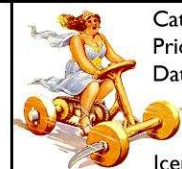


Westover House,  
West Quay Road,  
Poole, Dorset BH15 1JG  
Poole 71191

**APRIL 1978 No. 30**

# Motor cycling

MONTHLY



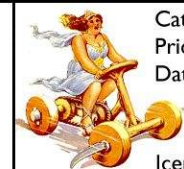
Catalogue number NVT21  
Price code B (1 of 2)  
Date 16 Nov 2007

IceniCAM Information Service

**EASY  
RIDER**







# EASY RIDER

What sits at the bottom of the garden and rots? A likely answer is probably the push-bike belonging to the owner of a new NVT Easy-Rider moped, 'cos once you've got one of these British gems to cart you around, there'll be no going back to the ol'ruff-puff, sweat - on - the - brow routine.

The moped we had on test was the ER1 model and though we were a bit sceptical about riding it at first — doubting all the garb about it being a one-kick-starter and so on — we eventually decided it was one of the most pleasant and efficient mopeds of its kind on the market.

Like all bikes of such breeding

(British *should* rule OK) it is a sturdy, unpretentious, yet attractive looking machine, and so simply designed that it looks rather like a pipe cleaner on wheels. An example of its practical dimensions is the 5 litre (over ¾ gal.) fuel tank, which extends to the back light — serving also as the main stem of the frame.

Starting it was a great delight and surprise, for it really *is* a one kick-starter. Just pull in the start lever, kick down the pedal, and all systems are go. The choke was always needed when starting, though there seemed to be some awkwardness about turning it off, until a mechanic from the NVT dealer in Sanderstead revealed the secret — just a quick full flick of the throttle will close it. A cheeky mechanism that was greatly appreciated.

The 'Easy-Rider' felt very stable when on the go, following any lines you wanted it to, aided by the super-grip chunky tyres. And it was so steady at slow speeds that it was almost possible to do half an mph without putting your feet down. Though the ride was generally comfortable it was marred a great deal by the fear of going over bumps which would easily bottom the

rather inadequate rear suspension — facial expression revealing that the suspension wasn't the only thing being bottomed either!

A handlebar-mounted combination switch provides the fingertip control for horn lights and engine stop; and as well as the hand-operated front and rear drum brake controls the start lever completes the layout on the high-rise type bars. The seat is fully adjustable to cater for tallies or shorties, with nice rests to tuck your feet up on to for a cosier ride. Speedo and milometer are incorporated in the front lamp, so that you can keep tabs on performance — though a good rev will ensure a reasonable acceleration up to its maximum 30mph.

Built for convenience the 'Easy-Rider' is equipped with a spring-loaded arm and rack on the rear as standard. And if you want to go the whole way, really ample-sized wire baskets and panniers are available to cope with the inevitable light luggage. Other accessories obtainable include windshield, mirror, and basket/helmet lock.

Fuel consumption is an almost forgotten aspect, for it

does over 135mpg — a point proved by the winner of the 'Easy-Rider' Mileage Miser Competition' run at the Earls Court Show, who rode flat out for 80 minutes and achieved 137mpg.

The appropriately-named 'Easy-Rider' is available in yellow, orange and blue, and at £179.50 is a good buy. Well, it's got to be good — it's British...

## SPECIFICATION

**Engine:** Air cooled  
49.6cc 2-stroke; bore and stroke: 40/39mm; lubrication, Premix 20:1; fuel, 2 star; generator 6v-23w.  
**Transmission:** Automatic—single speed.

## DIMENSIONS

Overall length: 66.5in (169cm);  
Overall width: 28.2in (72cm);  
Overall height: 43.0in (109cm);  
Seat height: 30.0in (76cm) — 34.0in (86cm);  
Dry weight: 102lb (46kg);  
Tyre size: 2.25 x 17.

Test machine supplied by: NVT Motorcycles Ltd., North Way, Walworth Industrial Estate, Andover, Hants SP10 5BD. Tel: Andover 61411.

