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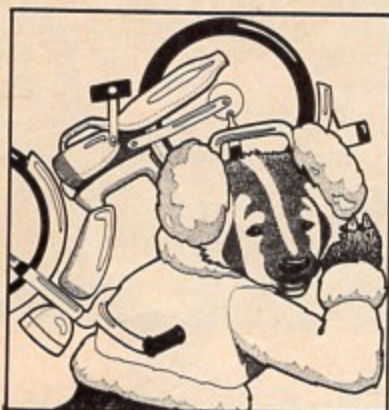
Articles



Page 18



Page 34



Page 58

- 18 **BARGIN' THROUGH ENGLAND** BY MAURICE FISHER
A tour of the Thames by Barge and Moped
- 26 **CAYO HUESO** BY LAURIE PERRERO
Mopeds are Key to Key West
- 34 **RALLY ROUND THE MOPED** BY ELLEN MILLER
A Boston Moped rally for fun and charity
- 38 **MOPEDS ON THREE WHEELS** BY MEREDITH SCHULTZ
Yes, trikes can be Mopeds, too!
- 41 **HELPER MOTORS** BY DAVE SAGARIN
You can put a helper motor on your 10-speed
- 50 **MARINERS, MANSIONS, MOPEDS AND NEWPORT**
BY WILLIAM B. STEVENS, JR.
Mopeds give you a different tour of Newport
- 58 **MOPEDS ON CAMPUS** A report on Moped use on campuses around the country
- 72 **GIVE YOUR BIKE BLINKERS** BY JULES GILDER
Build turn signals for your Moped and turn safely

Monthly Features

- 4 **MOPED MUSINGS**, Issue #2 brings some new features
- 6 **MOPED CLINIC**, Fangio Ferrante answers technical questions
- 8 **MOPED MAINTENANCE**, Zhenya Lane shows you how to de-coke your engine
- 12 **FOREIGN LETTER**, John Parry talks about Mopedding in Europe
- 16 **MOPED MEALS**, Meri McCarthy's food tips and recipes
- 46 **MOPED MISCELLANY**, Another view of Mopedding
- 65 **TEST REPORTS**, Road tests of five bikes
- 74 **NEW PRODUCTS**, Potpourri of the latest items for your Moped

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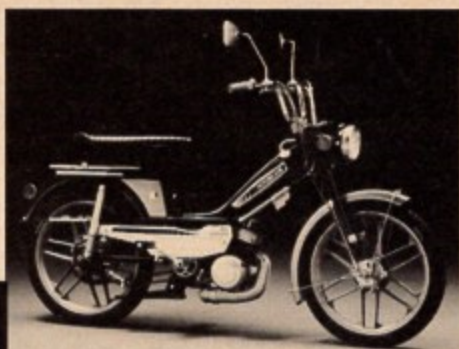
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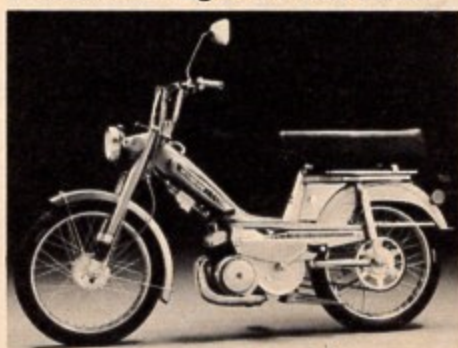
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Moped Musings

Here we are and we're heading for spring. It's still plenty cold in much of the country, but we can anticipate the groundhog and think about warmer weather. New Mopeds are coming on the market and we'll have some further insights into that in our next issue, but for now, feast your thoughts on some great places to go this spring.

Key West, Florida, will warm up before the rest of the country and Laurie Perrero demonstrates that you can take a Moped tour of the town as easily as yawning on a lazy Sunday morning as she guides you through one of the most beautiful and legendary spots in America.

Legendary in another sense is Newport, Rhode Island, home of the Americas Cup race and home to some of the nation's wealthiest families. Newport is clearly a playground for the rich whether by day or night. William Stevens proves that if you know how to play the game, you can Moped around Newport and not even feel out of place.

Mopeds are not just useful touring vehicles in the United States. They were developed for Europe and they're still in use there. Maurice Fisher, editor of Chilton's *Going Places*, *The magazine for active travelers*, takes us on an extremely active, but leisurely barge ride along England's famed Thames River. Mopeds are an integral part of the tour, Maurice tells us, and provide both fun and function.

But great scenic wonders are not the only places you can take a Moped. Students from one end of the country to the other are proving that Mopeds provide versatile and useful transit for the Campus. From LA to Cambridge, Mass., they report on Mopeds riding around the Halls of Ivy.

Also from Beantown comes news from Ellen Miller about a fund raising Mopedathon held for the Benefit of Boston's United Cerebral Palsy Association. Ellen reports that even with the bad weather, a good time was had and valuable lessons learned.

Make your own Moped? Well, not quite, but Dave Sagarin put a helper motor on his 10-speed

and got just the aid he needed in getting up the hills that had winded him. There are several companies who make these motors and installing them is easier than you may think.

Another type of motor vehicle is the motorized trike. Yes, a three-wheeler with power. Meredith Schultz explores the world of these trikes and lets you know what's available and with what features.

Remember your mother's warning, "Both hands on the handlebars"? Pretty hard to do while giving turn signals, isn't it? Jules Gilder has designed an electric turn signal that you can make and put on your bike. The signal gets power from your Moped's magneto system.

Also on the technical side, we inaugurate a new feature with this issue. We've got full Test Reports on five popular Mopeds. Braking, acceleration, handling, all the things you wanted to know—but couldn't find anyone to ask. Zhenya Lane, *Moped Biking's* Technical Maven also goes into detail about the way these bikes feel.

In the "Moped Maintenance" department, Zhenya advises you how to decarbonize your Moped engine. You've got to get the gunk out to keep it running right. And, once more, Fangio Ferrante, our own Fearless Fixer, answers your technical questions about Mopeds and their problems.

We have a new non-technical column as well, John Parry, in his "Letter from Geneva," gives us a report on Mopedding in Europe from where it all began. It seems that many of the same issues that concern Mopedders here, are troubling bikers on the Continent.

Our regular departments are back, too. Meri McCarthy offers some good tips on "Moped Meals" and how to carry them. "Moped Miscellany" gives you a sometimes irreverent look at Mopedders and Mopedding. "New Products" offers a peek at the latest in the worlds of Mopeds and gadgets for them.

Thanks for coming along and we'll see you in May.

Bill Kane

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More Punch for Puch?

I've got a Puch Maxi Newport and use it pretty much exclusively on my ranch. Could you tell me some easy things I can do to boost its top speed without much changing its reliability?

Bob Dacey
Santa Fe, N.M.

You're starting with one of the most carefully engineered Moped power plants. Without thoroughly re-vamping the engine, there's not a whole lot you can do. In any case, any gain you get at the top end will have to be taken from the low end. One thing you can shoot for: Puch recently released a 50 cc single cylinder two-stroke motorcycle, the Monza, that weighs twice as much as the Newport and has a top speed of close to 60 miles per hour. Maybe get hold of the gearbox, sprockets, and cylinder for the Monza—which retails for around \$1400.

Organic or Synthetic Oil

My dealer recommended the use of synthetic oil as a means of cutting down the buildup of carbon deposits. Should I use organic or synthetic oil?

F. Coltrera
Brooklyn

It's hard to say. Synthetic oil requirements are about one half those of petroleum based oil, which means you're burning 50% less oil in your mixture while, presumably, getting adequate lubrication. Two manufacturers insist that the old oil can is the only way to go. One said the factory reported spark plug fouling and another was concerned over the inability of synthetic oil to mix with petroleum. This last point is particularly important for new bikes where the cylinders are coated at the factory with petroleum based oil. For now, it would seem, your best bet is to stick with organic oil.

Front Wheel Drive

I recently read an article in one of our local newspapers in which mention was made of a debate on the Solex Mopeds . . . I wonder if it is possible to find out what the shortcomings of this Moped are.

E. Schocke
Milwaukee

The only reason to single out the Solex might be its front-mounted, friction-roller engine which creates an unbalanced "front end" and wears more rapidly than rear wheel chain-driven Mopeds. Personally, we are more concerned over the lack of front suspension on the Solex, a feature unfortunately shared by other bikes.

Seizing Smily

My Smily seizes up when I turn on the speed. The dealer doesn't seem to know what's happening. Can you help?

E. Beck
Santa Clara, Ca.

The Grycner Demm Smily has peculiar lubrication requirements. During the break-in period they recommend 6.5 capfuls of two-stroke oil be added to each gallon of regular gasoline. After the first couple of hundred miles, you can reduce this to 4 capfuls. The Smily cap is two ounces, which works out to about 5% oil/gas considerably higher than other Mopeds.

If your Smily is new, do not overload the bike and above all do not run your bike at full throttle. The Demm Smily is a rugged machine and can weather these partial seizures without serious piston or cylinder damage. But keep running cool and it will keep running.

If your Smily is past the break-in period, check for carbon buildup, and check out your ignition timing and air/fuel mixture. (The easiest way to do this last is to pull and examine your spark plug—white blisters on the side electrode mean you have to enrich your mixture.)

Of Bores, Strokes and Horses

What does bore and stroke have to do with horsepower?

Albert Gordon
New York City

Nothing. Horsepower is the force you need to lift 550 pounds one foot in one second. What bore and stroke give you is the engine displacement. Bore is the cylinder diameter. Stroke is the distance the piston moves from bottom to top dead center.

The formula for engine displacement is Bore squared times the stroke times 0.7854 times the number of cylinders equals engine displacement.

Take the Kreidler, for example, with a 40 mm bore and a 39.7 mm stroke. $40 \times 40 \times 39.7 \times .7854 \times 1$ equals 49.89 cubic centimeters.

Hit the Brakes and the Engine Dies

I have a Cimatti City Bike which has run perfectly. Recently I developed a problem where every time I apply my brakes the engine dies. What's going on?

David Skau
Novato, Ca.

Your brake light burned out. Just replace it and while you're back there, check to see that the ground wire at your tail light is securely attached.

If you have questions of a technical nature, Fangio Ferrante will try to answer them for you. Since all letters are not of general interest and, therefore, can not be answered in the magazine, please enclose a stamped self-addressed envelope with your question. Send your questions to: **Fangio Ferrante, Clinic, Moped Biding, 370 Lexington Avenue, New York, NY 10017.**

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ZHENYA LANE **Moped Maintenance**

Ah yes, the pleasures of the two-stroke engine. No valves to burn and wobble, no push-rods, valve lifters, keepers or springs. You don't need a timing chain 'cause you don't even need a cam-shaft.

What it comes down to, is a lot of punch from a lightweight engine. "Two stroke" doesn't even begin to describe what's happening inside your Moped engine *maybe 70 times a second*.

For one thing, every time the piston comes up in the cylinder, we're headed for ignition. And when the piston is blasting on its downward power stroke, at least three significant events are taking place:

(1) Burned up gases are flowing out the exhaust port (the square window cut into the upper cylinder wall) AND

(2) the bottom of the descending piston is compressing the fuel mixture (oil, gasoline and air sucked in from the carb on the compression stroke) in the crankcase, AND

(3) pushed up by the de-

scending piston, fresh fuel is streaming into the upper cylinder and combustion chamber through the transfer ports.

Together these three events — dealing with ignition, fuel, and exhaust—can keep you either happily tooling down the street or leave you frustrated and disappointed at the steadily worsening performance of your Moped.

The villain? King Carbon—the same stuff we're all gradually entropy-ing toward, the coal and diamonds and radioactive half-life carbon that crops up in dioxides and monoxides and powdery black crumbs on our pistons and combustion chambers.

In the trade they call it "coke"—which is what you've got when these shake-and-bake carbon particles get cooked into your engine's innards during your 1200 degrees of Fahrenheit stop and go Mopedding.

Here's how you can tell if you're being attacked by the Black Plague of two-strokes. First off, you start

going slower, even at full throttle, until you're barely limping along. Second, you might start making gasping, expiring sounds as you repeatedly stall. Finally, if you look at your odometer and realize it has been 500 miles since your last decoking, do not ask for whom the bell tolls. It's your turn to arrange a D&C for your baby, and make a clean scrape of it.

For the rest of you—who are more into doing than arranging—and even for those of you who want to know what it is you've arranged to be billed for, here's what a decarbonization involves.

The parts are the process

If you go back over that quickie description of what's happening in your Moped's innermost parts while you blithely wheel down the road, you'll get a clearer idea of what needs to be done in a decoke.

Let's start from the piston starting on its power stroke, from the tip of your spark plug straight back to-



With the cylinder head removed, you may notice some carbon deposits building up on the head itself. You'll want to remove the crud with a rag, knife blade or brush.



Once you've adequately removed the build-up, the head should give you a much brighter and smoother surface to look at.

Decarbonization

ward your tail light, at 120 miles per hour. (Never mind, for a minute, that the whole stroke is less than 40 millimeters: the piston goes from a dead stop, accelerates up at 120 MPH, brakes to a full stop, and accelerates back down at 120 MPH.)

That kind of speed leaves very little time for the exhaust gases to wend their way out the cylinder port, into the exhaust pipe, and out into the ocean of ozone around us. In fact, by the time the piston clears the exhaust port, its already pressurizing the crank to push up the air/fuel mixture through the transfer ports into the upper cylinder and combustion chamber.

