

# with \_\\_\_''s growing family

A stimulating range of products from a British manufacturer. Engineered for those who appreciate simplicity, good looks, top quality, and expect continuous carefree mileage. Having many safety features and backed by enthusiastic dealers. You'll have fun on any of these models and you'll find there's one, just made for you.

## **Easy Riders**

plus a heavy duty rear carrier complete

with spring loaded retaining clip.

of colours (see Data panel)

Easy Riders are produced in a variety

Easy Rider mopeds are just what the name implies. But the reason for their success is more than skin deep. It starts with the frame, which was amusingly described by one journalist as 'being part of the Forth Bridge'. In fact, he wasn't so far off the mark because, with this unusual design of spine tube, the Easy Rider has achieved more rigidity and much safer handling than any other comparable moped. You will also see that, by carrying the fuel within the main frame, we have avoided that 'cluttered' or 'tinny' look that is traditional with most other makes. Incidentally, the frame holds just over ¾ gallon, and has a built-in reserve system sufficient for a further 15 miles. Having got this part of the design right, we then concentrated on the safety aspect . . . We fitted wide section tyres and incorporated reflectors into the pedals. We fitted an extra large rear light (the same as on a Norton 850) and we put in a heavy duty 23 watt generator to take care of the electrics. We also devoted a considerable amount of time and attention to comfort. Thus, all Easy-Riders are fitted with swinging arm rear suspension together with a fully adjustable extra deep riding seat - an absolute boon when it comes to that slightly longer journey. The handlebars can be raised or lowered to suit, and you will notice we use high quality ball-ended control levers The Easy Rider is further enhanced by the inclusion, as standard, of a steering lock

utilising a very tough epoxy powder paint finish. Various fittings on the moped are in heavy duty chrome.

Easy Riders are work horses. All weathers; all times of the day or night; in all parts of the country. To cope with these demands we fit a very robust aluminium engine of 50 c.c. which employs a simplified transmission. You have probably noticed that most mopeds have two chains to the back wheel. With our design, we have cut that maintenance problem in half - Easy Riders use a single chain. Simplicity is the name of our game! We offer two types of engine, both of them fully automatic. There is the single speed (ER1) for normal useage, or the two speed (ER2P or ER2) for hilly country. Top speed of both models is the same but the two speed gives slightly better acceleration from rest. With either engine though, there are no additional controls - everything is automatic. To go, you pedal start the engine, open the throttle and away. To stop, you simply apply the brakes. It's about as difficult as riding a bicycle!

The famous

Easy-Rider frame

and, of course, mopeds can be ridden with a Car Driver's licence. Parking is always free and, when other traffic is at a standstill, it's no problem to reach the head of the queue. includes the initial purchase price, depreciation, maintenance,

We should also add that Easy Riders drink fuel at the rate of 140 miles per gallon!

and all running costs. Why not try one today?



outdoors direction! So where does the Ranger fit into this philosophy? The Ranger 'Junior' is a perfectly scaled down rnotorcycle, designed specifically for garden use by children of The low cost per mile of a moped is legendary; working out well six years or more. True, it looks pretty similar to the latest works under 3p per mile on an annual mileage of 5,000. This figure racers but, when it comes to it, there is less than 2 b.h.p. on tap; this propels the bike across the grass at a maximum speed of less than 20 m.p.h.!

In the Ranger we use a kickstart version of the famous Easy-Rider engine, except that it is fitted with an ultra quiet chrome silencer. There are a number of other Ranger components that will interchange with the Easy-Rider so spares are sensibly priced and readily available through over 400 outlets within the NVT Dealer network.

The Ranger is fully automatic - the average six year old will have got the idea in the first ten minutes of adult supervision. There are just three controls, all handlebar mounted; throttle. front brake and rear brake. The Ranger is low and controllable and we have fitted an ignition cut-out button, right by the der's thumb, when he (or she) wants to make an instant stop.

