and down the drive, where it seems to respond well to throttle on the standard 13-tooth front sprocket. On our first run we clock 30mph through the flashing speed-check sign along the road, but misfiring issues quickly develop so we return to base to check it out.




The cylinder head has clearly been machined down on a lathe to significantly increase the compression ratio and, comparing this to a standard head, it looks as if 1mm has been removed from the face. From 8:1, this would now increase the compression to 10:1, so we may expect it to perform a little better than a standard machine. We fit new rings, a new main seal on the mag side, rewire the mag-set, fit a replacement HT coil and capacitor, convert the carb to the later type hinged float and needle, new gear throttle and clutch cables, and gear-up to a 14-tooth sprocket (7.7%) because we think it will cope with the drive increase. Presuming the ViVi might do 35mph in standard trim, the gear-up may suggest around 37.7mph at the same revs.

Turn on the off–on–res fuel tap, push down either pedal, and the motor starts straight away. Clutch in, and twist the left grip back towards you for first. Gear location is particularly smooth, quiet and easy due to the ball selection system, so you never get all the clonking and gear grinding location issues commonly associated with so many other makes of moped engines.

The motor torque easily handles the 14-tooth gear up, accelerates just as well in first, and still capably pulls up to speed in second from low revs. We still charge through the speed-check sign at 30mph, at which ViVi quite comfortably cruises within the urban limit. ViVi has no speedo, just a blanking plate in the headlamp nacelle so you can fit one if you want, but this bike has survived for 65 years without one, so why bother? Our pacer clocks us running at 30–35mph along the flat, with a best of 37 on a shallow downhill. The motor certainly revs well!

The suspension feels soft and bouncy, both front and rear, which certainly smooths out the bumps and jolts, but might induce more motion at speed than you would usually expect, since there's no damping.

It seems to have been designed to navigate bumpy Italian roads and country tracks at lower speeds, but takes a little getting used to on modern tarmac roads.

The headlamp proves surprisingly effective on both beam and dip, and a closer look reveals why—it's fitted with a Bosch BA20D 6V x 15/15W 20mm bulb!

The Express brand, which was started in 1884, was discontinued in 1959, while the Victoria Vicky III-N, IV two-speed & IV three-speed were de-listed from August 1959, to be succeeded by new Luxus models, which still used the same Victoria M51 engines, allowing continuity of ViVi production.

At Dot, the Grand Tourer seemed to become the De-Luxe three-speed moped for 1960, and the Road Racer (Avanti) two-speed was replaced by a three-speed (Avanti) Racer. In 1961 the Scooterette was de-listed, and the three-speed Racer at £94–6s–2d was joined by an even more expensive three-speed Monza Road Racer at £125–6s–10d.

Only the two-speed Dot ViVi moped remained listed for 1962, and that concluded at the end of the year. All models were based around versions of the 49cc Victoria engine.

A Victoria Avanti framed two-speed 50cc ViVi racer had been privately campaigned at British events by Trevor Burgess. It was taken over by Harold Cosgrove and co-rider Dave Clarke, who re-framed it, and came 18th of 40 in a Bemsee meeting at Silverstone, finished the Snetterton Enduro in 1960, and again in '61.

Though only the two-speed ViVi moped continued on UK listings into 1962, when Dot somewhat optimistically entered a works team of three-speed ViVi racers in this first year of a new 50cc race at the Isle of Man—but they didn't seem to have done their homework on real 50cc race performance and what they might be up against…

The race leading Suzuki-50 of Ernst Degner lapped the Dot ViVi of Dave Clarke on the second lap, and O P Caske on another Dot completed placed 25th (third untimed rider home = 27th),

while a third Dot reportedly retired on the first lap.

Degner's Suzuki was first, with an average lap speed of 75.12mph; the Dot's average lap speed was less than 41.23mph (not officially recorded).

Sorry, but that was seriously outclassed.

The Victoria Luxus continued to December 1962, when replaced by other standardised Zweirad Union branded products with proprietary Sachs engines, which were also sold with DKW badges. Fichtel & Sachs further bought out the German Hercules Company in 1963. These changes back in Germany ended the supply of Victoria engines to Viberti in 1963 as the remaining stocks were exhausted. With the unique design of the Victoria M51 engine meaning that no other motor could be readily adapted to fit the frame, that was the end of the line for the Viberti ViVi.

Following the end of the supply of engines by Victoria, the ViVi factory in Turin was closed down and its unwanted assets cleared. A new business was set up and transferred to Pontevico, in the province of Brescia, under a new company name of 'Vi-Vi S.a.S.', producing a new range of mopeds with Minarelli engines, also designed by Bruno Müller, as well as bicycles.

Sachs took control of the Zweirad Union in 1966. The DKW brand was merged with the German Hercules Company, while Victoria branded products finally disappeared within this rationalisation.

Dot was founded in the city of Salford near Manchester by Harry Reed, a pioneer racing motor cyclist and winner of the Isle of Man TT in 1908 on a Dot he built himself with a 680cc Peugeot twin engine, at an average 38.6mph. The brand then moved closer to the city centre in Deansgate in 1907, where the old premises still are today. By 1911 Reed was selling five Dot motor cycle models and one of the earliest slogans used by Dot for the advertisement was 'Devoid of Trouble'. The company continued making motor cycles until 1932, but then built only tradesman's three-wheelers up to 1949, when they returned to motor cycles again. Some road models were produced with Villiers 197 and Brockhouse 250cc engines, but the majority of manufacture was off-road competition trials and scramblers.

Factoring of Italian ViVi and Guazzoni models into the UK was done to augment the company cash flow.

The withdrawal of Villiers from motor cycle engine manufacture in 1968 was a major blow to British motor cycling and though Dot replaced some models with Sachs and Minarelli engines, they weren't so popular, and motor cycle manufacture petered out in the mid 1970s. The Dot business technically continued at a minimal level, selling Armstrong suspension units, tyres, and trade parts, until fading out at the death of Burnard Scott Wade on 11th October 1984.

The 1908 TT was the only IoM TT race that Dot won.

Dot Motorcycles returned with a brand revival in 2021 using Kawasaki Z650 twin engines in specialist hand-built frames, manufacturing around 60 each year. The 'Reed Racer' is £21,000, the 'Dot Demon' street scrambler £18,500. There also seems to be a new 'Warrior RD650' expected, and suggestions of electric models, but most importantly … we'd like to know when Dot is going to make another moped?

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**Next**: Seriously, not seriously, can you really improve a Motobécane X1? And we have to ask the question: is it worth it?

*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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