News

Next Issue

This is the September issue in our temporary(?) four-monthly schedule. The next one will be out in January 2027, at which time we could go back to the old three-monthly intervals, but only if we have enough articles to fill the magazine. At the moment, we have no machines lined up for our usual 'road test' articles, though we have one article of a different sort pencilled in for the next issue. We do have a number of machines in waiting for future articles but most will need a lot of work done before they're in a fit state to road test. Although we write almost all the articles in the magazine, we do welcome contributions to the magazine whether they be articles, letters, adverts, or news. Again, please get in touch using our contact details at the bottom of the last page.

Copyright

Letters

Dear Andrew,

Nedging Village Fête, 21 June 2026

A big thank you to everyone who came and brought exhibits.

It was a good day; we hope everyone enjoyed themselves. We made £8,132.59 for Nedging Church, which is a great result.

Thank you again.

Yours sincerely,
Lynn Gooderham

Hi Andrew,

Thank you very much for sending MMF13 and for taking the time to check your archive for me. The document is extremely useful for my research, especially the Morini technical information about the development of the 4-, 5- and 6-speed engines and the later UC 6M version.

Your reference to the GAM47 homologation source was also very helpful. I have now obtained the GAM47 and GAM52 homologation files, so I can compare the 1976 FM TS/R 5-speed specification with the 1977 FM TS/R6 6-speed version.

Many thanks again for your help—I really appreciate it.

Best regards,
Roy

Information Library

In the last four months we've added over 160 items to our library. Some of this is related to the articles in the magazine: Excelsior, James, and Raleigh. A big project this time was the digitization of our 'almost but not quite complete' collection of Power & Pedal magazines. The rest of the documents concern AMO, Bismarck, Bond (both BAC & Sharps), BSA, BTS/Sitta, Capri, Cyclestar, Dunkley, Honda, Jlo, Lambretta, Motobécane, Motobi, Paloma, Parilla' Powell Joybike, Puch, Ranger, Scootacar, Stadion, Sun, Suzuki, Triumph, Victoria, Vincent, George Wallis, Winn City Bike, and Yamaha.

Much of the library is downloadable free of charge from our website and since the last magazine we've added some more stuff that was in the library but wasn't available on-line before. There's a full list of the library on our website, contact us for anything that's not on-line yet.

Calendar

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

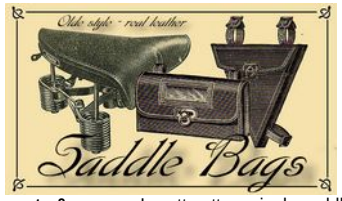
Every Tuesday	EACC and FMCC evening meeting at the Half Moon in Walton, Felixstowe.
12 September	Rickinghall Classic Auto Jumble & Swap Meet on the village hall's playing field. 9:00am to 12:30pm. Info: Dangerous Dave on 07806-437722
13 September	EACC 23rd Coprolite Run from Suffolk Aviation Heritage Museum. 11:00 ride to lunch stop at Felixstowe. Mark Daniels on 01473-716817.
13 September	VMCC Cyclemotor Section The Radcot Run from *The Swan*, Radcot Bridge, Oxfordshire. 28 miles by the banks of the Thames. 10:30am. 07780-967014.
23 September	BTSC Low Power Run. Tamhouse Farm Shop, Rusper Road, Newdigate. Mid-week small bikes (the smaller the better) rude. 10:30 start. vrh62005@yahoo.co.uk
26 September	David Silver Spares Open Day & Bike Meet in Leiston 9.00am to 4.00pm. Free entry to the bike museum for the day, plus a catering and refreshment van on-site.
10 October	Rickinghall Classic Auto Jumble & Swap Meet on the village hall's playing field. 9:00am to 12:30pm. Info: Dangerous Dave on 07806-437722
8 November	VMCC Cyclemotor Section Last of the Year Run & AGM, Peacehaven Farm, Ickford, Bucks. 10:30 run, 14:00 AGM. Mark Compton: 07974-742638.
14 November	Rickinghall Classic Auto Jumble & Swap Meet on the village hall's playing field. 9:00am to 12:30pm. Info: Dangerous Dave on 07806-437722
15 November	EACC Kneel's Wheels and EACC AGM at the Coddenham Centre. Mopedjumble + tour of quiet Suffolk lanes. Jumble 9:30, run 11:00. 01473-743587).

Free Trade

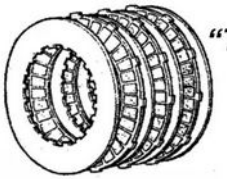
Adverts in the *Iceni CAM Magazine* are free! Iincluding ones with a photo or logo. Send your ads to 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH or e-mail icenicam@pattle.globalnet.co.uk

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. **Headlamps:** Chromax steel 5"case/4"lens £25. CEV pattern moped black headlamp switched £26. Chrome wire stone guard for Niox/CEV/EB headlamps £7.50p. Headlamp peak chrome 4" to 5" round £8. Headlamp clips pack of 5 for £2. New: Luxor 80 fluted glass domed headlamp lens, fit 65mm rim/69mm glassØ £8. New: Miller plain clear domed glass headlamp lens, fit 90mm rim/95mm glassØ £12. New Soubitez 'V' clear plastic headlamp lens, fit 98mm rim/99mm lensØ £10. Aprilia, Bosch, FB, Hella, Lucas, Luxor, Niox, and other glass lenses —See website. **Tail lamps:** Genuine Old style autocycle & cyclemotor rear lamp units £22 each. Bruchsicker LED rear cycle lamps £2 each or 3 for £5 Lucas 679 pattern back lights for NVT Easy Rider £15. Polished cast alloy taillight bracket for Lucas 679 £15. Adaptor plate for Lucas 679 assembly £8. Lucas MT110 & 211pattern rear lamps £15. Lucas 477/1 rear lamps £18. Autocycle/cyclemotor 1" rear lamp £22. Wipac S446 pattern single-contact rear lamp £14. Wipac S446 pattern stop/tail rear lamp £14. Puch pattern oval rear lens £10. ULO232.03 pattern Mobylette rear lens £8. Yamaha FS1E rear lens £5. Yamaha Passola rear lens £4. Puch Luxor type rear lens £4. **HT coils:** New 6V AC HT coil, 1× 6mm stud mounting for Honda P50, PC50, etc £25. New 6V AC HT coil, single contact, 55mm mounting centres, Honda Express. etc £25. **Suitable for 6V bulbs:** Extensive selection of many difficult to get types, see website for list. Horns: 6V AC horns c/w fitted mounting bracket, plated-finish £10 each. Shrinkwrap sleeving box 127pcs in 7 sizes £9. E-mail: mark.daniels975@btinternet.com
Tel. 01473-716817 (Ipswich)
Website: www.mopedland.co.uk

STEVE GOODE MOTORCYCLES
Supplier of Simson-Tomos-MZ Spares
A Very Broad Range of
Simson and Tomos Spares
in Stock.
Tel. 01938-850544
E-Mail stevejgoode@aol.com
Some Projects & Used Spares Available
www.stevegoodemotorcycles.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)
Triangle Bags: Genuine leather, old-style triangular toolbags suitable for fitting to cyclemotor and cycle frames. Fixing by ½" wide leather straps, with plated buckles.
Large Cyclemotor 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



Clutch plate recorking
The Clutch Cork Carvery, Glyncoch, Tanglwst, Newcastle Emlyn, Carmarthenshire, SA38 9NJ
Tel: 01559-371770
E-mail: info@theclutchcorkcarvery.co.uk
Facebook page:
https://www.facebook.com/clutchcorkcarvery/

NSU QUICKLY SPARES

NEW & GOOD QUALITY USED AVAILABLE FROM STOCK

Saddles, Silencers, Exhausts, Handlebars, Fuel Taps, Cables, Tyres, Inner Tubes, Badges, Transfers, All Engine, Clutch, Gear & Carburetter Parts, Wheel Rims, Spokes, Ignition & Electrical Parts, Brake & Wheel Parts, Paint, Maintenance Manuals, Parts Books, Videos, T Shirts, Caps, Mugs, etc...