A portion of these incoming gases push out the burned fuel charge. This is called "scavenging." A portion of these incoming gases follow the burned fuel charge right into the exhaust pipe. These gases are called "waste" and will shortly become burned on coke.

Some of the burned gases (a stew of hydrocarbons, carbon

monoxide, lead peroxides, nitrous oxide, fuel additives, etc.) get trapped in the combustion chamber by the rapidly climbing piston. They can't really burn again, but basking in the 1200 degree heat of the next ignition bakes them on to the combustion chamber and the piston head itself.

That's about it. You're going to find tough black deposits of coke on your piston head, in your combustion chamber, closing up your exhaust port, and in your muffler. In really bad cases, you'll find some on your spark plug electrodes and around the edges of your transfer ports.

Every bike we've seen that had 400 miles on it, had substantial coke deposits that reduced performance while increasing engine compression. That could be because we do our work in New York City where the glut of cabs, buses, and private cars produces a cloud of coke that settles on its residents' heads and shoulders in the normal course of things.

Getting the Coke out

Like envious stares and wind in your face, coke is part of Mopedding. The trick is to get the decarbonization process down to a few simple steps—and do your own work so you know it's done right. Here's a quick recipe for the job:

Needed Tools & Parts

- 1 Medium pocket knife
- 2 Rags, cotton. (Paper towels can be substituted.)
- 1 Sheet of emery paper
- 1 Wirebrush OR grinder attachment for electric drill.
- 1 Medium screwdriver.
- 1 Ratchet with socket for cylinder nuts (13 mm, normal)
- 1 Tube of Lock 'n Seal or Form-a-Gasket

Also helpful, but not necessary: can of WD-40, or other oil mist spray; extra set of piston rings; shop manual; new spark plug; helpful friend and a low table.

Twist the spark plug resistor end



To get the coke *inside* the head, a brush, rat-tail file, pen-knife or grinder attachment for your drill can be used.



The piston head is particularly easy to work on with a knife blade. The coke just scrapes right off and your working on a surface you can control.

If all mopeds look alike ...look again

| Features | Odyssey | Puch | Batavus | Motobecane |
|---|----------------|-------------|----------------|-------------------|
| 1 Water-Cooled Engine | Yes | No | No | No |
| 2 12-month parts & labor Warranty | Yes | No | No | No |
| 3 Lifetime Frame Warranty | Yes | No | No | No |
| 4 Tubular Steel Frame | Yes | No | Yes | No |
| 5 Two-gear Automatic model | Yes | No | No | Yes** |
| 6 Automatic Starter Clutch on two-gear model | Yes | No | No | Yes |
| 7 Integrated Rear Fender/Frame | Yes | No | No | No |
| 8 Separate Gas Tank | Yes | No | Yes | No |
| 9 Gas Tank Capacity (all models) | 1.3 gal | .85 gal | .95 gal* | .80 gal |
| 10 Mileage/tank (@ 140 mpg) | 182 | 119 | 133 | 112 |
| 11 Rear Shocks, all models | Yes | No | Yes | No |
| 12 Stainless Steel Fenders, all models | Yes | No | No | No |
| 13 Rear-view Mirror standard | Yes | No | No | No |
| 14 German Precision Craftsmanship | Yes | No | No | No |

All figures and information from manufacturers literature available May 1, 1977.

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Odyssey

Maintenance

off, and let it hang. Remove the cylinder head bolts in an "X" pattern if four bolts are used. Remove the cylinder head. Gently slide the cylinder off. You might have to do some bumping and gentle prying but go easy on the cooling fins. This done, stuff a rag around the piston skirts, shoving the ends into the engine so nothing falls into the crankcase. Great, you're halfway home. All this should have taken you maybe five to eight minutes.

Next, follow your silencer (exhaust pipe) up to where it attaches to the engine. Unbolt it and ease off the exhaust gasket. Unless it is badly burned you're best off re-using it with a little Loc 'N Seal or Form-a-Gasket as these gaskets are in short supply.

With your pocket knife, scrape the coke off your piston head. Be careful to keep away from the very edge. The piston is aluminum and you DON'T want to carve any notches around the edges. Scrape until you see bright metal.

Unscrew your spark plug, and do the same thing with your combustion chamber, just scrape away until everything is nice and bright. Once you've finished scraping away, to the emery cloth for a smooth clean finish.

We use a rat-tail file on the exhaust port, but your knife, a wire brush, or something similar can be used to break up the chunks of coke obstructing the top window in your cylinder. Again, finish up with emery cloth.

Wash everything down with soap and water. Dry well and coat liberally with oil. (This can be made easier and more thorough by removing the piston pin circlips, knocking out the pin and removing the piston; however, some Mopeds require an extractor or a mechanic skilled in this procedure.)

Exhaust decoking varies based on your model. Some Mopeds have sealed and welded silencers that defy any kind of treatment short of a coat hanger and a hot bath with a propane torch. Some disassemble completely to permit complete renewal.

When reassembling, make sure your gaskets go on the right way. The arrow on top of the piston pin points toward the front of your bike, just in case you removed the piston. Check your manual for torque values on the cylinder head nuts. (If you can't locate these values, be careful, they're lower than you think—in the area of 8-10 foot pounds in most cases, so don't get too physical.)

Taken all together, if this is your first decoking give yourself a half hour and find a comfortable place to work. It's pretty straight forward and as good a way as any to start you on your self-maintenance Moped program.



Check the plug for signs of coke deposits. You might want to gap the plug at this time, too.

GENEVA—The world recession of 1975-76 hit the Moped market in Europe hard. Sales dropped substantially in comparison with the previous five years as a result of high unemployment among the young people who make up more than 80% of the Moped riders on the continent.

Prospects for 1977 however seem brighter: although figures are not yet available, spokesmen for both Peugeot and Motobécane told *Moped Biking*, this year seems likely to be better than last year, when Motobécane produced 490,942 "cyclomotors," Peugeot 442,993 and Velosolex (which was bought out by Motobécane in 1975) 46,370 units.

"Cyclomotors?" One of the troubles in trying to describe the European Moped market is that it contains descriptions and terms completely unfamiliar to the American Mopedder—although the product is, in fact the same.

A further complication stems from the fact that each country has its own regulations. Chart "A" shows that regulations on helmets, license plates, driving tests, driving licenses and insurance vary from country to country. Even the names of the bikes themselves change.

As a general rule of thumb the French nomenclature is the best to follow since France, in 1976, had the largest number of mopeds on the road anywhere in the world (Chart

"B"). For the French, anything with a cylindrical capacity of less than 50cc is called a "cyclomotor": it has to have pedals to start it off. From 50cc to 125cc, it's called a "velomotor" and does not need pedals. Above 125cc and we're in the realm of motorcycles.

But this nomenclature is not standard all across Europe. In West Germany, for example, a bike that does up to 25 kph is called a "mofa": one which does up to 40 kph is a "Moped," and a non-pedal bike is called a "mokick."

For the European teenager his first Moped is what the first car is to the American teenager. Cross the street at your peril when school gets out: the Mopeds buzz and zip

Principal European Regulations

| | West Germany | | | France | Italy | Holland | | Belgium | |
|-------------------------------|--------------|-------------|--------|-----------------------|-------|---------|-----|--|-----|
| | Mofa | Moped | Mokick | | | 1**** | 2 | A*** | B |
| Pedals | yes | yes | no | yes | no | yes | yes | yes | no |
| Maximum Speed (KPH) | 25 | 40 | 40 | 45 | 40 | 40 | 20 | 25 | 40 |
| Obligatory Insurance | yes | yes | yes | yes | no | yes | yes | yes | yes |
| Driving License | no | theory only | | no | no | no | no | no | no |
| Minimum Driving Age | 15 | 16 | 16 | 14 | 14 | 16 | 16 | 16 without passenger: 18 with passenger | |
| Passengers permitted | no | yes | yes | not over 14 years old | no | yes | yes | | |
| Helmet Obligatory | no | no | no | yes/no *** | no | yes | no | no | yes |
| License Plate required | no | no | no | no | no | no | no | no | no |

Denmark: Pedals obligatory, speed-limit 30kph

* — regulation only enforced for cylinder capacity of less than 50cc.

** — License handed out without driving test.

*** — Obligatory in country areas: not obligatory in built-up areas.

through the traffic like a swarm of bees, and most new schools built in France, Germany, Switzerland or Italy now include a fair-sized parking lot for Mopeds.

Since the production and ownership of automobiles is also increasing steadily this has brought some problems. Most Moped riders in Europe are in the 14-18 age group: in many cases their knowledge of safety regulations and driving techniques is sketchy and it is only in the last few years that some countries (again see Chart "A") have insisted on a driving test and license.

The trend is towards more regulation of Moped riders. It seems likely that in years to come all European

countries will eventually require Moped riders to have a license and pass a driving test. Switzerland is the most recent country to amend its laws in this respect: since August all would-be Moped drivers have had to pass a test, strictly administered—as is the automobile driver's test—by the police. The question of helmets remains a vexing one with the rules varying from country to country. In France, drivers of Mopeds in country areas are compelled to wear a helmet: in cities it's merely necessary.

Holland and Belgium require helmets for the more high-powered Mopeds, but only Britain enforces a blanket rule that all riders of Mopeds must wear what the locals

term a "skid-lid." This rule has already produced a legal "cause-célèbre" which went all the way to the High Court when a motorcycling Sikh explained to police that he was unable to wear a "skid-lid" because he could not get it on over his turban. The turban is a religious symbol for Sikhs and cannot be removed. The Police insisted, the Sikh resisted and his lawyers fought the matter all the way through the courts where a judge that an exception should be made in the case of turbaned Moped-riders—provided they can prove their turban is an accepted part of their religion.

Although the market in Europe is mainly a teen-age one, there has been a trend in certain countries

For Mopeds

Britain Spain Austria Switzerland

| | | | |
|-----|------|-----|-----|
| yes | yes | no | yes |
| 48 | 40 | 40 | 30* |
| yes | no | yes | yes |
| yes | no** | no | yes |
| 16 | 16 | 16 | 14 |
| yes | no | yes | no |
| yes | no | no | no |
| yes | no | yes | no |

**** — (1) and (A) limited to 25kph: (2) and (B) limited to 40kph.

Total of Cyclomotors (Mopeds) on the road in Europe in 1976:

| | |
|---------------|-------------------|
| Austria | 494,000 |
| Belgium | 422,000 |
| Denmark | 410,000 |
| France | 5,950,000 |
| Great Britain | 380,000 |
| Italy | 2,900,000 |
| Norway | 126,000 |
| Holland | 2,010,000 |
| West Germany | 1,000,000 |
| Switzerland | 680,000 |
| TOTAL | 14,372,000 |

Source:
International Motorcycle Constructor's Union.



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Foreign Letter

recently for an "up-market" clientele to develop. This is mainly the case in countries where cities have a major parking problem—Italy, Switzerland, France and Holland. Geneva banker Patrick Kearley told *Moped Biking* that he bought a Moped after figuring out that he spent half an hour a day driving round the bank looking for a place to park. "Now I just hop aboard the Moped, cruise through the traffic, park on the sidewalk outside the bank, and get to work," he says. One worry for Kearley is that when he spends the weekend at his country house in the mountains, he can't use the Moped. In Switzerland, as in all other European countries, use of Mopeds on turnpikes (Autoroutes) is banned.

While eight countries of Western Europe produce Mopeds, production is, in fact, dominated by three—West Germany, France and Italy. The merger of Velosolex and Motobécane in 1975 has given France a "big two" situation in which these two companies produce, together with Peugeot, more than 90% of the country's Mopeds. The other two small companies, SICMA and BPS, make only 5,000 "cyclomotors" a year between them.

In Italy the market is dominated by the Vespa-Ciao-Boxer-Piaggio lines produced in Genoa by Piaggio and Company. Since Ducatti and Co. of Bologna abandoned production of the Condor range in 1969, in favor of up-market motor-cycles of 125 cc or more (the Condor name has been taken over by Austria's Steyr-Daimler-Puch Co.) Piaggio has the Italian market largely to itself. Production of Mopeds in Italy in 1976 was 770,000, and it's a measure of the depth of the home market that only 20% of that went for export.

A surprising success story in all of this is the development of Austria's Puch: in Denmark, where the market is relatively small, Puch takes an astonishing 64%. Prices tend to vary from country to country, of course, but the Puch line runs from the Maxi (one speed, 21"

wheels at roughly \$386, through the two-speed Maxi S2-AH Automatic (\$533) up to the Condor-Puch X30 N2-AH, two-speed automatic transmission with rear suspension. This most expensive Condor sells for \$586.

In recent years there has been an increasing trend in Europe to marry one producer's frame with another's engine. Moor AG of Switzerland, for example, is challenging Puch with its "Cross 2000," which features a 504/2 A/CH motor from Germany's Sachs Company mounted on an ALPHA frame. The De-Luxe version of this model sells for roughly \$493.

In France, Peugeot's two most popular models are the 101 automatic and its "big sister," the 103, the latter fitted with a slightly larger gas tank (3.7 liters instead of 3.2 liters) and hydraulic suspension. The 101 sells for around \$283, while the 103 goes for roughly \$359.