For children, riding a motorcycle in the garden is obviously a eal 'fun' experience, but for NVT it is a deadly serious matter to produce what many will say is simply a high quality toy but what, in reality, is a child's first motorcycling experience. We have therefore put a lot of expertise into this little model — such as the cantilever rear suspension; the one piece seat and tank top unit; and the 2.75" x 14" knobbly tyres that give surefootedness under all conditions. We have even gaitered the forks to keep out the dust, and supplied a kick-down side stand for use when the rider is taking that well earned rest. We have also produced some up to the minute goodies for Flanger riders, but you should refer to the current Price List, as the range of these items is constantly being

Ramblers - something a little different on the street/trail scene. Take another look at the Rambler picture and maybe you will see what we mean. You have probably already noticed the front disc brake but what about the cantilever rear suspension? Or the rubber headlight? And who else supplies a chrome luggage grid within the basic price of the bike?

NVT took a long hard look at the street/trail market before we embarked on our Rambler project. It is a young man's market - these single cylinder dual purpose devices - but the buyers know their machines through and through; all in all they're a pretty discerning bunch. Not all of them ride on the rough but they like to know the bike will do it, if required. They demand looks and performance for town riding plus the specification of a twin cylinder sports machine for that trip into the country. So our brief was to provide all the obvious qualities that the British Companies do best. Things like a frame that, from the very first weld, is designed to handle with a capital 'H'! Lighter too, and more rigid than the opposition. Next came the general geometry. We chose a compact 52.5" wheelbase, dialled in plenty of suspension movement, and arranged everything else to give a riding position that felt right, for everyone - at least, all those in the 5' 4" to 5' 10" mould ! Oh yes, some of our test riding was done with a slip of a girl on the back, so no worries there . .

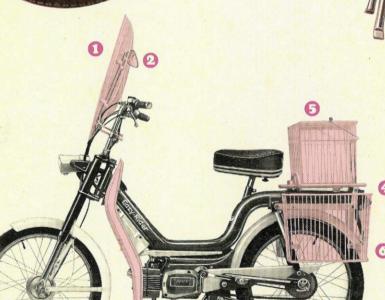
NVT's policy on outside suppliers is to go to the industry leader in each speciality. For the Rambler we therefore chose engines from the world's most successful manufacturer of off-road motorcycles. We simply fit these engines and forget about them, secure in the knowledge that they are the most proven product available The same policy applies to our forks and brakes. Famous makers

both, producing th

well-known components especially for us, to our dimensions. Finally, as you can see, the Rambler is a very appealing marriage of all the best parts one could possibly imagine. A handsome, rugged bike indeed. But don't just take our word for it. Check one out at . your NVT Dealer today

The cantilevered

The 125 Rambler



#### Accessories

A full range of accessories are produced by NVT for your moped. These are available from your dealer.

1. Wind Shield. Handlebar mounted, fully adjustable for height. Complete with chrome plated fittings.

3. Leg Shield. Full length, styled to fit Easy Rider, quickly and

simply. Offers protection from foot to knee. In white durable

vacuum formed A.B.S. plastic. Complete with fittings. 4. Lock. Basket/helmet lock, engages with carrier to lock lid and

basket to machine. Also acts as helmet lock. 5. Basket. White coated wire basket with carrying handle and

lockable lid. Large enough to hold a full face safety helmet. 6. Pannier Frames. Styled to match basket. Sturdily constructed Seat Heights

in white coated wire. Generous carrying capacity yet, when fitted are no wider than maximum width of machine. Sold complete with Colour Choice fixing brackets. 7. Shopping Cases (not shown). White P.V.C. with rigid sides

and 'dayglow' stripes to rear, fitting snugly into Pannier Frames (above). Supplied with carrying handles that fold down flush when not in use.

### **Easy Riders**

Dry Weight

Overall Length

Overall Width

Overall Height

2. Mirror. Rear view mirror fully adjustable. Secures to handlebar. Lubrication Transmission Generator Max. b.h.p.

1.95 2.25" x 17" 102 lbs (46kg) 66.5" (1690mm 28.0" (720mm) 43.0" (109mm) 30"-34"