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

NSU QUICKLY SPARES

Ivy House, Maypole, Hoath,

Canterbury, Kent, CT3 4LN

+44(0)7714 781600

E-mail from the website at:

www.nsuquicklyspares.co.uk/contactus.html

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.
E-mail: mark.daniels975@btinternet.com
Website: www.mopedland.co.uk
Wipac Series 90 & Miller BS9 (ported 2BA) 4-hole mag flywheel puller—£20
Wipac Series 90 (ported 2BA) 4-hole flywheel puller—£20
Tel. 01473-659607
E-mail: mark.daniels975@btinternet.com
Website: www.mopedland.co.uk

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. 26 × 2 × 1¾ × 36-H special dimpled & pierced chrome rims for Cyclemaster £60 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 £18, tubes £5. 2.25 × 17 Mitas Sport white-wall £40. 2.50 × 15, 20 × 2.50 Golden-Boy (BSA Dandy, Ariel Pixie) universal pattern block tread £40. 3.00 ×8 Vee (Honda Stream) £18. Fibreglass moulded panels Raleigh RM1, RM2 side panels £24 each. RM4 side panels LH & RH £22 each, RM4 toolboxes LH & RH £18 each, MobyAV89, Raleigh RM5 side panels £22 each. Runabout side panels LH & RH £18 each. Old Moby side panel 3-set £44, Moby AV42, 48 side panels LH & RH £18 each. Moby AV76, 78 side panels LH & RH £22 each. Nippy Mk1, 2 engine covers LH £22 & RH £20. Batavus 50mm & Ariel-3 52mm Encarwi air filter housings £16. Raleigh RM9, +1 chain guard £25. Villiers 1F, 2F front sprocket cover alloy casting £15. Rubber rim tapes 12" £1 each; 16", 17", 18", 19", & 21" £1.50p. Cyclemaster engine mounting rubbers 4 bush kit £12. New: Moby, Raleigh all metalastic engine mounting bush kits, top mounts AV89, RM5, M40, M50, 51V £8 each, top mounts AV48, RM9 £15 each, small bottom mount £6. Selection new Moby pedal shafts £15 each. Tank Badge sets for Raleigh RM4, RM5, Norman Nippy Mk5, Lido Mk3, Phillips Panda Mk3, Gadabout Mk4 £18 pair. Mobylette 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. Petrol pipe clear 5mm light £1/ft, 5mm HD £1/ft, 6mm HD £1/ft, black neoprene pipe 5mm, 5.5mm £1.20p/ft. RH10 × 1mm 180°fuel tap £14. RH10 × 1mm LH 90°fuel tap Mobylette M40, 50V, 51V) £16. New: 90°fuel tap 12 × 1mm pitch LH, RH thread £15. New: Maxi fuel tap 12×1mm pitch LH/RH thread £15. New: Chrome fuel cap for Raleigh RM4, Runabout, Wisp, RM11, RM12, Norman Nippy £15. New: 40mm push-in fuel cap light grey £7.50p. Petrol cap seals for Honda PC50 £1. Petrol cap seals for Cyclemaster, Power Pak 90p, for Runabout, Wisp, Mini motor, etc £1. Cylinder black paint 100ml tin £8. New: 21mmØ Continental handlebar stem 6½" long £12, ⅞"Ø Imperial handlebar stem 7" long £8. Handlebars 'All-Rounder' pattern £10. Chrome ball-end decomp lever £13. Clutchlock, decomp, choke triggers in red plastic £3. Removable cable ties, pack 25 for 50p. CBA LaFranconi pattern moped chrome silencers in 30mm £75. 28mm round-60mm moped silencer £40. Moby M40 chrome exhaust pipes for oval silencer £20. Mobylette, Raleigh chrome exhaust pipe all fixed-engine models £30. Chrome exhaust pipe AV89, SP50, Raleigh RM5, RM11, RM12 £37. New: Moby, Raleigh exhaust nut £4. Exhaust ring gaskets 33, 35 o/d £1 each. Honda PC50 air filter element £4. Honda PC50 carburettor O-ring seal kits for main jet & float bowl £3.50p set. Honda PC50 rubber elbow from air-filter to carb £12. New: PC50: Front brake cable £16, Rear brake cable £18, Throttle cable £10. New: PC50 side panel toolbox cover screw £5. New: PC50 ohc front sprockets 15T, 14T, & 13T £30. PC50, Express speedo cables £10. Tomos speedo cables £10. Huret speedo cables 55cmm £15, 65cm £16, 85cm £18, 85cm with removable end for leading-link fork early AV89, RM5 £20. 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**
Tel. 01473-716817 (Ipswich),
E-mail: mark.daniels975@btinternet.com

Andy Est 1972 Tiernan

1932 Francis–Barnett 147cc £3,250

1963 Stella Mini-Bike 98cc£3,500

1963 Moto Rumi Tipo Sports 125cc £7,000

1957 BSA Bantam D3/D1 125cc £1,750.

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

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 some models, front sprockets, cables. Range of parts for most models - Gadabout, 2sp/3sp individual cylinder head gaskets £3 and base gaskets £2. 2-speed & 3-speed full range of front sprockets. Some engine parts: Rex 1-speed, 2-speed & 3-speed. Some cables for all Panda & Gadabout models. New 50mm air filters £9, for 12 & 14mm Bing carburetter Panda/Motorised Cycle.
Hercules (GB): a small range of new & used stock. New piston rings for Her-cu-motor. Main bearings and seals. New Lavalette/Corvette/Paloma 27½" drive belts £9.
See website: www.mopedland.co.uk for more details.
E-mail: mark.daniels975@btinternet.com
Tel. 01473 716817.

BSA Boxer or GT50 BSA BOXER / GT50 Classic Bike. Price: £1,750. 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

Raleigh RM8, 1964—£750.
All complete and now mostly re-assembled. Has V5c, fair spark, and useable tyres. Located in Methwold, West Norfolk and limited Delivery is possible. Some repainting started but original paint not too bad at all!
Richard: 01366 728030
r.bartholomew@freeuk.com

Wanted: **Honda NV50 Stream**
Please call 07885 421925

AAARRGH! The thing's escaped from the crypt again… *
Ladyback tandem for sale—£350.
Pre-War. Possibly a Sun. Older restoration. Rides very nicely one- or two-up. Very tidy with nice period bits. Good brakes and six gears (Sturmey–Archer KT7 × Cyclo Witmy two-speed). Just add cyclemotor of choice.
Derek: 0115 923 1191 (Nottingham)
* Apologies to sister Sue

Francis–Barnett Merlin 'twin exhaust' model wanted please.
Phone Rex 07506-070057 anytime.

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.

MOTOBECANE
Motobecane.UK
07907277000,Charlie
Bicycle & Motorcycle Specialist

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

Genuine original Motorcycle, Moped, Cyclemotor, Automobile literature & manuals.
See Website for currently listed items: www.mopedland.co.uk
Sorted by make in alphabetical order.
Selection changes all the time
Tel. 01473-716817: E-mail mark.daniels975@btinternet.com

What were they thinking?

by Mark Daniels

Sponsored by Rex Moorey, EACC Winchester.