In Germany, the two major Moped producers currently in vogue are Kreidler and Sachs. Kreidler is actively promoting their high-end model resembling a 125 cc motor-cycle, the 5-speed RS-Luxe which sells for a very healthy \$1500.

Sachs, a 110-year-old family firm, recently sold a 24.5% stake in its equity to Britain's Guest, Keen and Nettlefolds conglomerate. (This purchase, incidentally, marks the first time a British company has gone into the Moped business in a large way. Traditionally, the British have concentrated on motor-cycles, a market which has now been shot out from under them by the Japanese.)

Sachs, which is also in the automobile parts, hydraulic gears, and cycle parts markets, makes eleven Moped models running the gamut from the Sachs 504, a one-speed, one-horsepower model dubbed by irreverent young Germans, a "putt-putt," through to the sophisticated Sachs 501 with three (and sometimes four) gears, kick-start, and a three horsepower motor. Prices range from \$300 to \$750.

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While spring may be just around the corner, much of the country is still cold. For some adventurous Mopedders, the cold is merely an inducement to get out the warm clothes and get on the machine; to find the beautiful, brisk country. However, you'll probably want something more substantial than peanut butter and jelly sandwiches for your Moped picnic. Also, it's certainly more fun to whet your appetite by looking forward to a real meal at the end of your invigorating ride. With a little planning, you can have a pleasant and satisfying meal, not just a snack.

The following menu requires no on-site cooking. It's all done before you leave for your trip. However, when planning the meal, I began to wonder about the best way to get the goodies from home to meal-site. A trip to my local, friendly, Moped dealer seemed in order. Once there, I discovered many types of baskets and carriers, ranging from handlebar wire baskets to elegant nylon panniers. After carefully considering the advantages and disadvantages of the various types of carriers, the panniers seemed the best suited to picnicking. They are waterproof and close securely, thus lessening the chance of losing your carefully planned meal. They also will keep it safe from any marauding dogs you might pass on the way. The panniers also can be used for standard shopping or other storage duties when you're not travelling into the hinterlands. However, if you're not ready to invest in this kind of equipment, a backpack or good, roomy knapsack should be sufficient.

The dishes included here are ones that I've made for my family and friends and have found to be both easy to prepare and very successful at the table (whether picnic or dining). Take them as suggestions and guides. If you like, you can vary them with your own touches (if you find a really successful variation, please send me a note at *Moped Biking*) or you can use them to

spur your creative cooking imagination.

PICKLED CELERY AND CARROTS

- ½ Cup Vinegar
- ½ Cup Salt
- 4 Peeled Carrots
- 2½ Cups Water
- 2 Garlic Cloves (sliced)
- 4 Stalks of Celery

Cut the carrots in half, then cut the halves lengthwise. Cut the celery stalks in half, then cut the halves lengthwise. Place cut up vegetables in 1-quart container. Add remaining ingredients, close container and shake until the salt dissolves. Store in the refrigerator.

For best flavor, you should have two days of soaking and storing, so you should probably prepare this a few days ahead of time. (But it's every bit as simple and delicious as it sounds.) On the day of your picnic, remove the vegetables from the pickling brine and wrap them carefully in heavy duty aluminum foil.

The vegetables will serve as a more than pleasing side dish or will hold you as nibblings as you set up your table, but after riding for a few hours, perhaps, you'll want something solid. Chicken is an old standby, but here is chicken with a slight twist to make it new and a little more interesting.

OVEN FRIED SESAME CHICKEN

- 1 Broiler/Fryer, 2-2 ½ lbs. (Cut into 8 pieces)
- ¼ lb. of Butter
- 1 Cup Flavored Bread Crumbs
- ½ Cup Sesame Seeds
- Salt, Pepper, Paprika,

Oregano

Preheat oven to 350°. Wipe chicken with a damp cloth, sprinkle with seasonings. Melt butter, dip chicken in the melted butter, roll pieces in bread crumbs and sesame seeds. Press crumbs firmly into chicken. Brush shallow baking pan with melted butter. Put chicken in a single layer into the pan and spoon remaining melted butter over the chicken. Bake at 350° for 45 minutes to 1 hour until chicken is tender.

You can prepare and bake the chicken the evening before your trip. It's terrific finger food. Store it in the refrigerator overnight and when you're ready to leave, wrap it in aluminum foil.

Here's a time and money saving dessert to go with your chicken. These Brownies get baked at the same 350° and can go in with the chicken. There are many Brownies recipes and almost an infinite number of variations. The following is named from the response I got when I tried this one on my family.

THE BEST BROWNIES

- ¾ Cup Unsifted Flour
 - ¼ Tsp Salt
 - 2 Squares Unsweetened Chocolate (Bakers)
 - 1 Cup Sugar
 - ½ Tsp Baking Powder
 - ½ Cup Butter
 - 2 Eggs
 - 1 Tsp Vanilla
 - ½ Cup Chopped Nuts
- Preheat oven to 350° (or bake with the chicken, above). Mix flour with baking powder and salt. In the top of a double boiler melt chocolate and butter. In a bowl beat eggs well and gradually add sugar, beating well. Beat in melted chocolate and vanilla; mix in flour mixture and stir in nuts.

Spread the batter into a greased 8-inch pan. Bake at 350° or until the Brownies test done.

You'll be tempted to cut them right away, but wait until they're cool—they cut easier. Wrap them carefully in aluminum foil and they're ready for your picnic.

Of course it may be brisk enough for you to want something warm and robust, too. Here's where a good, hot beverage comes in. Hot apple cider does the job. Prepare this just before you leave.

MULLED APPLE CIDER

3½ Cups Apple Cider
½ Tsp Ground Cloves
½ Tsp Ground Allspice
4 Cinnamon Sticks
¼ Cup Brown Sugar

Put the cider in a saucepan and add the spices and the brown sugar. Bring to a boil, stirring gently to dissolve the brown sugar. Simmer for 10 minutes to blend flavors. Pour into a vacuum bottle or other insulated jug (it helps to pre-heat the bottle with warm water). And when you stop for your picnic you'll have piping hot cider.

I'd also suggest that you get a loaf of good crusty bread or several fresh rolls to take along with you. Some fresh fruit would also go well.

Something I never go on a picnic without is a soapy wash cloth. Put it in a plastic bag and you'll find you've got an instant refresher after a long ride as well as something to wash your hands and face with. Finally, please remember to leave your picnic area neat and tidy for the next person. Take a plastic trash bag with you and when you finish your meal, gather up what needs to be disposed of and place it in a proper receptacle.

Going for a Moped picnic can be as much of an eating adventure as a travelling one.

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BY MAURICE FISHER

She's a "she," her name is Bonjour. Yes, she's a little extra wide in the beam, but she's a helluva lot of fun on a trip.

Bonjour is a river barge, a beautiful river barge elegantly gotten up, all painted and decorated, and built to carry seven passengers. She also carries Mopeds fore and aft. This combination of Moped and barge cruising is a unique travel experience that makes for memorable vacations.

Some philosophic travelers have asked, "Does the Moped play second fiddle to the barge, or does the barge move to the beat of the Moped?"

The answer is, "Yes," to both questions. The route the Bonjour covers is the Thames river from Abingdon, just south of Oxford, to Hampton Court, which is quite close to London's Heathrow airport. That's about 100 miles. The trip takes six days by river; two hours by car. At four miles an hour, Bonjour gracefully and quietly follows the

Bargin'



**A Slow
And Easy
Trip
On The
Thames
Joyously
Joins
Water
And
Mopeds**

gentle curves and turns of the Thames through some of the most beautiful and historically significant real estate in England. As the diesel-powered barge glides along the river's placid water, she is moving at a speed akin to that of a jogger ending a five-mile course. The barge would be the quieter of the two.

People along the shore, and those crossing the many arched bridges that straddle the Thames, invariably stop to admire Bonjour. And why not? She is beautiful, brand new and beaming with promises of a happy, carefree life aboard. She keeps her promises.

Built in 1976, Bonjour didn't get into the tourist

Through England

business until mid-summer 1977. Her boss planned it that way. The boss is Stanley Kroll, though half of the title belongs to his wife, Jarrett. They're Americans, and the founders of Floating Through Europe, Inc. Kroll is some kind of guy. A Brooklynite. A Wall Street type. A man who became a millionaire one morning and closed his business the same afternoon. He now concentrates on what he likes best . . . boating. He authored the book, *The Professional Commodity Trader*, but he's much more excited about one that's going to press now, *Cruising The Inland Waterways Of Europe*.

The Krolls have made themselves true authorities on Europe's inland waterways. They personally and thoroughly checked out them all in 13 European countries. And they decided that they wanted to be in the business of moving people along these canals and rivers as tourists.

Two years ago they were quick to recognize the value of pairing the Moped's agility with the barge's low-speed. Stanley Kroll says the two travel methods complement each other perfectly. The Moped, you see, has two functions on the Bonjour. First, and most obvious, it's great for passengers who wish to toddle into a nearby town

or explore the countryside beyond the river. It's an easy matter to put the Moped ashore and go into quaint towns and villages to buy the latest newspapers or a paperback, or to mail some postcards.

The other use for the Moped is unusual if not vital to the whole operation. The bike is an integral part of the barge's movement up and down the river. The barge captain has a mini-bus and a Moped, and when he is ready to start an up-river journey, he'll be up with the roosters, put his Moped in the back of the mini-bus, and drive to the location up-river where the barge will dock the first night out. He parks the bus, takes the bike out and rides back to the barge where the Moped is stored on the stern deck, out of sight and out of the way. Most of the passengers are still sleeping, unaware of the bike's departure or return. Similarly, early the following morning the captain, or one of his crew, will take the bike up to the mini-bus, put it in the bus and drive off to the pre-determined mooring for that night, park it and then bike back to the barge by six thirty or seven in the morning. The barge usually pulls out about nine. This mini-bus/Moped bike/barge operation is repeated each day of the six-day trip. Mind you, the captain or one of his crew only drive 15 or 20 miles to complete that leg of the circuit, so there's no sweat, really.

The river barge is about 72 feet long and 15 feet wide (to fit the narrowest of the 30 locks that must be negotiated between Hampton Court and Abingdon) and with a three-and-a-half foot draft. A crew of three is more than adequate to handle the Bonjour, especially since it's the tendency of passengers to insist on pitching in and making like deck hands and galley helpers. The barge captain also functions as genial host, historian and guide. (He will often take his guests on little spins en masse in the mini-bus to some significant site.)

The captain's wife, a mighty adept sailor, is a Cordon Bleu cook. Many a rainy or foggy morning she puts on her peacoat and hard hat and starts out on her Moped to get an early start at the market for fresh fish and produce. Her meals, Chicken Veronique, Beef Wellington, Salmon Marchant and a fabulous curry, attest to her skill in marketing and cooking.

Generally speaking, the captain prefers that only he put the Moped ashore or hoist it up on the deck when it is no longer needed. He picks up his little bike and nimbly hops to shore. But there are times when the barge is moored at a dock some distance from the shore. At Maidenhead, for example, he has to carry the Moped down a gangplank to get to the dock. He wouldn't want to take the chance that someone else might get hurt. His Moped is so light, however, that his wife can hop off the barge while she holds the bike—much more daintily than the captain. Often, when the Bonjour approaches a weir where the river's water level changes, the captain will let his wife take the Moped bike while he is waiting his turn to

Barge and Moped complement each other perfectly. The Moped's agility pairs well with the barge's low speed.



The captain, his Moped tucked under his arm, returns to the waiting Bonjour at Maidenhead on the Thames. He was up at dawn and drove the mini-bus (with Moped inside) to the barge's next mooring spot. Even on his return, it's only the early morning fishermen who see him walking down the dock. On the opposite page, passengers learn from each other how easy it is to handle a Moped. They are lounging on the barge's observation deck.



A 15-minute hike took the Bonjour over 45 minutes.

The mini-bus (below) takes passengers on short excursions and gives the barge crew "wheels" when needed. The captain's wife (opposite page) is off along the river trail. She'll return with fresh produce for her gourmet meals. It's time to push off and one of the straggling passengers (bottom), wheels his Moped to the river's edge and prepares to hoist it aboard to join the others.



With every bend there's a new view.

get through the locks. She'll go shopping for herself or handle some other chore in the town. Invariably, by the time the barge went through the locks and made it to the next set of locks further up the river, the captain's wife would be there waiting for the barge to enter the locks.

All the way from Abingdon to Staines the countryside is most rural and picturesque. It's Moped country. The river is always bending and revealing brand new scenes and beautiful homes and estates, and an endless variety of water craft. Beyond Staines, for the 15 miles or so to Hampton Court, civilization comes to the Thames . . . busy motorways can be seen and heard, and big jets come low over the river as they head into Heathrow. It's the Berkshire towns like Maidenhead, Marlowe and Henley that have the lure to tempt passengers to come ashore with bikes and putter about. England requires a helmet when riding Mopeds. Too bad. There are so many little lanes and river trails that would be





more fun it the rider could explore them unimpeded with gear.

