

# NVT Easy Rider ERI

When NVT's Easy Rider moped range was first revealed to the public, the most difficult thing to accept was that they came from the same firm which had produced the powerful Norton and Triumph superbikes.

Whatever their past, however, NVT's future is being built on these commuter machines, the most basic model of which is the bread and butter ERI model.

The Easy Rider ERI is a single-speed automatic moped with a step-thru frame and single-seat saddle. Although it was designed in Britain – by

Doug Hele of Triumph racing fame – it is made up of a conglomeration of parts imported from all over Europe.

The most important of these parts is probably the engine which is a single-cylinder, 49cc, two-stroke unit supplied by the Franco Morini company of Northern Italy. The engine produces 2.2bhp at 5500rpm and the twenty to one petrol mixture is fed to the engine via an Italian Dell'Orto carburettor.

Starting the ERI simply involves pedalling the machine and the rise in engine speed actuates the automatic clutch

which allows for smooth but rather leisurely take-offs.

Indeed, the whole concept of the Easy Rider is simplicity. It was designed to be a cheap and reliable machine, simple to maintain and ride. In this respect the ERI is first class. It is easy to ride and the fuel consumption is in the region of 130 miles to the gallon. The bike's frame, which is a tough tubular unit, also serves as a fuel tank and carries three-quarters of a gallon of fuel plus a pint in reserve.

Naturally, with only a single-speed gearbox and a mere 2.2bhp on tap, performance of

the ERI can only be described as modest. Top speed is about 35mph, which in any case is the legal limit for mopeds in Britain, while acceleration is steady if not spectacular.

It is sad that, bearing in mind their heritage, NVT should be reduced to building mopeds to survive. NVT need not be ashamed, however, the Easy Riders are perfectly respectable examples of the type of bike being built for the commuter. Who knows, perhaps, hopefully, they will prove the foundation on which NVT can build a more glorious future.





## NVT Easy Rider ERI



### Engine

Air-cooled, two-stroke, single-cylinder. 40mm bore × 39mm stroke = 49.6cc. Maximum power 2.2bhp at 5500rpm. Light alloy cylinder block and head. Compression ratio 7.5:1. One Dell Orto 14-12SHA carburettor.

### Transmission

Single-speed automatic gearbox. Chain drive to rear wheel.

### Suspension

Front – telescopic fork with springs and dampers. Rear – swinging arm with coil-spring damper units.

### Brakes

Single drums front and rear.

### Wheels and Tyres

17in × 2.25in front, 17in × 2.25in rear.

### Weight

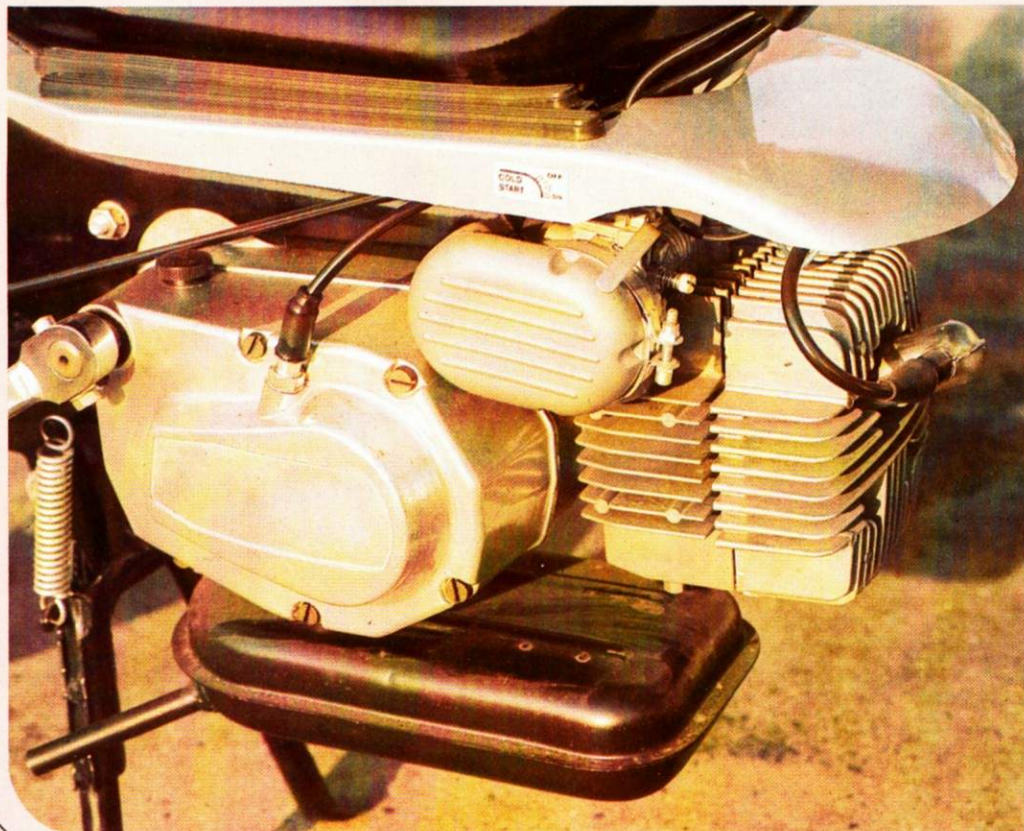
102lb.

### Tank capacity

$\frac{3}{4}$ gals.

### Performance

Maximum speed 35mph. Fuel consumption approximately 130mpg.





# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)