Late in 1948, Villiers announced to its motor cycle customers that it would be producing two new engines of 47mm bore × 57mm stroke for 99cc. A kickstarted, two-speed, trigger-change, 1F motor for light motor cycles, and a single-speed 2F motor intended for pedal-start autocycles.

The pre-war Villiers Junior De Luxe engine was to be discontinued and, since the 2F engine mountings were completely different, manufacturers wishing to continue producing autocycles with the 2F engine would need to design new frames to take them.

Both new engine types became available in 1949, with some builders speedily getting their new 1F motor cycles and 2F autocycle models into production during the same year, while other makers holding stocks of JDL engines delayed getting their new autocycle models to market until the older engine types were cleared.

James was one of those manufacturers that got its new 1F Comet light motor cycle to market in 1949, but delayed its autocycle transition till the following year.

In 1949 the wartime James Military Lightweight (ML model) had reached the end of its post-war service, was demobilised, and was replaced by two new Comet light motor cycle models

powered by the latest two-speed Villiers 1F engine. The new Comets used a similar style of James tubular girder forks in a new frame, with sturdy 21" wheels, and a new 'teardrop' fuel tank. There were two versions: the Standard Comet motor cycle with AC lighting, and the De Luxe Comet motor cycle with battery and rectified DC lighting set. Period James advertising literature claimed these bikes were 'capable of a comfortable 40 miles per hour'.

The new 2F Superlux autocycle was listed for sale in 1950, and in February 1950 a further 99cc motor cycle model was seen in prototype form, being a two-speed 1F Comet fitted with 'extensive weather protection'. This was comprised of enclosure panels that ran from leg shields at the front, back to the rear wheel spindle, and from footrest level up to the cylinder head. A windscreen was also fitted, and this model was tried by a staff member from The Motor Cycle on 23 February 1950.

On 16 November 1950, The Motor Cycle presented a 'James Programme' article on models for the forthcoming season. Comparative model prices at this time were:

- 99cc 2F Superlux autocycle £61–11s–11d,
- 99cc 1F Standard Comet motor cycle £63–10s–0d (with AC lighting) ,
- 99cc 1F De-Luxe Comet motor cycle £69–17s–0d (with battery and rectified DC lighting set),
- 99cc 1F Commodore motor cycle also £69–17s–0d (with AC lighting) & a given weight of 148lbs).

The Commodore joined the range for 1951 fitted with James's own tubular girder forks and presented as having 'a neat enclosure and built-in legshields-cum-safety bars'. This new motor cycle otherwise continued with minor detail changes only, and remained the same into 1952.

●●○○●

Our featured bike seemed to have lost its original registration somewhere along the way, and dated for re-registration as 1952, and since this is the only example we've ever seen, we're keen to examine its details...

The Commodore is based upon the Standard Comet, though marketed on additional features presented as 'weather protection' contributing to added value. There's a crash bar set mounted off the front frame down tube, looping down and back for fixing at the ends of the footrests, with leg shields fixed to the crash bars, additional valance panels on the sides of the rear mudguard, with the main obvious feature being the side panels. It's not until you remove these side panels that you appreciate the pros and cons of the addition of these weather covers.

Commodore & Comet compared

Comparing pictures of both sides of a 1F Comet and the Commodore with its panels removed, reveals the frames are indeed the same. The Commodore retains the original style round Comet toolbox, since the side panels would clash with the later long 'kidney' toolbox and, somewhat strangely, the Commodore chain guard is cut off shorter within the side panels! What this would seem to mean is that, as well as the lower run of the chain, the upper run of the chain is also going to be contributing to oil & grease

thrown around the inside of the engine covers.

No matter, nice and easy-clean on the outside, but when you take the panels off, the splattered yuck is going to be waiting on the inside when you need to service something … you should always put a rag in the nice round toolbox!

Since the cylinder head & spark plug protrude through the top of the panels (which makes sense), actual removal of the side panels is easy enough, and allows you to examine how the panels are formed. The panel construction is comprised of a single radius form at the top, with a hand-safe edge (without wire bead) formed around the main panel to stiffen it up. The top joint between the panels requires simultaneously locating five fingers to engage the swaged channel on the opposing panel, which can be somewhat difficult. It also needs the kickstart tied down or removed to be able to locate the lower right-hand panel for re-assembly.

Removal of the side panels is needed to service the Villiers Junior carburettor and to check oil levels, and you really wouldn't want to be taking these panels off by the side of the road.

Time to drag out the scales to check the weights, back 5st 11lb, front 5st 4lb, so quite well balanced, and a total weight 11st 1lb (155lb with oil and fuel).

Time to ride, and the push on–push off–reserve fuel tap is readily accessible above the side panels and beneath the tank in the usual position, while access to the tickler/flood button and air filter strangler is through a port in the lefty-hand side panel. Following warnings that the motor can be temperamental, it fires up first kick, and settles down to a docile tickover by just occasionally fractionally tweaking the twist-grip, since there's no throttle stop on a Junior carb.

The trigger change gear mechanisms are notoriously bad for crunchy selection and tendencies to disengage when you think you've located the gear, so we're prepared for that. Gear location can be improved by taking your time through changes, but there's no guarantee of success with this selector.

Maximum speed in first gear is given as 30mph, but pushing up to that level of revs in low gear would be pointless and unnecessary since the torque is quite capable of pulling satisfactorily by engaging second around 15-20 mph. Our highest reading on the handlebar mounted Sat-Tracker clocked 36mph on the flat, though the speed was still slowly building up when we started running out of straight and had to shut down, so the presumption was that it would be capable of more.

The low saddle height gives a comfortable riding position, and we're surprised that there was no perceptible resonation from the additional panels, so it's just like riding a 1F Comet.

The leg shields however are large and flat, presenting the frontal profile of a barn door, and a big fat zero in the way of stylish aerodynamics.

Having a left foot-operated rod brake is always going to be helpful for your stopping power, even with 70+ year old tech, though the front lever handlebar brake also functioned effectively. With the trigger change on the handlebar, your right foot has nothing to do while waiting for Villiers to develop its 6F engine somewhere in the distant future.

It appears that the Commodore shared frame numbers with the Comet 1F, so with no means of differentiating the models, and no surviving factory records, there seems no way to confirm how many Commodores were made.

The 1F Commodore was re-designated as the J4 model for the 1953 season, and now priced at £83–1s–1d.

As the 1F Comet engine switched to the new Villiers 4F engine in October 1953, so also did the J4 (Commodore), and its designation was changed to J3 to identify this change. It would seem this coding might have been allocated earlier in anticipation of the forthcoming Villiers engine upgrade, however the Commodore seemed to have been a particularly poor seller, and it maybe that few (if any) J3s were actually built with 4F engines at this late stage in the last quarter of the year.

In June 1953 a telescopic fork conversion became available for all 99cc models, which would become standard fitment for the Comet in 1954, while the Commodore was just de-listed, so it seems further unlikely that any Commodore J4, or J3 versions were ever produced from the factory with telescopic fork sets installed.

Right from the start, James's marketing touted the side panels as the key feature of the Commodore weather protection scheme, but this seems absurd since the panels are only enclosing the engine, which doesn't need any weather protection, and the engine shields offer no protection whatsoever for the rider!

The full width leg shields mounted on the crash bars presented a stout frontal profile, and offered some degree of adverse weather protection for the rider, as did addition of side valances to the rear mudguard to reduce side spray—but these are basic components, which could simply be fitted as accessories to a Comet.