For a little change of pace, one day, we took the Moped off the barge at one locks and went for a spin. The plan was to meet the barge at a spot near Weybridge where we were going to stop for lunch. We went to a charming little English pub right next to where the barge would come in. A nice "half of bitter" and a little atmosphere are what we had as we watched the Bonjour come around the bend and moor close by. There were two octogenarian couples having their pub lunches at the next table. I recognized them as four people who, at the last river locks, had watched our barge's passage through. I asked them how far a drive it was from the locks to the pub. One said, "Good heavens, it's not a drive. It's just a 15-minute hike." Well, that 15-minute hike took the Bonjour over 45 minutes to complete on water because the river turns and bends as it procrastinates about which way it wants to flow.

Of course, that's part of the charm of barging on the Thames. There is so much to see from the barge as it glides along. With every bend there's a new view. There's even more to see when one takes to the road with the Moped. Americans have to stay alert, however, or they'll start driving on the right side of the road just as they do at home. You can start out properly, on the left not the right side, but going along untraveled lanes and back roads makes you forget . . . keep to the left.

Today, the Krolls who have made Europe waterways their exclusive beat, have their Floating Through Europe, Inc. on New York's Fifth Avenue booking European vacations on their five barge trips. You can travel the Thames, or a beautiful river in Wales, or on the Severn and Avon rivers. You can even take the Kroll's barge trip in Holland or their French trip on the famous Canal du Midi. You ought to try it. Chances are that Stanley can barge you anywhere in Europe and in most cases with a Moped at your side.

The captain's wife is not only a fine sailor, she's a Cordon Bleu cook.

A couple stands on a sandy beach, silhouetted against the warm glow of a sunset. The ocean waves are visible in the background, and a small lighthouse or tower is visible on the horizon to the right. The overall mood is romantic and adventurous.

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Key West, located at the end of the fabulous Florida Keys, is the beginning of a new kind of adventure. The picturesque island is rich in old-world charm and endowed with an exciting history of rum runners, pirate ships, and Civil War intrigue.

Surrounded by the Gulf of Mexico and the Atlantic Ocean, the island of Key West is 4½ miles long, 1½ miles wide; and is 13 miles around. It is the southernmost city in the continental United States.

A Spanish explorer, who found skeletons lining the shores, named his discovery "Cayo Hueso," meaning "Bone Island." The name was later Anglicized to "Key West."

In 1815, the Spanish government gave Key West to Juan Pablo Salas, an artillery officer. Three years later the United States bought Florida from Spain. John Simonton of Alabama, who wished to make Key West an American property, bought the island from Salas for \$2,000. Simonton and three business associates built homes, shops, and warehouses along the harbor of Key West.

BY LAURIE PERRERO

While this frame house (below) is now an antique shop, it may well have been built by one of the many master carpenters who built houses between stints as ship's carpenters. Shrimping (right) has long been a mainstay of Key West's economy. Key West Pinks (and other shrimp) provide \$10 million a year to Key West industry.



A Moped-der's delight, Key West is flat and has many alleys and narrow streets impassable to cars.

During the 1820's, Key West was a haven for pirates until they were driven out by Commodore David Porter. Wrecking became the first major industry. Wreckers rescued passengers and their precious cargoes from ships that ran aground on the jagged reefs surrounding the island.

In the 1860's four forts were built on or near the island. During the Civil War, Key West was occupied by Union armies stationed at Fort Jefferson, Fort Taylor, and the two Martello Towers forts. Key West served as a major naval base until recently.

When the cigar-making industry was at its peak during the 1880's, over 100,000,000 cigars were made on the island each year. Later labor troubles forced the industry to move the Tampa, Florida.

Railroad magnate Henry M. Flagler linked Key West to the mainland when he completed the Overseas Railroad, hailed as "The Eighth Wonder of the World," in 1912. "The Railroad That Went To Sea" ran 122 miles from Homestead to Key West over a rocky chain of islands called the Florida

Keys. The Overseas Railroad crossed 29 keys that were connected by 42 bridges, including one seven miles long. After 23 years of service the Overseas Railroad was discontinued when the

Sloppy Joe's (right) was one of Hemingway's favorite haunts in Key West. When you enter, you can almost feel Papa still there and you can certainly see how he used the place as a locale for some of his stories.

photographs by Louis Perrero





Labor Day hurricane of 1935 washed out miles of railroad bed and tracks. Disgruntled railroad officials sold the right of way to the State of Florida Department of Transportation. The Overseas

Highway was superimposed over the tracks and bridges.

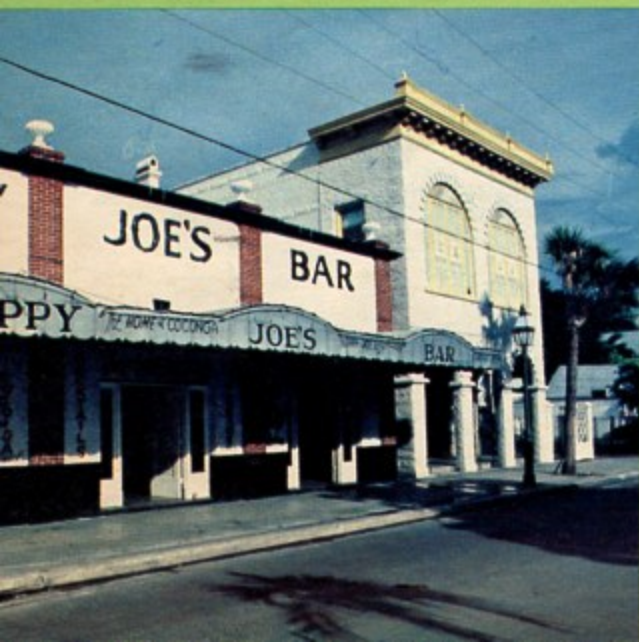
The Overseas Highway stretches from Miami to Key West, 159 miles south. Mopeds aren't allowed on the highway or on any of the bridges, since the Moped speed limit in Florida (25 m.p.h.) is slower than the minimum speed (40 m.p.h.) on the Overseas Highway.

According to Florida law, Mopedders must be at least 15 years old. No helmet, license tag, or insurance are required.

Driving into Key West from the Overseas Highway (U.S. 1) is a unique experience. Top speed for cars on the island is 35 m.p.h. Most of the streets are narrow and two-laned, and parking places are limited.

Take a right at Roosevelt Boulevard, the first street, from U.S. 1. Roosevelt Boulevard turns into Truman Avenue after approximately two miles. Stay on Truman for about a mile, then turn right on Duval Street, which dead-ends at Mallory Square about ten blocks down.

For a quick overview of the island, catch the



Conch Train tour here. The 1½-2 hour tram ride is \$4, and is well worth the money. You'll tour both Old Town and New Town Key West, and will gain a historical insight of the island.

Back at Mallory Square, drive or walk along Front Street in an easterly direction for two blocks to Simonton Street. Turn right, go up five blocks, and you'll be at "Mr. Moped." The owner, Tom Cobey, moved from Fort Lauderdale to Key West 18 months ago in order to open his sales, service, and rental Moped shop. "Mr. Moped," at 531 Fleming Street, is the original Moped rental dealer in Key West, and it is also the largest dealer. When Mopeds were first legalized in Florida, Cobey had the foresight to seize the opportunity of becoming a dealer and making Mopeds available to the public. "Mr. Moped" is open seven days a week the year around. Rental rates start at \$3.50 for one hour, \$10.00 for four hours, and \$15.00 for all day.

Key West is a Mopedder's delight! The tropical climate is ideal year around, the topography is relatively flat, and many of the narrow backstreets and alleys are off-limits to cars. Experience the sights, sounds, and fragrances of the island.

Inhale the luscious perfume of the frangipani blossoms. Listen to the cries of the seagulls. Fish in an angler's paradise.

Start your tour by returning to Mallory Square. Pass the colorful shops and restaurants, and you come to the Audubon House at the corner of Greene and Whitehead Streets, one block from Mallory Square. Take a guided tour of the wooded frame home, built for retired pilot and wrecker, Captain John Geiger, in 1830. Two years later conservationist, ornithologist, and artist John James Audubon was a house guest of Captain Geiger. It was here that Audubon painted two of his most famous pictures with Key West backgrounds. In 1960 the Mitchell Wolfsons restored the home, refurnished it with period antiques, and purchased a copy of Audubon's original *Birds of America* Double Elephant Folios on display upstairs.

Cycle down seven blocks to the Ernest Hemingway Home and Museum at the corner of Whitehead and Olivia Streets. Built of native rock in the Spanish colonial style, the home was furnished by Hemingway and his second wife,

Key West's history contains pirates and captains of industry. Home to both the American cigar industry and Ernest Hemingway, the island is rich in folklore.

- | | | | |
|-----------------------------|-------------------------------|-------------------------|----------------------------|
| 1. Conch Train | 7. Key West Art Center | 13. Lighthouse Museum | 19. Bahama House |
| 2. Conch Train | 8. Pirates Alley | 14. Southernmost Point | 20. Turtle Kraals |
| 3. K.W. Chamber of Commerce | 9. Key West Handprint Fabrics | 15. Southernmost Beach | 21. Shrimp Boats |
| 4. Municipal Aquarium | 10. Audubon House & Garden | 16. Peggy Mills Gardens | 22. Maine Memorial |
| 5. Hospitality House | 11. U.S. Naval Station | 17. Oldest House | 23. Heliport |
| 6. City Fishing Pier | 12. Ernest Hemingway House | 18. U.S. Post Office | 24. Key West Garden Center |



Pauline, with rigs, tile paintings, and chandeliers from Spain, Africa, and Cuba.

Hemingway owned the home from 1931 to 1961. He spent his most productive writing years in the house. It was here that he wrote *For Whom The Bell Tolls*, *The Green Hills Of Africa*, *A Farewell To Arms*, and *The Snows Of Kilimanjaro*. At 6 A.M. every morning Hemingway would rise and go via a catwalk from his second story bedroom to his study in the loft of the poolhouse. After spending the morning at his typewriter, Hemingway had lunch with his wife and two sons. (The remainder of the afternoon he could be found at Sloppy Joe's Bar or on his 40-foot boat, "Pilar.") A tour of the home and gardens should fill you with the author's spirit and sense of life which pervade the estate.

Continue up the narrow street one block to the Key West Lighthouse and Military Museum at the corner of Whitehead and Truman Avenue. Built in 1846, the Key West Lighthouse isn't operational any longer, but the keeper's quarters have been turned into a museum. See the two-man Japanese submarine from Pearl Harbor, models

- 25. Smathers Beach
- 26. K.W. International Airport
- 27. East Martello Tower
- 28. U.S. Naval Hospital

- 29. Fla. Keys Comm. College
- 30. Fla. Keys Mem. Hospital
- 31. Key West Country Club
- 32. Boca Chica Airfield
- 33. Key West Yacht Club
- 34. Deep Sea Fishing Boats



The Lighthouse (above) no longer functions as a warning to ships, but it is open as a museum with the keeper's quarters turned into exhibition rooms. Left, a map and guide of Key West show you how compact and easy it is to Moped from one sight to the next.

The Audubon House, on the corner of Greene and Whitehead Streets, was where John James Audubon painted two of his most famous pictures. Although it is called "The Audubon House," it was built for and owned by Captain John Geiger. The ornithologist/artist was the Captain's house guest.



Breathe the salty air as you bike along the coast. The four-lane highway must be one of the great Mopedding roads in the country.

of warships and aircraft, and an operative submarine periscope that gives a bird's eye view of the city.

Head past the gingerbread work on the old Conch (native Key West) houses, built by master ship's carpenters, seven blocks south to the southernmost point in the continental United States at the dead end of Whitehead Street. Flamingo-colored conch shells, starfish, and coral line the sidewalks.

Go east on South Street six blocks to Reynolds Street. Turn right and dead end into Atlantic Boulevard and you'll be at the Monroe County Beach. Rent a sailboat, play tennis, or splash in the surf.

A few yards up the road on the beach is the West Martello Fortress, a vine-covered tower that now serves as a garden center. Take a tour of the former Civil War fortress.

The best road for Mopedding is a four-laned highway along the Atlantic Ocean. Breathe the salty sea air as you bike along the coast.

Two miles east of the West Martello Tower is the East Martello Tower and Museum, which has 13 vaulted rooms filled with historical items and art displays. In the central citadel, a circular staircase leads to a platform high above the transparent waters of the Gulf of Mexico and the Atlantic Ocean.

Follow Roosevelt Boulevard west for about two

miles until you reach White Street. Go north for about a mile until you reach Eaton Street, where you turn left. Go west three blocks until you reach Margaret Street, which dead-ends at Caroline Street. The roads in this area are narrow, treacherous, and loaded with pot-holes. Beware!

Climb to the top of the Turtle Kraals Tower to view the harbor and the fishing fleet. In 1949 the local shrimp industry skyrocketed when John Salvadore tried to increase his yield by night trawling. He hit the jackpot when he discovered a bed of jumbo shrimp, which he named Key West Pinks. Today 400 shrimp boats fish out of the island, and bring in annual profits in excess of \$10,000,000.

Around the corner to the west is the Pirate's Treasure Ship, a 167-foot vessel displaying exotic artifacts from Spanish galleons found on the ocean's floor.

Bike to Sloppy Joe's Bar, Hemingway's hang-out, at the corner of Duval and Greene Streets, three blocks west. Sip a "Cuba Libre" under the overhead fans and parachutes, then study the paintings, photographs, and newspaper clippings of Hemingway that line the walls.