(760-860mm) Frame & Forks Mudguards etc Blue/White 2. Orange/White

air cooled 2 str

Premix (20:1)

automatic s/speed

49.6cc

2 star

6v-23w

ER2P (Popular) air cooled 2 str 40/39mm 2 star Premix (20:1) automatic 2 speed

1.95 1.95 2.25" x 17" 2.25" x 17" 105 lbs (48kg) 105 lbs (48kg) 66.5" (1690mm 66.5" (1690mm) 28.0" (7.20mm) 28.0" (720mm) 43.0" (1090mm) 43.0" (1090mm) 30"-34"

(760-860mm)

(760-860mm) Frame & Forks Frame & Forks/ Mudguards etc Mudguards etc Red/Wh te 1. Black/ Stainless Steel

ER2 ERJ (Junior) air cooled 2 str air cooled 2 str 49.6cc 49.6cc 40/39mm 40/39mm Premix (20:1) Premix (20:1)

automatic 2 speed

2. Candy Apple/

Stainless Steel

6v-23w

2.75" x 14" 89 lbs (41kg) 61" (1550mm) 28" (720mm) 36" (930mm 24" (620mm)

6v-18w

1.90

The Ranger

Frame & Forks/ Seat & Tank Top Unit

1. Silver/Red Silver/Blue

#### Rambler Ranger "Junior Goodies

Front and rear mud flaps. 2. Control lever covers. Throttle disc

4. Set of racing numbers. Ranger decals. 6. Ranger teeshirts

(illustrated). 7. Heavy duty rear Overall ratios shock absorber (over 6 stone)

> Gear box/rear wheel sprocket Rear chain Electrical Ignition type Battery

Tail/Stop Lamp

## **Engine Type**

Headlamp

Bore & stroke Comp ratio Lubrication Max horsepower

2nd 20.59 1st 30.99 16T/45T ½"x5/16" Flywheel magneto 6v 4 amp-hour 25/25 watt

5/21 watt

Air cooled 2 str Air cooled 2 str torque induction torque induction 171cc 66/50mm 56/50mm 6.8:1 2 star 13.5@ 7000 r.p.m. 15@ 7000 r.p.m.

Helical gear primary drive to 5 plate 5th 10.52 4th 11.94

125/5

5th 10.12 3rd 15.00 4th 13.18 3rd 16.44 2nd 23.29 1st 36.89 15T/49T ½"x5/16"

C.D.I. 6v 4 amp-hour

25/25 watt

5/21 watt

175/6

drive to 6 plate

6th 8.43

clutch

Brakes Front

Helical gear primary

Capacities Fuel tank Oil tank Dimensions Dry weight Overall length

Overall width Overall height Wheel base Seat height Ground clearance Front fork travel Rear wheel travel

**Colour Choice** Tank & S'panels/

hydraulically hydraulically operated 140mm drum 140mm drum conventional pedal conventional pedal

1.2 gallons 1.7 pints

175/6

2.75" x 21"

3.50" x 18"

(both tyres -

**Dunlop Trials** 

260mm disc.

Universal)

208 lbs (94kg) 212 lbs (96kg) 78.7" (2000mm) 78.7" (2000mm) 35" (890mm) 35" (890mm) 45.1" (1145mm) 45.1" (1145mm) 52 5" (1320mm) 52.5" (1320mm) 29.5" (750mm) 29.5" (750mm) 9.5" (240mm) 9.5" (240mm) 5.1" (130mm) 5.1" (130mm) 4.9" (115mm) 4.9" (115mm)

Red & White/ Black/Silver Blue & White/

125/5

2.75" x 21"

(both tyres-

Universal)

260mm disc.

operated

1.2 gallons

1.7 pints

**Dunlop Trials** 

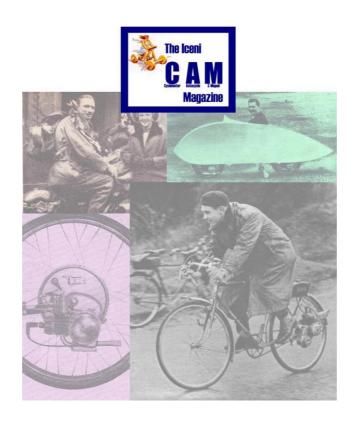
Red & Silver/ Black/Silver Blue & Silver Black/Silver Black/Silver

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made in good faith but are intended to apply generally. machines may occur. Performance on any particular occasion will also be affected by the conditions,



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