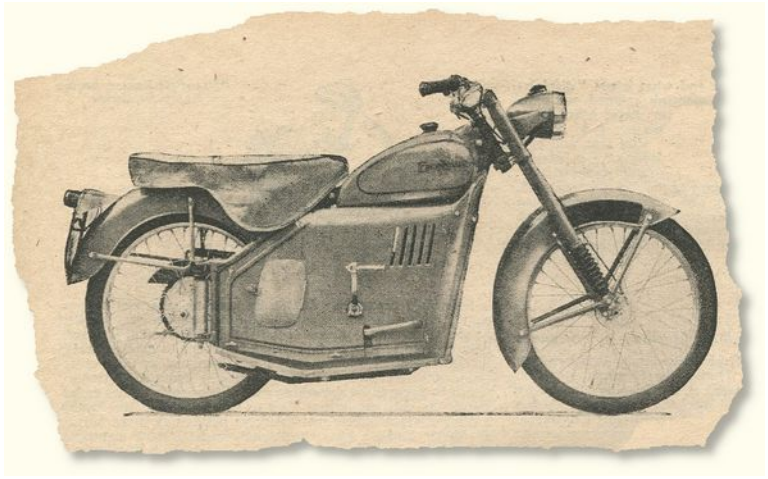
It seemed that there was fairly limited customer interest in the Commodore model, which was only listed for three years.

●●○○●

Moving on a couple of years finds a shrinking number of manufacturers presenting new 99cc motor cycles at the November 1956 Earls Court motor cycle show, with the latest 6F, two-speed foot-change motor that had been announced by Villiers earlier in the year.

Excelsior had managed to jump ahead of the game by introducing F4 and F4S Consorts fitted with 6F engines during 1956; these were joined by a third version on Excelsior's Stand 42 at Earls Court, where it presented its new SB1 Skutabyk (Excelsior never could spell properly) for the coming 1957 season.

The run up to the 1956 Earls Court Show was a time when increasing numbers of imported mopeds were reaching the UK market, and demand for autocycles had crashed, so the 1957 season was the point that Excelsior had decided to withdraw its two outdated S1 & G2 Autobyks following a ten-year run. Since Excelsior never produced or factored any mopeds, only 99cc two-speed motor cycle models now remained within its smallest capacity. The Skutabyk was based on the F4S Consort plunger sprung frame, though having telescopic forks in place of the Consort's tubular girder forks. The 2.50×19 wheels were covered by deep-sided mudguards, and the frame was equipped with engine panels, leg shields, a dual seat, and extended footboards instead of rear footrests—so the Skutabyk seemed like a return to the earlier 'weather protection' theme!



Early publicity picture of the Skutabyk

Excelsior didn't seem to have learned much from the James Commodore's failure of five years earlier, and seemingly thought it could do better with the same concept of weather protection.

Less idea.... more, Oh dear!

Skutabyk seemed to revisit the concept, with maybe the ugliest great side panels, leg shields and hideous footboard assemblies topped with rubber mats, ever fitted to a light motor cycle. Presumably there were some folks who thought this was stylish in its day, since some sales were already being completed and bikes delivered before the end of November 1956!

Excelsior seems to have published early adverts with pictures of prototype models, which can be identified with 'padded ears' as extensions under the front of the seat and were described as 'pillion kneegrips', and also illustrated a small diameter black exhaust tailpipe emerging from underneath the right-hand footboards. Neither of these features seems to have appeared on actual production models, with the dual-seat having a conventional flat base, and a standard Consort exhaust system mounted on the left-hand side with a chrome silencer emerging from underneath the left-hand footboards.

Listed optional extras were a speedometer set for £4, and a windscreen for £3–5s–6d, but neither of these features were likely to make the bike any more visually desirable. The sales price for a 1957 Skutabyk was posted at £94–17s–3d, and its weight given as 160lbs (11½ stone).

Press reviews reported 'combines the modern trend of enclosure with the best features of scooter design', and further described as having 'all-weather character'. We think they were being generous, but to be fair, Excelsior didn't seem to be presenting the Skutabyk on weather protection, their chosen advertising theme was 'appearance' and 'clean lines'.

This is a rare opportunity to check around features of the bike since this is also the first time we've ever seen a Skutabyk. The headlamp looks to be a VEC with a Lucas switch, while welded lever brackets on the handlebars greatly help to tidy up the handlebars with only the beam–dip–horn switch mounted on them. The telescopic front forks look particularly stout for a small capacity machine, and feature sturdy cast steel yokes for a very industrial appearance with little concern for style.

The fuel tank looks like conventional Consort, below which are the mighty side panels that extend from below the front of the tank to just in front of the rear plunger units, and down to the bottom of the frame tubes. The leg shields are bolted to the front of the side panels, and the footboards are bolted to the bottom of the side panels; all of which are firmly bolted to both sides of the frame.

The only access to the engine is either from the front between the leg shields (very difficult), or by opening the left-hand latched cover door to operate the flood button and choke on the Villiers S12 carburettor. It's unclear how you achieve practical access to the spark plug, or the petrol tap, which is still underneath the back of the fuel tank and within the depths of the side panels.

The only way is to reach inside the access port and grope around to figure out what type of tap it is … feels like a Ewarts tap, but you also need to feel which way round the plunger is … it's facing back to us, so we have to push the plunger away to open the tap. We wonder who thought this was a good idea?

The footbrake lever sits outside the left-hand panel, with the rod to the rear hub operating though the inside of the panel.

The latched cover door in the right-hand panel gives access to a shallow toolbox that is built into the back of the panel, so no way inside by this route. A kickstart and gear lever poke out through the right-hand panel from the engine inside.

There are five vertical louvres pressed into the upper fronts of both panel sides, though these look more ornamental than providing essential ventilation to the engine.

So what might be involved when you need to take off the side panels? Apparently 'the engine panels, fixed in position by wing-nuts, are readily removable', but 70 years later these are long gone, and it only has bolts now, so you might need to carry a suitable spanner in the toolbox.

The dual saddle on our bike has the flat base, where just a few years earlier the 'side ears' were a brief Excelsior feature on several of their models in the early 1950s, but the style now seemed to be past its moment as these 'padded kneegrips' were deleted from the Skutabyk before it even reached production.

The number plate & rear lamp bracket is heavily 'faired' with triangular braces spot-welded into place to make it particularly structural, in comparison to typical mounts.

Skutabyk is solidly built like a tank, though it looks a bit like a tank too.

The rear lamp lens doesn't seem like anything that we've seen before, and the lens moulding is marked 'A Walker Product' … interesting, we wonder what that is?

Going from previous experiences with Excelsior centre stands, we've come prepared with a tape to check how horrible it is to handle. With the rear wheel already measuring 1" clear of the ground, we have to lift the bike up a further 4", and travel forward 16" just to get the bike off the stand. This takes a lot of physical effort lifting an 11½-stone bike, and requires the same effort every time you want to put it on and off the stand. It's very secure when the bike is on the stand, but requires way too much physical effort. You can really get to hate this stand, so much so that leaning it against fences and walls becomes so much easier!

It's probably getting towards the time to see if it rides as well (or badly) as it looks, and just a couple of jabs on the kickstart gets the engine started, and it seems to run OK! We run the motor to warm for a few minutes, then clutch in and foot-change up for first, which shifts lightly and engages easily. A little throttle, feed in the clutch, and the engine pulls eagerly and strongly. Leaving the industrial site and turning into the road, clutch in and click through neutral and down into second. Again the foot-change is light and locates the gear right away.

The selector on the 6F engine doesn't return the gear lever to the centre position, so it stays in the up position where you left it when you engaged first. That's how it works, it's meant to do that, and the gear lever also stays down when you switch into second. The gear lever only stays in middle position when neutral is selected.