Moped down Duval Street and see Key West by night. Sailors, honeymooners, fishermen, college students, Cubans, and Caribbean Blacks are part of the carnival of life in Key West's Old Town, one of the most fascinating cities in the United States.

MOPED BIKING / MARCH 1978

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BY ELLEN MILLER

"Fun but freezing" was the consensus at the first Greater Boston Moped Rally held on a cold Sunday last fall. The early morning temperature of 41 degrees combined with a frigid wind to set teeth chattering and made some Mopeds reluctant to start. But by noon people and their machines had thawed out sufficiently to enjoy the unique event.

The rally, co-sponsored by the Boston Parks and Recreation Department and Honda of Boston, was to benefit the United Cerebral Palsy Association. Its secondary goal, promoting safe driving skills by using proper hand signals, obeying all traffic signs, and adhering to the 25 mph speed limit, was stressed throughout the day as participants made their way around a 33-mile course.

The route itself remained a dark secret until each preregistered Moped signed in at the Boston Common. Although 100 participants from all over eastern Massachusetts had pre-registered, the cold kept many away. But about 50 hardy Mopedders showed their mettle. In walk-a-thon or bike-a-thon style, each had secured sponsors who would donate money for each portion of the course completed. After checking in, entrants received directions to the first of twelve checkpoints. At each station, the Mopedder had his arrival validated by volunteers and got directions to the next point. Hot coffee at the checkpoints wouldn't have been a bad idea as Mopedders rolled in in various stages of frozenness (from quick to deep). Unfortunately, coffee was not to be found, but volunteers offered warm moral support and friendly advice when asked. One very fortunate—but shortsighted—rider ran out of gas as he cruised into the next-to-last checkpoint and was directed to a gas station just down the street.

"The course was somewhat dictated by the city's Parks and Recreation Department," explained Scott Funk of Honda, one of the rally's co-sponsors. "They were concerned about safety above all, so the city streets were picked for their lack of traffic." The course, carefully charted by both computer and humans, led through Boston, out to several scenic parkways, through the Blue Hills, around ponds and back to the starting point at the Boston Common. Participants were enthusiastic about the course. "It was a beautiful ride," said one Puch owner. "I'd like to do it again."

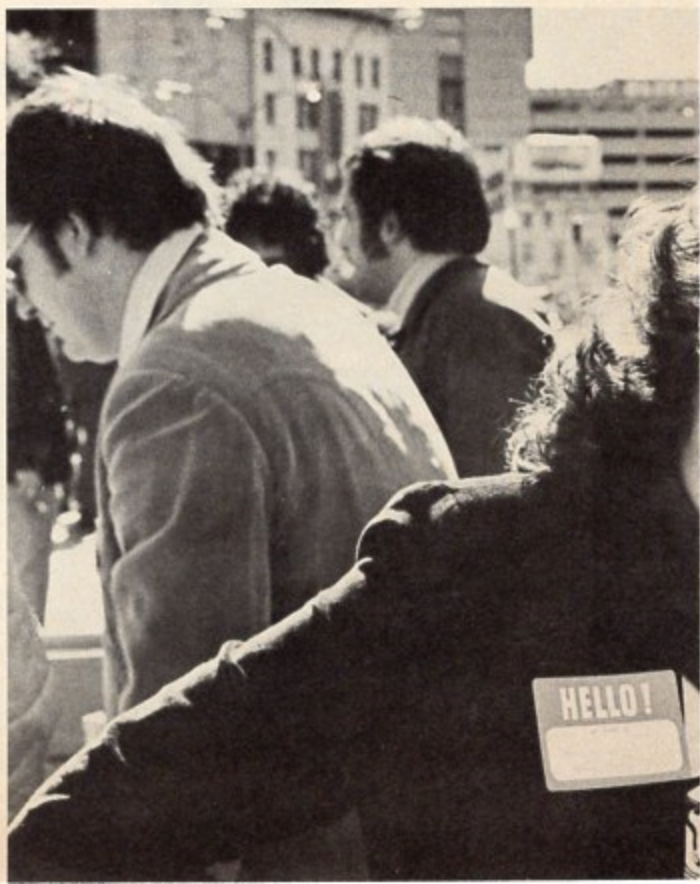
Only two stretches posed problems. One notorious city street, Huntington Avenue, was a biker's nightmare, several Mopeds slithered on the trolley tracks and had to swerve one way to avoid a pothole and then the other to dodge a bump. The rough pavement put everyone's suspension system to the ultimate test and many were found wanting. At another location a few riders missed a detour sign and found them-



Rally Round

selves five miles adrift. A hazard of the rally and part of the fun.

Otherwise, the riders met few obstacles. One young man said that his Puch was hit by a rock thrown by a disgruntled youth, but he completed



Participants in the rally were as varied as their bikes. They were young and old, male and female, housewives and professionals.



Left: Mopeds arrive at the Boston Common and check in. Don't let the nonchalance fool you; it was plenty chilly.

Below: Riders clock in at Checkpoint #12. They get their time and the location of the next checkpoint. They also get a few words of encouragement, but no hot coffee — they had to wait until they finished the course for that.

the Moped

the course any way. A Garelli owner carried a novel accessory on his bike, a length of rubber hose to fend off attacking dogs. He used it once on the course.

The Rally Committee established 2:23:16 as



photographs by Irv Grabstein



Left: Mindy Buylinson, of the United Cerebral Palsy Association, gives one of the entrants a good hug as things are about to start at the Common.

Above: Mopedders await the word to start off from the Boston Common.



Left: Marlene Kolius is an experienced winter Mopedder. She's got several layers of sweaters under that jacket. She's also a rather lucky Mopedder — she won a Vespa Ciao at the rally.

Right: Mr. Mo-Bat. (center), a local Boston area resident, greets two of Marlene's companions from Middletown, Connecticut.

Below: Runners up got Batavus T-shirts. But those aren't Mopeds on them, they're ordinary bikes.

The route remained a dark secret until each pre registered Moped signed in at the Boston Common.



the appropriate, safest time in which to complete the course at a maximum speed of 25 mph. Many eager beavers came in well under that time either because they missed checkpoints or were too heavy on the throttle. The winner, who posted a time of 2:22:30, was Ron Cote of Lowell, Massachusetts. His prize, the brand new Honda Hobbit, could only be admired from afar though, because the East Coast dock strike kept the Hobbit away from dealers' showrooms. Other prizes included a Puch Newport donated by Moped City of Cambridge for the participant with the most sponsors, and a Vespa Ciao, donated by Vespa of America, Inc., went to Marlene Kolius, as her name was drawn from a box.

While it was not provided on the course, hot coffee and beer awaited the chilled riders as they finished the route. The first returnee shook so violently from the cold that his coffee spilled in all directions. Incidentally, it was not difficult to distinguish the new Moped owner on his or her first chilly ride from the veteran who had weathered several seasons on a Moped. The novice wore no extra sweaters, was bareheaded and gloveless. The veteran wore long johns (I asked!) several turtle-necks and a windbreaker or parka, plus a warm hat and gloves.

Small knots of Mopedders chatted after their teeth stopped chattering. They admired each

other's bikes and praised their own Moped's virtues. There were about 15 brands of Mopeds at the rally, attesting to the great variety of bikes available on the American market. Among the non-brand were a rebuilt hybrid that was mostly Motobecane and a customized Bianchi Snark that was trying to look like a motorcycle. A Vespa owner pointed with pride to his two-way radio. "Next week I'm getting my stereo-equipped helmet," he announced.

The participants in the rally were as varied as their bikes. They were young and old, male and female, housewives and professionals. Most used their bikes for commuting to work or for shopping. An older man with "Mo-Bat" emblazoned in large white letters on his blue parka had put 1000 miles on his Batavus since July. In addition to using it for shopping, Mr. Mo-Bat enjoys weekend rides with some 30 fellow Mopedders in his town outside of Boston.

"Dan the Moped Man" came by van from Middletown, Connecticut with three friends and their Mopeds. Dan Labbe owns Pedal Power in Middletown and sells Puchs and Motobecanes. A member of his group, Marlene Koliuz, won the Vespa Ciao so the Middletowners had to squeeze an extra Moped into their van for the trip home.

As we shared our experiences after the final checkpoint, a voice blared out from one of the

police cars covering the event. "It has been reported that a Moped has been stolen. Please lock your Moped immediately." Owners scurried to their bikes and the talk turned immediately to theft prevention and locks. One woman showed us how she used a three lock (Citadel and two Techs) system to secure his machine. One lock through the frame and one each on the wheels makes theft a little difficult. Her husband, with a matching Vespa, engraves his name and address in the frame. "You can stop rust from forming where the paint has been scratched," he told us, "by covering the engraving with clear nail polish." And, indeed, his Moped showed no sign of rust.

By 2 p.m.—five hours after it began—all entrants had returned from the course, prizes were awarded, and the rally was over. As a fund-raiser, it was less than a smashing success because of the number of participants. However, it did produce \$900 for the charity and Marshall Pitler of the Cerebral Palsy Association was pleased with the rally. "The enthusiasm of the participants was great," he said. "They would like to see this event continue and so would we, probably next spring or summer." Pitler added, "This was a first and we learned a lot." Scott Funk also was pleased that the rally was so well received. "We expect a large turnout in the spring," he predicted.

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Most motorized tricycles are used in retirement communities. They provide easy and economical transportation with carrying ability in situations where there is little public transportation. Opposite page: The Lyman Electric tricycle applies rear-wheel drive.



Mopeds On Three Wheels

BY MEREDITH SCHULTZ

Remember tricycles before the "Big Wheel?" They were your first step on the road to a two-wheeler and then, maybe a car. Most of us got our start on the road to personal transportation pedalling a trike. And most of those were standard front-wheel drive, foot-power affairs. Or one of the neighbors might have had the really fancy version—a chain driven one with front hand brakes.

Well, tricycles aren't dead. They're alive and well and mostly living in retirement communities. There's a little old lady in New York's Greenwich Village who has been using a standard tricycle to do her shopping for years, and mostly the new generation of three-wheelers are in Sun Belt communities—and they've added a new wrinkle, too.

Now, several companies are making our lives easier. They are manufacturing motorized trikes, and yes, even a motorized four wheeler! And what's more, some are electric and that means no air pollution. These motorized tricycles are yet another alternative to the car and for some situations they are ideal.

Who buys trikes? For the most part, senior citizens do. Most U.S. sales are to people in retirement villages across the Sun Belt, i.e., Florida, Arizona, Southern California, etc. But there are plenty of younger people buying them also. We know a young woman who is thinking of buying one to take with her when she moves to Potsdam in upstate New York. She thinks it's a fantastic way of getting around a small college town for shopping and other errands.

Motorized tricycles offer mobility to folks living in retirement villages. Some of these communities are like small towns, without any public transportation; and trikes make getting around very easy. And you can get around at a fraction of the cost of a car. No gas bills, no maintenance, and no yearly inspection. For people on fixed incomes, that's very important.

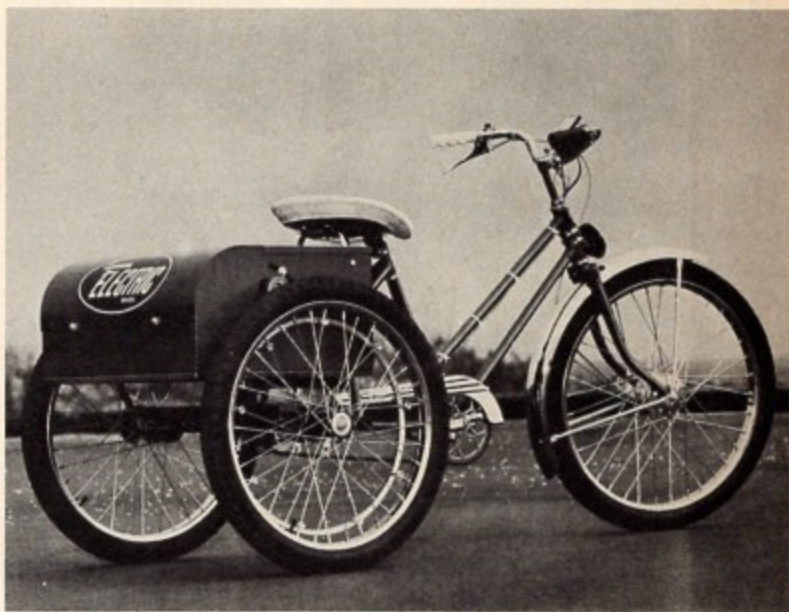
But economy is only one attraction of these trikes. Many people need help pedalling. The motorized trike offers that help. It makes pedalling a lot easier and gives speeds of 15 to 20 miles per hour.

Lyman Metal Products of Norwalk, Connecticut, has several interesting electric machines on the market. First they have the "Electric Tricycle." With a ½ hp, 12-volt motor, it will go as far as 25 miles on one charge. It has a built-in charger with an electric timer and automatic shut off. It's easy to start. No pushing, no tugging, no nothing. You just push a switch and you're off. The tricycle will give you a speed of 7 miles per hour. The weight

of the trike is about 150 pounds. This model is a one-speed activated by a toggle switch on the handle bar. The Lyman tricycle sells for \$495.

Lyman also has the "Super Trike." It's a two-speed tricycle with a 1 hp, 24-volt motor, and will run for 50 miles on a single charge. The speed control is an air switch activated via a nylon tube from a handle bar control. The speed in the 12 volt position is 7 miles per hour, and in the 24 volt position is 15 miles per hour. The "Super Trike" weighs about 185 pounds, and its overall length is the same 75" as the Electric Tricycle. There is also a variety of accessories, such as lights and horns available for both tricycles ranging from \$25 to \$40. And, of course, large utility baskets can be mounted on both models.

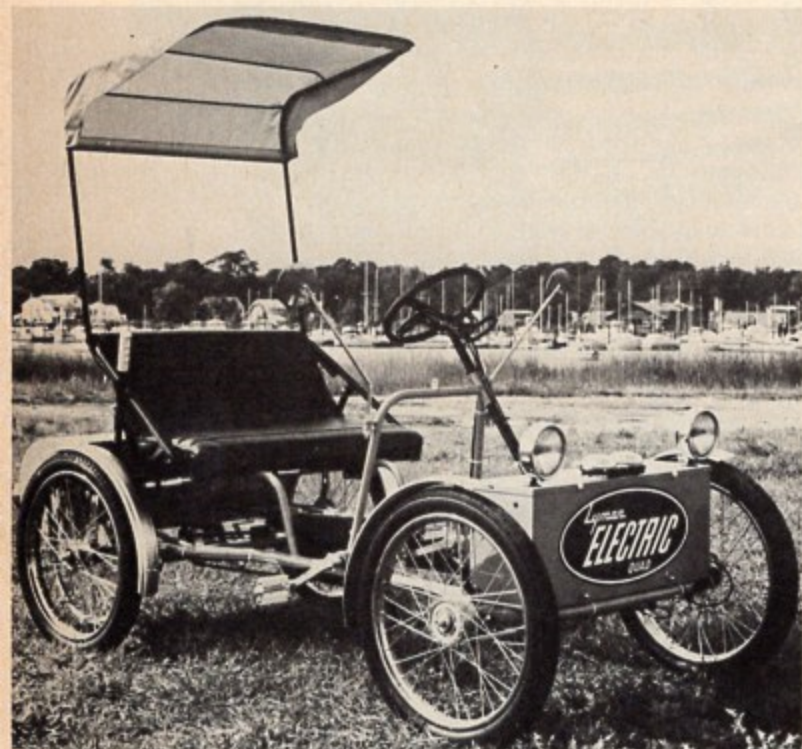
Lyman also has what they term "America's first 4-wheel Moped." The Lyman "Electric Quad" is



TRIKES AND QUADS GET INTO THE MOPED MOMENTUM

an electrically powered 4-wheel bicycle-for-two, with pedal assist. This unique idea comes fully assembled with a built-in charger, horn, lights, and a two-speed motor control. Looking something like an old car (which is very "in" these days), it has a speed of up to 25 miles per hour and a range of 40 to 50 miles on one battery charge. The motor is a 1 hp, 24-volt permanent

This Lyman Electric Quad brings back the surrey look.



Is this the first motorized four-wheeled bicycle? Could be. This 1895 Fugler is currently on display at the Stone Mountain Antique Auto Museum in Georgia. Power is provided by pedals and gas engine.

magnet type. It has drum brakes on the front wheels, and coaster brakes for the rear wheels, but there is an optional hydraulic disc brake system available for the rear axle for \$135. With an overall length of 83", the Quad weighs 240 pounds (sans batteries). There is no pushing or pedalling to start the machine. Just push a switch and it starts. The price for the 4-wheeler is \$1,795 (batteries not included).

The Electric Products Division of Palmer Industries in Endicott, New York, offers something a little different from the trike. The Happy Wanderer is a three-wheeled chair. The seat has a back support. The features on this "chair" include two speeds, motor-slow and cruise. There is an easy to reach one-hand power control. In addition, there is a locking on/off switch for safety, rear basket, headlight, and taillight. An automatic brake adds to the safety of the front drum and parking brakes. The dual motors are powered by a 12-volt battery which allows 15 to 20 miles on one battery charge. This three wheeler also comes with a 6 amp fully automatic, built-in charger.

The trike measures 66" and weighs 130 pounds. The price, which includes the battery, is \$699. The list of accessories for the Happy Wanderer ranges from a bell, for \$4, to an all-wheel-drive high speed for \$145. There is a six month warranty on defective parts or workmanship and a one year warranty on drive motors. The battery and charger are warranted by their respective manufacturers.

From the Electric Products Division of General Engines in Sewell, New Jersey, comes what they call "Pedalpower." This is an electric power assist that they say "makes hills disappear," but lets you coast when you want to. General Engines has two versions of their adult tricycle. One has its seat at the conventional height and the other features the seat closer to the ground to make life easier on the knees. Both trikes are capable of going 15 miles per hour for 25 miles on a single battery charge. If you choose not to pedal, you can have a coasting speed of 8 miles per hour. There is a 12-volt electric motor with an on/off power switch. All you need is a half-turn of the pedals and you start. Then just press the control on the handlebar and the trike comes up to speed quickly and you're off.

This is a new age we're coming into as we get ready to leave the Seventies. We're short on energy, clean air, and space. Electric transportation could be one problem solver, especially for those of us who are short on money these days. An electric battery powered bike, be it a 2-, 3-, or 4-wheeler, can be a great saver. An overnight battery charge will average out to a nickel a night and that's conservation. Easy on the pocket, easy on the air, and easy on the energy.

So, whether you're 18 or 80, electric trikes, chairs, and 4-wheelers are a reality; and in these times, we should certainly give them some serious thought.

Put a Helper Motor on Your Bike and You'll Never Have Trouble With Those Hills Again

BY DAVE SAGARIN

How many times have you been out riding your bicycle and just wished you had a little more power in your legs or a little motor to get up that long hill? Well, if you enjoy bicycling, but would still like to have an escape from the chore once in a while, there are little motors you can mount on your regular bicycle that will give you the help you're looking for.

In fact, these items, known individually by names like "Pedalpower" and "Electa-Ride," are known as a class as "helper motors." With a helper motor, the pedals (and your legs) still do most of work most of the time, but when you want to use it or need a little more power, flick the switch and away you go.

The motors themselves come in two forms electric, or battery powered, and conventional gasoline powered. There are advantages and disadvantages to both types and you may want to check out and buy the one that meets your particular needs.

We put an electric helper motor on a 10-speed bicycle (see page 43) with reasonable success. These can go on a "standard" American bike, a three speed "English Racer," or, probably most successfully, on a specially designed Moped-like little bike. The difference is that unlike standard Mopeds, pedal-power is intended as the main motive force.

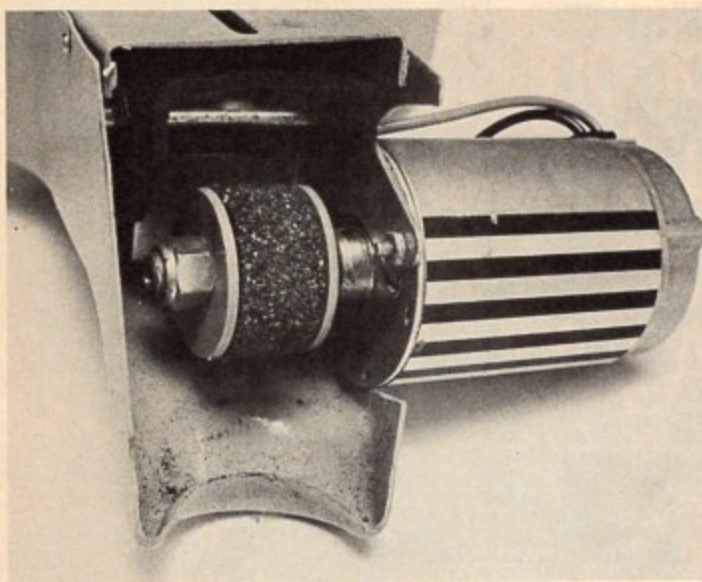
Since they all use friction rollers, the wider your tire and the flatter the tread, the more power will be smoothly transferred without slippage or excess tire wear. In any case, to minimize tire wear, you should pedal to start up, and then engage the motor.

The electrics are quiet, induce less vibration and stress in both the bike and the rider, and are extremely simple both mechanically and electrically. The ones we've seen use an auto starter motor connected to a light-duty 12 volt battery. The drive wheel rides free of the tire, and the rider engages it for use. The Pedalpower unit, from General Engines, has a single hand-lever, which simultaneously turns on the motor and presses it against the tire. Pressure is regulated by the hand grip, and should be kept just firm enough to keep

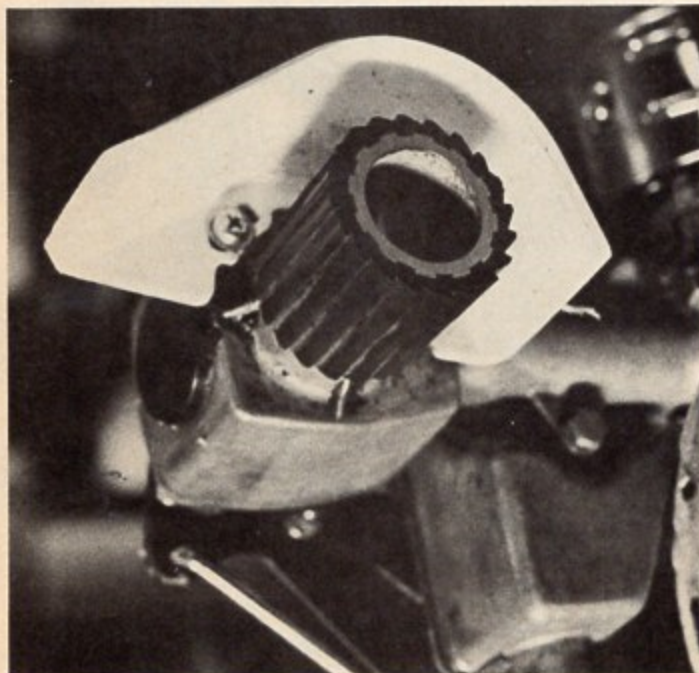


Helper Motors

This is the underside of General Engines "Pedal-power" unit, showing the composition drive wheel. It's made of an abrasive material, and because of the way it's engaged gradually by hand pressure, can cut a notch in a tire if you're not careful.



Palmer Industries' Electa Ride can be installed on the rear wheel.



Here's the drive unit of the TAS "Spitz" gas powered engine. The gear-like drive wheel is made of hard rubber.

the motor from slipping, but not hard enough to press the tire in—that would waste energy.

Palmer Industries' Electa Ride has an on/off switch on the handlebar, and the engagement lever is at the motor unit. You have to reach out and throw it in or out; and this could be a distinct disadvantage until you get coordinated. On the other hand, this means the motor can be used as a brake. Some people mount the Electa Ride on the rear tire to put this handle closer to hand.

The main drawback to the electrics is that you have to repeatedly recharge the battery. A half-horsepower electric motor connected to its 34 ampere hour battery will give about 25 miles range in normal terrain or, perhaps, two hours of constant operation. (Of course, you probably wouldn't use it this way, but we're trying to compare apples with apples). Recharging requires connecting the battery charger to a wall outlet, and clipping leads to the connectors on the motor housing. A 3-amp charger takes about 12 hours to bring a fully discharged battery up to full charge, but it's much better to recharge long before that point is reached.

The electrics run at constant speed, which makes starting up in the wet a problem and limits the effective top speed on a level surface.

But, having a 12-volt battery on your bike means you can connect other goodies too—CB radios, powerful lights, or maybe an 8-track. And maintenance should be virtually nil given a proper installation and routine tightening of all bolts and connections.

The electric helper motors are sold with or without battery and charger. Batteries of the necessary type cost from \$20 to \$40 (warning: you get what you pay for), and the chargers also start at about \$20. I'd recommend getting a hydrometer at an auto store, for about \$4, to easily check the state of charge of the battery.

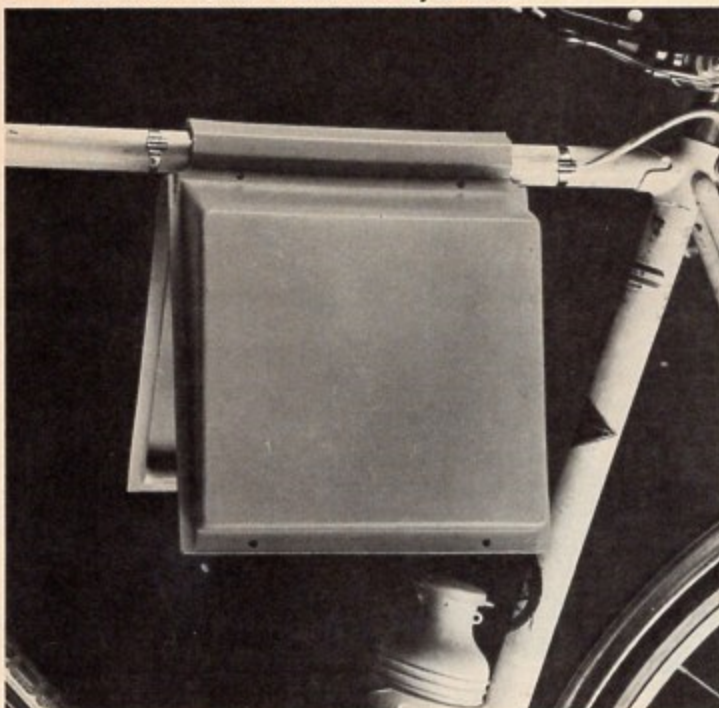
The gasoline power plants, such as the TAS, have some distinct advantages. I think the principal one is that you can go on a trip without bringing your battery charger along. They're lighter than the combined weight of the electric drive unit plus battery, and put out more power at top speed. (The electrics are available from about ½ hp to 1 hp, but, of course, the higher power drains a battery faster or requires a larger, heavier battery).