Once in second, the motor torque seems enough to lumber the bike up to speed once it's rolling, so through a slow bendy section there's no need to change back down. Opening the throttle as we emerge onto the straight, tuck down to help the speed build up quicker, and again we manage to clock 36mph on the handlebar mounted Sat-Tracker with the speed still slowly building up before we start running out of road and have to shut down.

The footplates allow you to settle your foot position more easily to locate the gear lever & brake pedal than on the 6F Consort, which usually requires your foot raising off the rest to find the lever, as it's generally out of reach from the foot peg.

There was some small vibration from the leg shields, but way less than expected considering all the panels.

The Skutabyk is built with all the elegance of a pre-dreadnought battleship, but you don't notice this when you're riding the bike. It goes fine, handles and stops quite capably, though we couldn't comment on the lights since none of the electrics seemed to work.

Frontal areas of the Commodore and Skutabyk [Photos: D Watson]

Looking over our Skutabyk has been like reading a review of a 1950s' 'B'-horror movie, which has generally not been good, but it's not all bad, and the bike certainly has a unique character.

It's easy to see where the worst weaknesses are in the machine, and they're mostly related to the side panels. The footplates with the rubber mats are a sure trap for water and corrosion and, if the bike goes over, then these sheet metal fabrications appear vulnerable to getting bent up, which looks suspiciously how the left-hand footplate of our bike may have suffered.

Access to the petrol tap is a right pain, and it looks like a major job to access the engine, which seems way more difficult than scooters, where the side panels are usually more easily removed by a simple latch lever.

So why did Excelsior fit the Skutabyk with seemingly pointless side panels?

They didn't seem to claim they were part of any weather protection scheme, so maybe the conclusion could be that they wanted to pretend that their motor cycle was a scooter?

Scooters had already established an important market share to the cost of light motor cycle sales, so maybe the misspelt Skutabyk name was a clue?

By May 1959 Excelsior had announced two actual new Monarch scooter models of their own, as the KS and EL. These were based on the bodyshell of the DKR scooter fitted with Excelsior's own 150cc engine that was fitted into its Courier motor cycle models from 1953.

In 1958 the Skutabyk had been listed for £106–13s–8d, though with zero national inflation in 1959, was reduced to £103–10s–11d, presumably to encourage the clearance of stock, since the model was de-listed for 1960. The Skutabyk seemed to employ its own SK-prefixed frame numbers, with serialisation records suggesting some 1,900 bikes may have been built over the three-year period it was sold.

●○○○●

Next—due to an ongoing shortage of machines for road test, we currently have no solid plans for any articles for the next edition ... but this doesn't mean that we don't have a back-up idea.

Since we started IceniCAM with the Dunkley Popular article in March 2007, time has significantly moved on for 1980s' machines that were only 20-ish years old at the time. Now the surviving and somewhat reduced examples from this period are into 40+ years old, and recognised as historic vehicles by the UK registration authorities.

Eighties' bikes have subsequently developed a high level of interest, become increasingly sought after, and are now priced accordingly, so maybe it's time we took a break to catch up with the times?

We have leads on some interesting sports-50s from the 80s, and while the UK market 50s would ordinarily have been restricted to tedious 30mph versions, some imported foreign market and subsequently de-restricted models—well, maybe not so dull....

May these give some indication how they might have been expected to perform in the wild?

How might we even present such articles on several bikes? Maybe just one big feature?

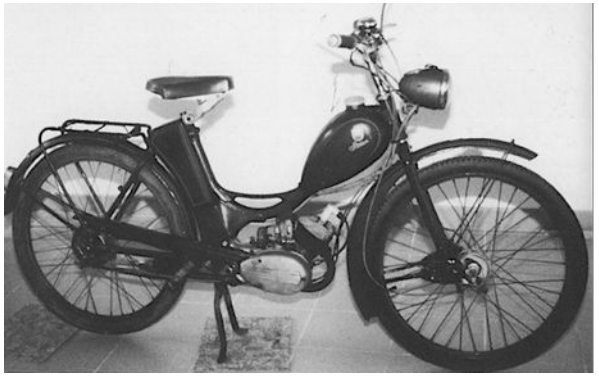
One that got away

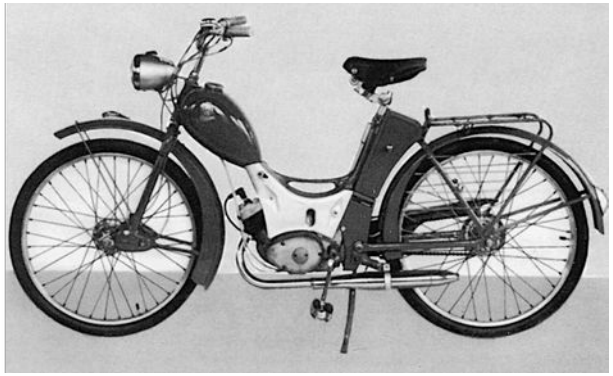
by Mark Daniels

Sponsored Peter Smart, New Zealand..

At the end of 1948, the former Simson Suhl factory received an instruction from the Soviet Military Administration (SMAD), that it was to start building a motor cycle with a 250cc four-stroke engine—because directives were how communism ran business after World War II. Production of the machine, called the AWO 425, began early in 1950 and it very much resembled the BMW R25. The manufacture of bicycles, prams, and sporting guns was also re-started but motor cycles were the mainstay of production.

1955 was the year that the Simson name was returned to a vehicle since it had disappeared in 1936 under the Nazis; after over 100 years of existence the Simson brand produced its first two-stroke SR1 moped. At the same time, the AWO 425 became the Simson 425.





Original (left) and revised (right) versions of the SR1

The SR1 was a long-stroke design of 38mm bore × 42mm stroke for 47.6cc, with 6:1 compression and rated at 1.5bhp@3,500rpm. It featured simple leading-link suspension in the spindly front fork, with a skinny pivoting rear frame acting on a rubber compression bush behind the saddle tube, and basic mudguards. The general appearance of the SR1 was quite similar to western mopeds of the time.

The manufacturer of these first Simson East German mopeds was actually VEB Rheinmetall-Büromaschinenwerk of Sömmerda in Thuringia. The engines are even identified by the Rheinmetall logo cast on the mag cover and BWS Sömmerda cast onto the gearbox part of the crankcase. Before World War II, this factory had belonged to the Rheinmetall–Borsig conglomerate of Düsseldorf, Berlin, & Sömmerda, which in addition to office machines, also produced various armaments in the final years before World War II. From 1937 onward, Rheinmetall became the second largest German armaments company.

In 1938, the company moved its headquarters from Düsseldorf to Berlin but, by the end of the war, most of the Rheinmetall–Borsig plants had been destroyed. With the occupation of Germany, the plants in Düsseldorf, West Berlin and Unterlüß came in the area controlled of the Western Allies, while other Rheinmetall properties were in the territories occupied by the Soviet Army. So it ended up with there being two separate Rheinmetall companies, one on each side of the 'Iron Curtain'.

Simson SR2

A slightly revised 1956 SR1 featured additional (though minimalist) front and rear mudguard valances, and pressed aluminium carburettor & frame covers.

The SR1 was superseded by the SR2 in 1957, now with extensive front & rear mudguard valances, a new rear carrier, sprung rear 'monoshock' frame, improved springing in the front fork, pressed aluminium fork suspension covers, and a cast aluminium stand replacing the former tubular fabricated stand. Engine technical data for the SR2 indicated a compression ratio increase to 7:1, but modestly reflected no increase in the 1.5bhp power rating at 3,500rpm, and a top speed given as 45km/h (28mph).