Since the rpm can be controlled to some extent, less slippage while starting up from low speeds gives less tire wear. They should be pretty good on fuel, although there aren't accurate in-use figures since they are just not used continuously over long distances.

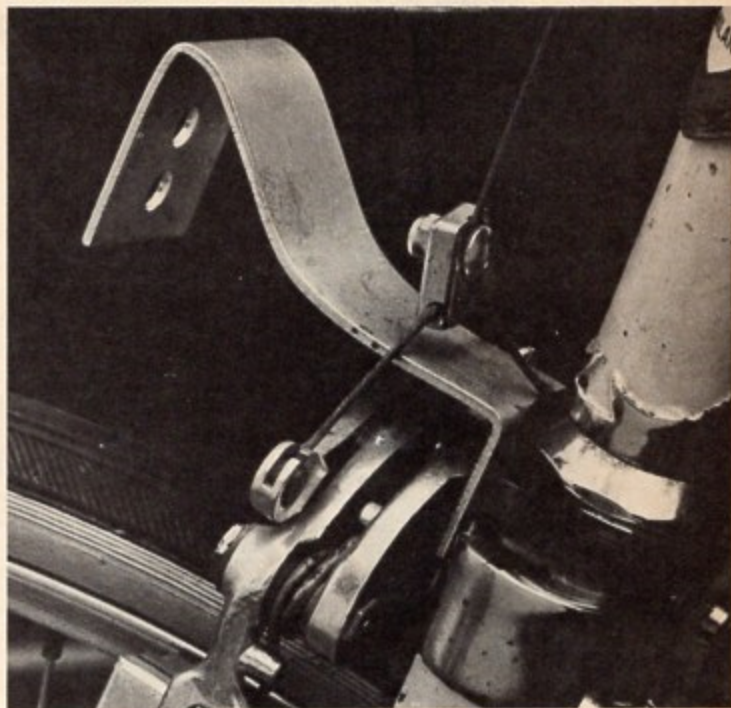
On the other hand, they're noisy, they put out exhaust gasses, there's some vibration, with resulting stress on the frame of a vehicle not designed for it, and the likelihood of repair must be considered. We wouldn't like to be stranded somewhere far from a dealer because of a broken part.

And you have the same problem many Mopeds face: you ought to add a battery anyway to power

1. For use on a man's bike, the battery case fits over the bar. Make sure the brake cable is not pinched by the case. We had to lower the water bottle a little and placed the case as far back as we could, so that our knees would not hit the battery. Make sure that you specify Man's or Woman's bike when you order.



2. The wide bracket that will eventually support the motor gets attached to the long bolt holding the front caliper brake in place. Our bike had little clearance above the tire, so rather than mount the bracket to the rear of the fork (as the manual instructs) we mounted ours on the front. Squeeze the brakes a few times to make sure there is no interference.



lights which aren't dependent on movement to get their power.

Shopping for one of these helpers may be a problem: bicycle dealers rarely stock them, Moped dealers may have only one line and getting information and prices is difficult. We'd suggest writing to the manufacturers directly, to get information and the location of the nearest dealer.

Here's a point to consider in selecting a helper. Your bike doesn't have a suspension to ease the jolts, both from the road up and from the motor down. The mount should try to absorb some of this stress, both through location, weight and design. If a heavy motor is hung at the end of a long mounting piece, it will cause vibrations and will bounce on the tire it is driving. If you mount a light motor close to the frame with a solid, padded mount, you should have much less trouble.

A bicycle with a helper motor on it is a motor vehicle, and comes under the applicable laws in most states. As a matter of fact, the Moped laws may or may not apply, and in some states they appear to be illegal, so you should question your dealer closely, or better yet, check with your state's motor vehicle bureau before going ahead.

Installation

Helper motors certainly sound like a good idea, so we installed one ourselves to find out just how

well they really work. We got the Pedalpower unit from General Engines, and installed it on our trusty ten-speed. It comes in two bulky boxes. The heavy one, we found, contains the battery and its charger. The other box held the motor, assorted cables and fittings, and the battery housing.

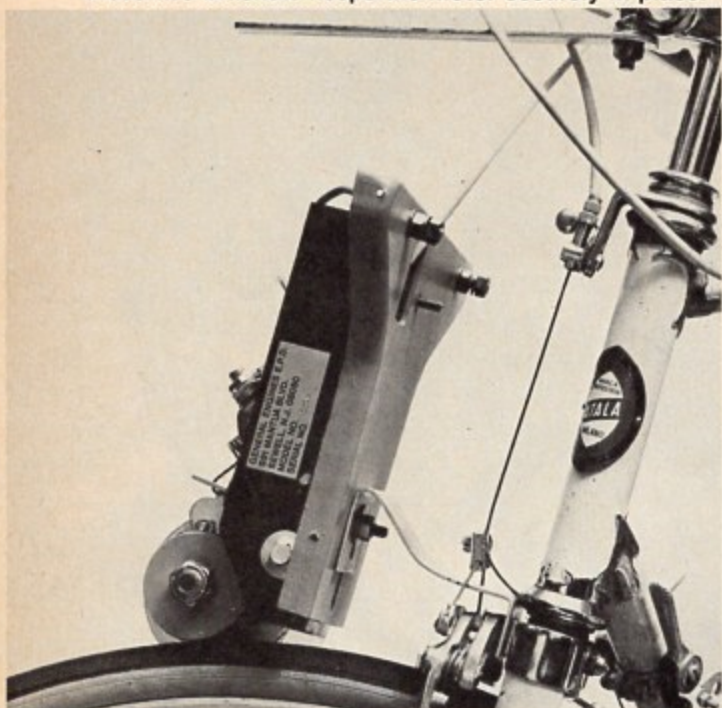
The first thing we did was to start charging the battery, figuring that while that was going on, we'd get started on the installation. When you set up to charge the battery the first time, follow instructions *carefully*. Add water just to the fill line, and no higher. Sulphuric acid is formed, and any excess will bubble out the overflow. This isn't an *extreme* hazard, but you'll have a spot on the floor a lot cleaner than anything around it, and the acid can give you a skin irritation, or damage clothing. Fumes are also produced—less than fully healthful—so work in a well-ventilated area. Try to figure out where to do it conveniently, because you'll be charging the battery often.

While the battery was getting juiced, we started on the balance of the project. Aside from what came in the box, we needed a plier, an adjustable-end wrench, and a screwdriver. With a different front fender, we'd have needed a hacksaw as well.

We started the installation by hanging the battery case on the bar, as shown in picture 1, on a man's bike. You'll need a different mount for a woman's bike and you have to specify which one you want when you order the engine. We found

Having a 12-volt battery on your bike means you can connect other goodies, too—CB radios, lights, maybe an 8-track.

3. The motor and housing hangs on the bracket. The drive wheel rests on the tire to get position for bending the top bracket into place. The combination of these two brackets keeps the motor securely in place.



4. The top bracket has been bent and the motor cover has been fastened into position. As you tighten the upper bolt, lift the drive wheel about one-quarter inch above the tire and then tighten all the bolts to make sure the drive wheel stays above the tire except when lowered by the hand control.



photographs by the author

Electrics are quiet, simple and relatively vibration and stressfree—But you do have to recharge the battery.

we had to rotate the rear brake cable to the side of the bar so the weight of the battery pressing on it wouldn't make it bind. We also had to lower the water bottle. We set the case as far back as we could—further forward and knees would bang into while pedalling.

The next thing to do is to look at the bike, look at the motor, look at the pictures in this article, and decide precisely where to mount the motor and how the brackets will hold it.

Attach the wide bracket to the long bolt that holds the front caliper brake in place. The manufacturer's instruction book shows the bracket attached at the rear of the column and passing under it. However, our bike has very little clearance above the tire, so we put the bracket in front, as shown in picture 2. You've got to get the fender out of the way, either by cutting off the front end of it, taking it off completely, or, if you're lucky, having a removable forward part as we did.

The front brake cable passes very close to the bracket, so work the brake lever a few times to make sure it doesn't rub. If it does, take a file and make little grooves in the sides of the bracket for the cable to pass through.

Next we hung the motor housing on the bracket, letting the drive wheel rest on the tire. We then put the upper bracket on the handlebar bolt. You can see this in picture 3. The upper bracket is the long, narrower strip of metal, and it has to be

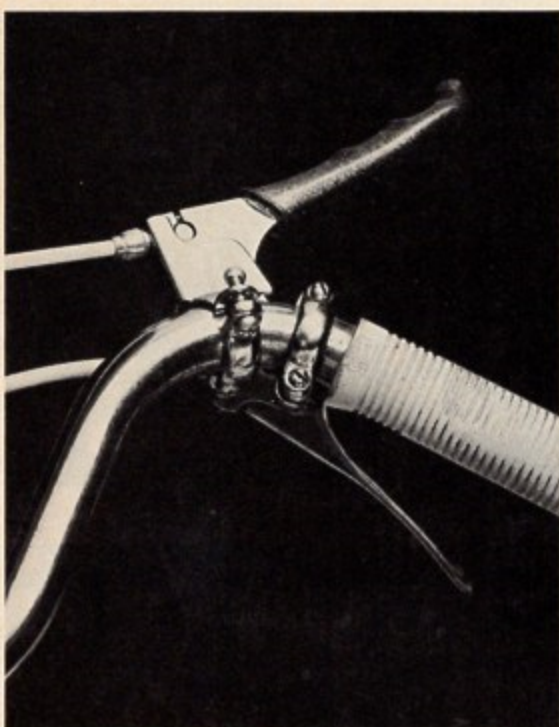
bent to lie against the upper part of the motor housing. In picture 4 we've bent this bracket, and inserted a bolt. As you tighten the bolt, lift the drive wheel about $\frac{1}{4}$ inch above the tire, and then tighten all the bolts to make sure it stays at this height. Use lock washers inside and outside.

The hand lever, which has been dangling awkwardly all this time, now must be fastened to the handlebar. While placement is a question of personal comfort it should be located in a convenient spot, but one which will not interfere with the brake handles—in an emergency, you ought to be able to grab the right thing instinctively. Picture 5 shows our choice.

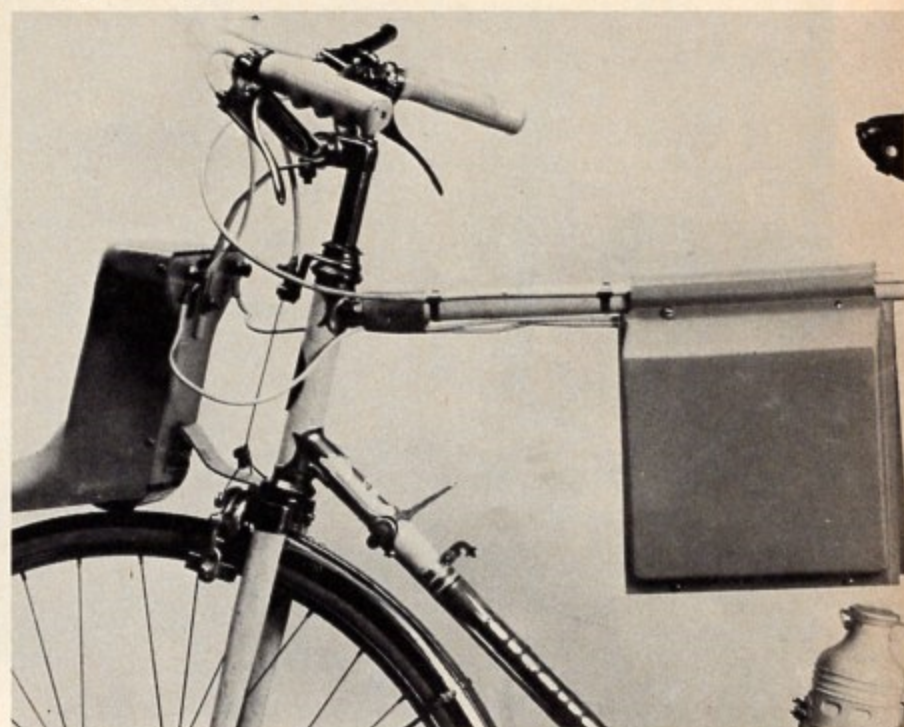
You'll need some help when you put the battery into the case. Attach the cables, red connector to plus terminal, and insert the battery into the case from underneath, while your friend spreads the case open. Secure the case with the screws supplied, and prevent the free ends of the cable from touching each other or the metal frame of the bike. Run the wires neatly along the bar, and use cloth tape or a new cable clamp to secure them at the forward end. Other tapes can age to a sticky mess.

A red wire runs from the motor to a terminal. Connect the cable with the red end (from the plus terminal of the battery) to this terminal. If you mount the motor backwards on the rear tire, connect the cables to the opposite terminals, to

5. The hand lever should be placed on the handlebars in an accessible, but not ambiguous place. It will lower the helper motor to the tire and should not be placed where an easy confusion with the brake can be made. Our choice is off to a good angle where some thought would have to be given to a change of hand position.