With the ramp-up of moped production, bicycle production was discontinued in 1957.

The SR2 changes resulted in a significantly improved moped, and it was followed by the SR2E, which went into series production in 1960 and generally replaced the SR2.

The SR2E was a development of the SR2, created in response to pressure from importers for performance and chassis improvements. The 'E' in the model title stood for *Exportvariente* (export model), and thanks to the intensive efforts of the Suhl factory management, the moped's further developments were accepted by the East German leadership in Berlin, allowing it to be sold in the GDR home market as well. The development of the SR2 to make the SR2E wasn't particularly extensive, being primarily improvements to the suspension. A new short swing-arm with a central coil spring was installed as rear suspension, while coil springs at the front wheel now increased suspension travel from 45mm to 60mm. The front swing-arm now ran around the outside of the mudguard.

Our SR2E's frame serial plate indicates a 1960 dating and weight of 145kg. The engine number shows 727285 so it looks to us like this motor is still in first iteration rated at 1.5bhp, probably with a 7:1 compression ratio. Conflicting engine technical data for the SR2E indicated a further compression increase to 7.5:1 ratio, increasing power to 1.8bhp re-rated at 4,000rpm, but only effective from engine number 850000, so this data looks as if it relates to a later change.

The engine arrangement is unusual, with all the shafts (crankshaft, clutch shaft, gear shaft and pedal shaft) being laid out in a horizontal line, so the crankcase appears somewhat longer than more typical compact moped motors. It's also different in that the gearbox and clutch operation is located in a compartment underneath the engine, so the control cables enter at the bottom front of the motor.

It has an alloy cylinder head and a cast iron cylinder with seven fins on the block; this is only 50mm deep, so the 42mm long-stroke crank withdraws the piston almost completely into the case at bottom dead centre. Consequently, an extended cylinder liner projects deep into the motor, which is matched up to the barrel with a further five fins continuing down the aluminium crankcase. The carburettor bolts onto and feeds directly into the back of the crankcase where the inlet still operates by conventional piston porting. It's certainly an original and interesting moped engine by Rheinmetall.

The 90mm Remak cast alloy hubs with chrome plated spokes look pretty good quality for 1960. The steel rims are painted in the same beige colour as the frame, with matching orange coach-lining, and tyres are sized 2.25×19.

The aluminium fork covers are complemented by a large aluminium chain guard shielding the main drive chain on the right-hand side, which is somewhat unusual (main drives are more commonly on the left), and the brake plate with back-pedal rod linkage is also on the right.

Throttle & gear-change castings and brake levers look similar to period West German Magura controls, but are obviously not Magura since they are unbranded. The rear lamp unit in a pressed aluminium shell is also similar to period West German products, but unbranded, and again just a little different.

Further looking at what would be proprietary components on a typical western moped, the 13mm carburettor is marked 'BVF' on the float bowl, there's an 'MW' logo on the speedometer, unrecognisable symbols and mysterious squiggles on the headlamp and tail-light lenses, and 'W' & 'Made in Germany' (though in English) cast on the fuel tap body! All these logos and symbols probably meant something to some people in East Germany some 70 years ago, but now? What do these hieroglyphs tell us today?

The fuel tap switches off–on–reserve. There's a flood button on the right-hand side of the float chamber and a strangler on the air intake—switch up for strangle and down for clean air —though the strangler setting seems to have little effect in either position. The flood button sometimes seems to help to get it firing by the pedals when spinning the engine over in neutral, though at other times it just seems easier to push it down the drive in gear, from which it more readily seems to respond. Once fired up, the engine runs quite happily almost immediately, as if to say 'what's the problem'? The motor pulls easily away in first as the clutch is released, and while gear selection seems to locate first easily enough, switching up to second requires a bit of annoying 'feeling around' to find the engagement position. It seems there should be a positive stop on the up-shift to aid easier gear location, perhaps something wants improvising to block the over-shift, it could make life so much easier. Finally fumbling into second finds you can easily crawl along at practically tickover, then just open the throttle and the motor torque pulls confidently up and away without any need to pedal assist. The motor cruises comfortably around a paced 25mph, though can also easily run along at town traffic pace, however the revving noise and vibration does become somewhat distracting on the 33mph sat-nav paced light downhill run.

On returning to base, it seems somewhat noisier than when we set out—the exhaust gland nut had come loose!

The Rheinmetall engine feels impressively strong considering its age and seemingly low 1.5bhp power rating, and certainly felt under-geared. It should easily pull a higher final drive ratio, for a higher cruising speed, which would probably reduce vibration.

While the speedo doesn't appear to work in the normal sense, the needle does bounce occasionally, promising some forlorn hope that it might just spring into life again anytime…

Considering that SR2 was apparently rated at 45km/h (28mph), we thought our SR2E gave a pretty good performance account of itself for an obviously well-used, 66-year-old machine … that was impressive! The later higher power rated versions must be really good for their time.

The brakes seemed incidental, since both worked adequately enough. The rod-operated back-pedal rear brake could be applied with as much pressure as needed to achieve the required stopping result; even stand on the back pedal if you want!

The suspension proved better than expected with a fair ability to soak up a degree of rough road conditions.

The lights worked, though somewhat dimly. Both the horn and ignition cut-out failed to function, so when we get back to base with the engine ticking over like a wristwatch, the only way to stop it is to turn off the fuel and wait, or stall the motor in gear.

December 1960 introduced a new round speedometer in a new headlamp shell.

As the Cold War boiled toward its climax, more and more refugees fled from the GDR to the west. Accordingly, the 'Zonal Border' was sealed off, and on 13 August 1961 the GDR government ended free access to West Berlin. The communist authorities built a wall through the city, and along the borders, with the Federal Republic becoming a deadly no-man's-land of mines and barbed wire, guarded by machine gun nests in watchtowers.

During the next 28 years many people would lose their lives attempting to cross it.

The Suhl factory had produced some 209,000 four-stroke motor cycles from 1949 until they were discontinued at the end of 1961, as directed by a new decision from the authorities to have motor cycle production in the GDR exclusively carried out by MZ from 1962 onwards.

Only the production of mopeds, mokicks, and *kleinstroller* (scooterettes) would now remain with Simson. This division of market segments would remain in place until the end of the GDR.

On 13 September 1962, the one-millionth small motor cycle was recorded leaving the Simson production lines.

More revisions were made to the SR2E moped in 1962, but did not affect the model designation. The front swing-arm was redesigned again, and the suspension travel further increased to 72mm. The front fork was now welded and more robust. The saddle suspension was also improved. From engine number 850000, engine power was increased to 1.8bhp by raising the compression ratio to 7.5:1 and modification to the port timing in the cylinder, which primarily improved acceleration. Other improvements included the kickstand, luggage rack, and other features. A little later, more minor changes were made, including reinforced wheel axles, a new speedometer drive, and a modified tail-light with a significantly larger lens.

As four-stroke motor cycle manufacturing ended in 1962, the Simson factory shifted further towards mopeds, light two-stroke motor cycle and small scooter production, at which point more aspects of moped production were moved to the Suhl plant.

The moped engines, however, continued to be manufactured in Sömmerda and delivered to Suhl, so the 'Rheinmetall' logo remained on the engine casings for quite a time during the GDR era. Following a legal dispute with the West German Rheinmetall conglomerate, the factory was renamed 'Supermetall', then 'Soemtron', and became the main plant of the newly founded 'Robotron' combine; a 'Soemtron' logo replaced the 'Rheinmetall' logo on the engine mag cover casting.

In 1963, adoption of the cylinder head from the KR50 resulted in an increase in compression to 8.5:1, and a power boost to 2.0bhp. However, this was only retrospectively acknowledged by the Simson factory, so the official SR2E specifications remained at 1.8bhp.

While the SR2E was a solid and robustly designed moped, customer popularity was drifting towards more motor-cycle-like, two-seater mopeds with footrests, three- & four-speed foot-operated gearboxes, and increased engine power. To address this trend, Simson introduced a new model range in 1964.

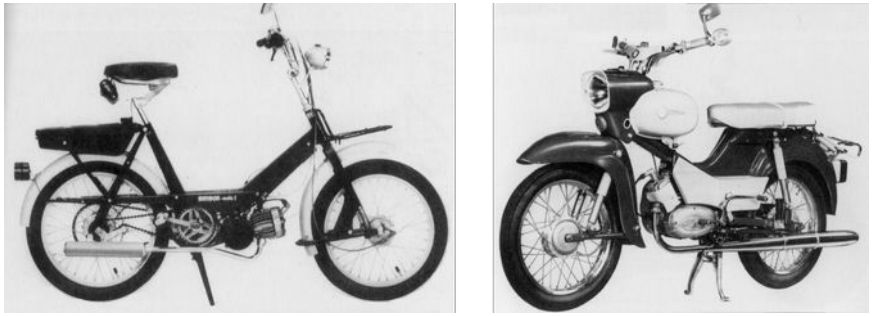
The original Rheinmetall 38mm × 42mm, long-stroke, 47.6cc engine design was revised for the new models to slightly over-square dimensions of 40mm bore × 39.5mm stroke, now 49.6cc displacement, and launched the SR 4-1P Spatz moped, SR 4-1K Spatz mokick and SR 4-2 Star 50cc mokick motor cycles, with the SR 4-1P Spatz being considered the direct successor to the SR2E

After 1964, replacement frames for the SR2 were still produced, the type plates of which may indicate a correspondingly later year of manufacture.

By the late 1960s, MZ motor cycles were making inroads into the British market, gradually increasing their share due to the hard work of Sheffield-based MZ concessionaire Wilf Green. In the early 1970s the ES and ETS models were replaced by the TS range, and thanks to a multitude of complimentary motor cycle press reviews and expanding dealer networks with competitive pricing, sales really started to take off.

Simson models were only first listed in the UK from January 1972 as the SL1-S, a single-speed rigid frame moped, and SR4-2/1 Star.

After several weeks of civil unrest, the East German government announced on 9 November 1989, that all GDR citizens could now visit the Federal Republic of Germany and West Berlin.



SL1-S and SR4-2/1 Star

A few metres from the Berlin Wall, the Brandenburg Gate section reopened on 22 December 1989, while crowds of East Germans crossed and climbed onto the wall, joined by West Germans from the other side, and souvenir hunters chipped away parts of the masonry over the following few weeks. Full demolition of the wall began on 13 June 1990 and concluded in 1994. The fall of the Berlin Wall paved the way for German reunification, which formally took place on 3 October 1990.

During the Berlin Wall period, 100,000+ people attempted to flee from East Germany, with over 5,000 succeeding in escaping over the Wall, and an estimated death toll of those killed by East German authorities ranging from 136 to more than 200, in and around Berlin alone.

Next: Something will turn up.

Automatically Better

by Mark Daniels

Sponsored Les Gobbett, Lough, Lincolnshire EACC.

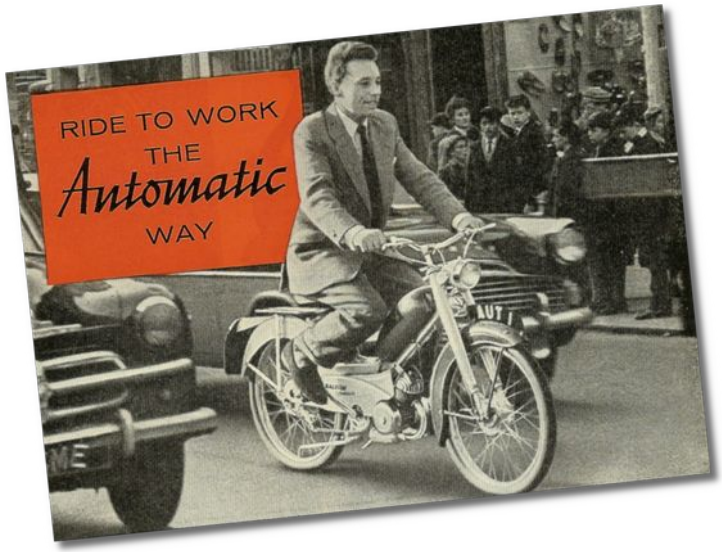
The first Raleigh moped models had been primitive direct drive (RM1), or manual clutch, single speed (RM1c & RM2c) and, while being cost competitive, they generally hadn't been so well received.

On 19 April 1960, the giant Tube Investments Group agreed terms for the takeover of Raleigh Cycles, and Raleigh was subsequently appointed to head up the group re-organisation of all TI companies and products within the British Cycle Corporation, including Norman, Phillips, Hercules, and Sun.

In October 1960, Raleigh de-listed its Sturmey–Archer powered RM2c moped and announced the start-up of a completely new range of mopeds to be made under licence from the French Motobécane Company. The RM3 prototype never completed development, and would certainly have been stone dead on the day the Motobécane contract was signed on 5 October 1960, though this project model was most probably struck off before that point.

Following the merger, the Raleigh Motorised Division at Nottingham would have access to BCC company products for modelling purposes, and how quickly this started taking effect is starkly illustrated by how readily the petrol tank from the Norman Lido was adopted onto the new Raleigh RM4 prototype!

New RM4 Automatic and RM5 Supermatic models were announced in November 1960 with production scheduled to start in February 1961, and these new models would be automatically better! Both were finished in the new corporate colours of Charcoal and Pearl Grey, and fitted with 1.4bhp and 2.7bhp engines respectively. The RM4 was a single-speed machine with automatic clutch and shrouded telescopic front forks, initially costing £59–17s–0d. The RM5 was priced at £87–3s–0d, fitted with a dual-seat, variator transmission, with front suspension by a leading-link fork, and was the only UK-sold Raleigh-branded moped to be fitted with rear suspension.



While the new RM4 & RM5 models were officially slated for introduction in February 1961, the Nottingham factory demonstrators however, 417 LTO (RM4), 724 LTO (RM4), and 730 LTO (RM5) were only registered in April or May 1961, so the programme was running late, and actual deliveries to the trade also seem to have been further delayed since the earliest RM4 registration we've recorded was 12 May 1961. The RM5 appears to have fared even worse at getting into production, since the oldest public registered RM5 on our records is dated 21 August 1961.

Though Motobécane components comprised the main elements of the RM4 Automatic, there were a number of cycle fittings that distinguished the machine from the French company's own comparative models. Most distinctive was the Lido petrol tank adopted from Norman, which so suitably mounted on the forward frame tube that anyone could have been forgiven for thinking this may have been designed for the machine, but not so! The RM4 fuel tank was descended from the Achilles company in Germany, when it introduced it

on its original Sachs-powered Lido moped in October 1956. The tank was inherited by Norman Cycles of Ashford in Kent when they bought the tooling and licence rights of the Achilles company from the receivers in Germany, to continue building the previously licensed Nippy and Lido models in the UK. Raleigh further fitted out the tank with its third type of neck and cap combination, now equipped with the same 'push-fit' type cap MTL101 that they'd fitted to the RM1 & RM2 tanks (presumably to use up remaining stocks).

The saddle stem tube of Motobécane's frame is wrapped-in by Raleigh's own pressed steel fairing (which Raleigh rather vaguely called a 'carrier assembly'), pressed steel toolboxes on both sides, and topped by a sturdy press formed rack. The RM4 wheels were laced at Nottingham with Dunlop Endrick pattern 19" rims built onto 90mm Atom front hub and 100mm rear, being good quality full-width alloy brake hubs, and the same combination that was later fitted to the faster RM11 & RM12 sports models. The side panels were also unique to the RM4, as you don't find this style of panels on any Motobécane models.

A Lucas L590 rear light unit was mounted atop the Raleigh pattern rear number plate, but up front a French Luxor 109 headlamp was fitted to accommodate a Huret triangular accessory speedometer set priced at £2–0s–6d, which was included among leg shields, windscreen and pannier bags as optional extras. The handlebars were secured by U-clamps through the fork top yoke, and handlebar furniture comprised Motobécane lever mounts and cursor throttle control. Probably the best feature of the RM4 was the mattress sprung 'Super Comfort' saddle, which really was super comfortable compared to practically all other period moped single saddles. It may look a bit large and disproportionate for a moped, but appreciably smooths out the ride of the rigid tail, and is probably about the most comfortable period moped seat you're likely to find.

An early modification to reduce production costs, introduced prior to September 1961, was a replacement of the Mobylette aluminium lever brackets and sliding cursor throttle with the Amal twist-grip, and a reversion to chromed steel, cycle-type levers and brackets as previously used on RM1 & RM2 models.

Also changed were the handlebars which now fitted into the forks by means of a stem and expander bolt.

Norman and Phillips branded versions of the RM4 (now priced at £60–16s–11d) were introduced at the Raleigh Dealer Convention held at Nottingham University on 19 to 21 September. These were the NM1 Norman Nippy Mark 5 finished in Ice Blue and Charcoal Grey, with shrouded fork legs the same as the RM4, and pitched as the middle priced model at £60–0s–0d. The PM1 Phillips Panda Mark 3 was painted in Royal Carmine Red, with no shrouds on the front forks, a primitive Lycett tension sprung saddle, and was slightly cheaper again at £59–0s–0d.

The Nippy Mk5 also mounted the 'Super-comfort' saddle as standard equipment; the Raleigh seat having white sides and a contrasting red top, while the Norman cover sports grey sides with a special 'Ice Blue' top to match its own paintwork. The Norman and Phillips both had the old Lucas headlamp from the RM1 & RM2, with no facility to mount a speedometer in the shell, though you could still fit a clamp-mounted Huret accessory kit on the handlebar.

Between March & April 1962 the price of the RM4 increased from £60–16s–11d to £62–17s–1d to now include the speedometer set within standard equipment for the Raleigh. There was no change in the price of the Norman Nippy Mark 5 at £60–0s–0d or the Phillips Panda Mark 3 at £59–0s–0d since speedometer sets remained as extras for these versions. Around June or July 1962, the crankshaft journal thread sizes were increased from 10mm to 11mm for both the RM4 and RM5, also NM1 & NM2 and PM1 & PM2 models. This change was applied to all subsequent models.

At some point Raleigh seemed to run out of stock of the MTL101 'push-fit' fuel cap, and reverted to the Ceandess cap as previously fitted by Norman, but we've been unable to identify any date that this effectively happened.

On 1 April 1963, from frame number 4R18102, the RM4 engine was uprated to 1.7bhp with a new 7.5:1 compression cylinder head, 'split-fin' barrel with larger exhaust port, and the

crankshaft & con-rod assembly was standardised to the same as the RM5. The engines of the Nippy Mark 5 and Panda Mark 3 were also uprated at this time from frame numbers 1N3667 and 1P4679 respectively.

The new RM6 Runabout model was introduced from May 1963, priced at £46–14s–6d, and instantly became Raleigh's top selling model..

●●○○●

Our featured RM4 was registered on 25 October1963, so is over 1,500 frame serials into the improved specification, and in the final specification of the model. This is a finely restored example, faithfully restored to original condition, and probably even a little better finished than Raleigh would have first built it.

RM4 is both a practical and good looking machine, as the valanced mudguards effectively contain side spray in wet weather, while also elegantly blending with the side panels at the rear assembly. The small toolboxes on both sides of the frame fairing are fixed in place by chromed thumbscrews, useful and tidy.

Starting on the stand, turn on the fuel tap, thumb the choke trigger and turn the twist-grip forward to decompress. Push down on a pedal, twist back the throttle once the engine spins, and it starts easily first time! Release the choke trigger, blip on the throttle and the motor sits ticking over, happy as Larry, quiet, mellow, and sounds very nice! Well, that's a good start, so try the lights, yes—front and rear, try the horn, and even the original Miller horn works as it should.

All in order, so nudge off the stand and mount up, though we're riding without gloves to feel any vibration. Initial pull-off is soft and gentle, so best aided by a light pedal assistance until the motor starts taking over toward mid range. The steady build up of speed is smooth and drama free, excepting for some vibrations which start creeping in toward 30 on the 60mph Huret speedo, though it seems to go through them as the 30 marker is passed. On flat, the needle tops out at an indicated 33, but this area is all flat with no sections to try a downhill run, so we couldn't complete that usual element. No matter, way back we tested a 1.7bhp Phillips Panda Mark 3 on a downhill run which we paced at 35, and it seems reasonable to presume this RM4 would be comparable.

The handling, front suspension and brakes are rated above the engine performance, so no issues in these departments.

The RM4 is a simple to operate, smooth, easy, and a comfortable machine to ride, though manufactured as an early 1960s' commuter moped, it's not in any hurry...

●●○○●

Production of both the Norman and Phillips branded versions ceased in September 1963, leaving only the Raleigh range of mopeds to continue. RM4 total production was around 24,000 units plus approximately 9,000 machines divided between Norman and Phillips branding.

Of the three 'family' machines, the £62–17–1d Raleigh RM4 sold well as the top branded and 'best appointed' model. The Norman Nippy Mark 5 at £60–0s–0d, with its two-tone scheme in dark grey & ice blue, also with the Super-Comfort saddle and shrouded fork legs, but with plain Lucas headlamp, was however lost in the middle ground, and sales were rather disappointing.

The Phillips Panda Mark 3 priced at £59–0s–0d also proved fairly popular in its position as economy model, despite its archaic Wrights S.65/3 'tension coil sprung' saddle, bare fork legs, plain Lucas headlamp, and mono-colour finish. The public took well to the sparkling Royal Carmine Red metallic paintwork and lower price tag, so the Phillips Panda Mark 3 actually sold well.

●●○○●

In February 1964, the RM4 was technically replaced by the new RM8 Automatic Mark 2 (then costing £66–19s–0d), finished in the same Charcoal and Pearl Grey.

The RM8 had smaller brakes, inferior weather shielding on the mudguards, inferior frame fittings, and no integral speedometer set since its Lucas headlamp had no capacity to accommodate one—though you could always purchase a handlebar mounted accessory set as an extra, for £2–2s–0d.

The RM4 was easily the better bike, with all its better features, including a fitted speedometer set, but was subsequently de-listed in April 1964 (then costing £66–3s–0d).

●●○○●

Next: Something will turn up.

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

You can contact us by e-mail at 1951superlux@gmail.com (that goes to Andrew), by post at 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH, GB (that goes to Mark), or by 'phone at +44 (0)7798 696433 (Andrew) or +44 (0)1473 716817 (Mark).