6. The completed installation of an electric helper motor would look pretty much like this. And the next time you see a hill, just smile smugly and engage some help.



get the motor to push you in the proper direction. Picture 6 shows the completed installation.

As you're hooking up the cables, first touch each quickly to the terminal—if there's a spark, stop and check the electrical path.

Don't let us make you nervous—this is a very simple device, mechanically and electrically. The low voltage used minimizes the chance of getting a damaging shock. Once the wires are all hooked up, turn the steering wheel from side to side, to check that the wires don't interfere with its operation.

Now take the bike out for a short test ride. Start up by pedalling, then pull in the handle to start the motor and press it against the tire. Ease off, using just enough pressure to keep it driving without slipping.

There are two parts to routine maintenance: keeping the battery well charged, and tightening things up. You can charge the battery by connecting the charger to the terminals on the back of the motor housing. Keep red to red. It's a good idea to get a hydrometer at an auto supply store to check the battery. As for tightening, keep after it. Bikes don't have shock absorbers, and there's a lot of vibration loosening things up. Carry the adjustable end wrench and a screwdriver if you're going on a trip.

So, you ask, after all this, how does the thing work? The smile tells the story.

Who Makes Helper Motors

| Engine Name | Aprox. Power Rating | Gas/Electric | Suggested Retail Price | Distributor/Address |
|-----------------------------|---------------------|--------------|------------------------|---|
| Pedalpower Model 50 | 1/2 HP | Electric | \$115 *1 | General Engines Company 591 Mantua Blvd Sewell, New Jersey 08080 |
| Pedalpower Model 100 | 1 HP | Electric | 150 *1 | |
| Gobby (small) | 1/3 HP | Electric | 145 *2 | Gobby Manufacturing Co PO Box 156 Glendale, Arizona 85311 |
| Gobby (large) | 2/3 HP | Electric | 170 *2 | |
| Electa Ride Model 3 | 1/2 HP | Electric | | Palmer Industries PO Box 707 Endicott, New York 13750 |
| Electa Ride Deluxe | 1 HP | Electric | | |
| TAS Spitz | .8 HP 3 | Gas | 180 | TAS Industries 12728 NE 15 Place Belleville, Washington 98005 |
| BikeBug | .8 HP 3 | Gas | 170 | AquaBug Int'l 100 Merrick Road Rockville Centre, New York |
| Pony Express | .85 HP | Gas | 180 | Advanced Engine Products 7525 Mitchell Road Eden Prairie, Minnesota 55343 |

Notes: 1. Price without battery & charger
2. Price with battery and charger
3. 1.2 HP available with simple carburetor modification

Moped Miscellany



With deposit slip in hand, Mary Cottor and her son, Jay, arrive at their bank's drive-in window—only to discover they're a few minutes late. Ah, well, they'll just leave the machine hitched up in the parking lot and make a quick deposit.

Bee photo by Richard Gilmore



Photo: Winter Garden Times

Guess who's making house calls! This Florida Moped dealer will pack up his demonstrator and bring it to a potential customers house or office for a test ride. Now, that's what we call service.





Suffolk County Executive John Klein proving that government and Mopeds need to go down a two-way street. Is Hizzoner doing the family shopping?

Smithtown Messenger



Look, Ma, no hands! While we suspect that "Ma" would not be pleased, clearly freedom is more than another word for "nothing left to lose." Freedom is Spring and a new Moped and beating the bus to school.

Sarasota Herald-Tribune photo by Jim Townsend

Fire and Ice—Saudi Arabia's Prince Mohamed Al-Faisal was the catalyst for an International Conference on Iceberg Utilization. The Conference, held in Ames, Iowa, also provided an opportunity for the Prince to meet with grade and high schoolers in Ames. He presented the grade

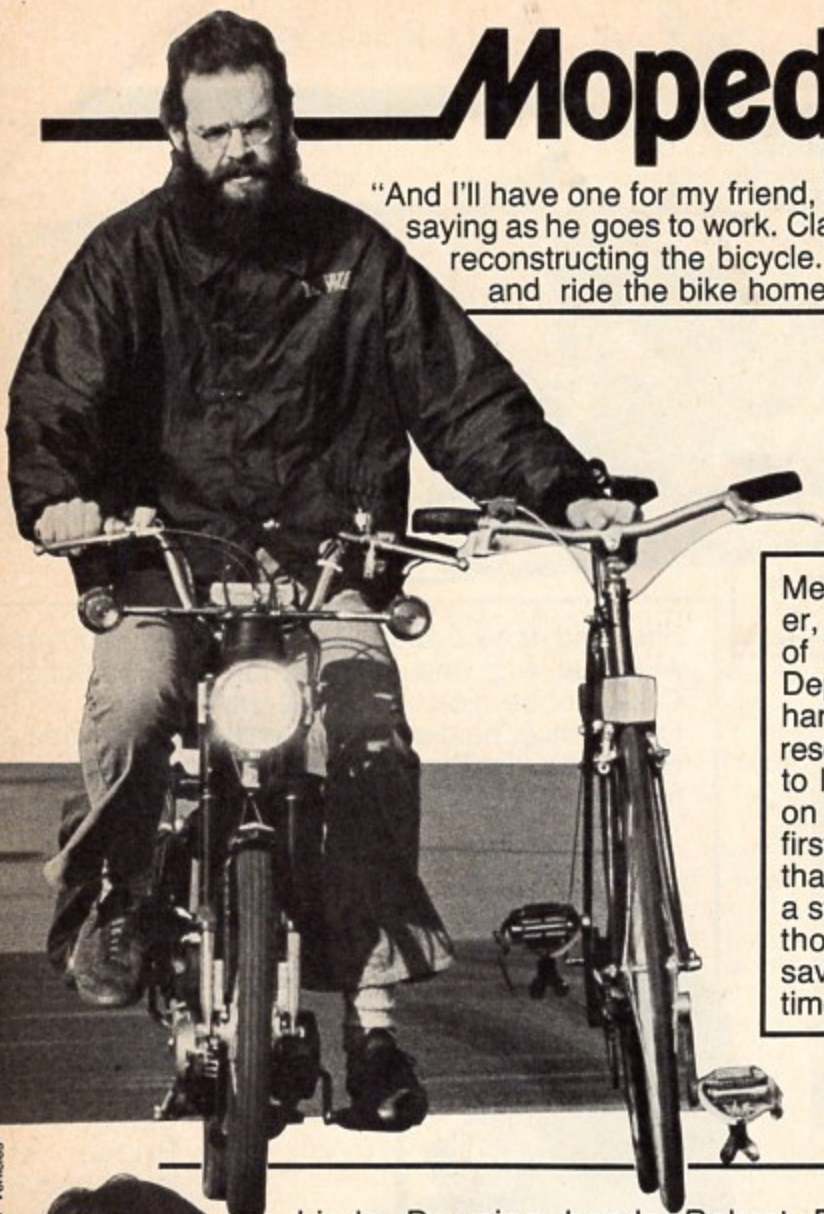
school with a check for \$2,000 after his visit and students at the Ames Senior High School gave the Prince a Puch Moped (donated by a local dealer). The students were quick to point out that the Puch got 150 miles per gallon. The Prince enjoyed his visit and question-and-answer session with the students and donated \$3000 to the high school.



Moped Miscellany

"And I'll have one for my friend, here," is what Clark Gaff seems to be saying as he goes to work. Clark was using the Moped while he was reconstructing the bicycle. He plans to leave the Moped at work and ride the bike home.

Photo by Jeff Heger



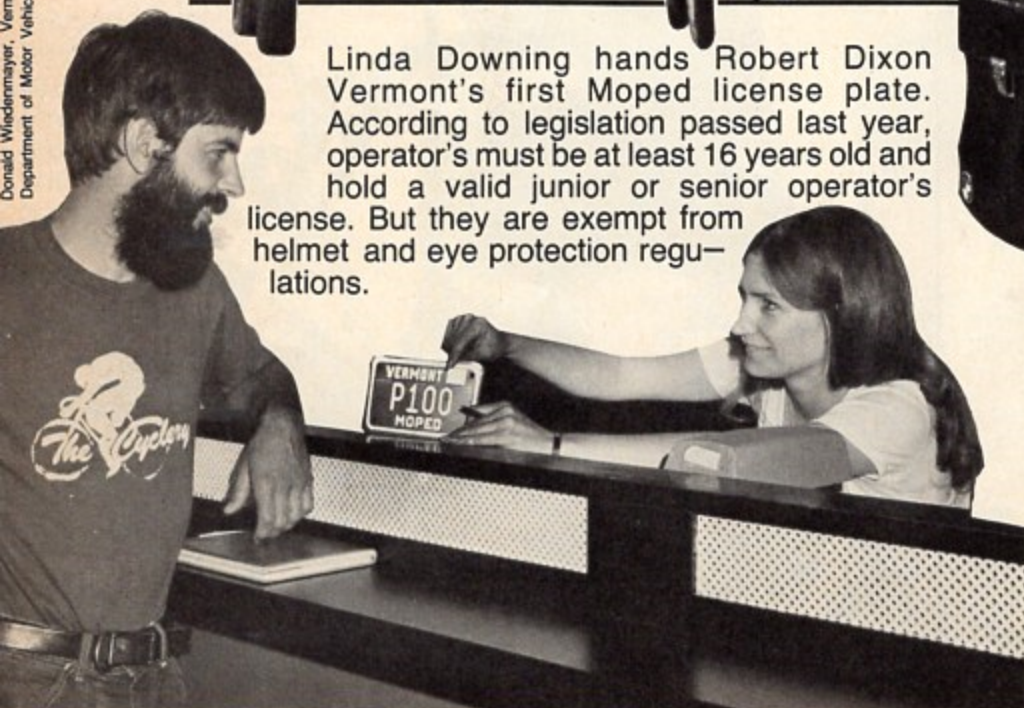
Melba Shepard, Boulder, Colorado's Director of Human Resources Department tries her hand at saving natural resources. She's about to leave for a meeting on the Department's first Moped. She said that her HRD needed a staff vehicle and she thought she'd try to save gas at the same time.

Boulder Colorado Daily Camera Photo



Linda Downing hands Robert Dixon Vermont's first Moped license plate. According to legislation passed last year, operator's must be at least 16 years old and hold a valid junior or senior operator's license. But they are exempt from helmet and eye protection regulations.

Donald Wiedenmayer, Vermont
Department of Motor Vehicles



What a way to go to school! And what classmates! The two Sandys—Dietz and Farriss—are on their way to Sarasota High School. Beauty, brains and bounce.

Sarasota Herald-Tribune photo by Jim Townsend

"Mommy, when will I grow up?" Amy Ball, 3-years old, can't wait until she gets a little bigger and can ride her brother's Moped. Amy, it's going to happen

Photo by Alice Ball

Ethel Kennedy shows off the Vespa Ciao given away during the Robert F. Kennedy Pro-Celebrity Tennis Tournament in Forest Hills, N.Y. Vespa donated the Moped to help raise funds for the RFK Memorial, a charitable foundation which helps youth-oriented programs.

and we're pulling for you. It won't be many more Christmases until you get the bike and then . . .

Moped Biking will pay \$5 hard, U.S. cash for photos for our somewhat irreverent Miscellany section. If you've got a funny photo or a photo of unusual interest, please send it with a short explanation (and credit line, if you like) to: Miscellany, Moped Biking, 370 Lexington Avenue, New York, NY 10017. All published photos become the property Moped Biking. We will return all unused photos that come with a stamped self-addressed envelope.



BY WILLIAM B. STEVENS, JR.

Once a more active seaport than New York, Newport picked itself up after the Revolution to find half the leading citizens had fled taking their money and businesses with them. However, the sea remained, surrounding Aquidneck Island with wide beaches and a cool climate. From that time on, Newport, Rhode Island has remained a city to play in, to see and be seen in.

Laid out in the time of the four-in-hand and the phaeton, it is compact and has remained reachable; ideal Moped country. In fact, while Mopeds are now chic for year-round as well as



Mariners, Mansions, N

summer residents, they are also the most comfortable and delightful way to experience Newport.

Newport Harbor is now, as it always was, the place to start a scenic tour if you can tear yourself away from all the seaside activity. Starting from the harbor, head down Thames Street, looking for "Ocean Drive" signs, hang right at Wellington Avenue. Perched at the end of a quay is the tiny Ida Lewis Yacht Club, home base for the America's Cup competition. Named for a heroic lighthouse keeper who patrolled the harbor in the mid-19th century, plucking careless sailors out of the deep, it overlooks the calm inner cove of the

harbor with wide grassy lawns for picnics or whatever.

From Ida Lewis you can see the huge granite bastions of Fort Adams guarding the approaches to Narragansett Bay and Newport Harbor. 1.7 miles past Ida Lewis still on Ocean Drive, it's entrance is clearly marked and leads to the redoubt (jail) at the East Face. Over the gate is the inscription, "Fort Adams, the Rock on which the Storm will beat." On stormy days, you can look down from the ramparts 75 feet above the bay and see not only surf but Newport Bridge and Jamestown. Mule skimmers will take you on a wagon ride both inside and outside the



opedes and Newport

fortifications for a pittance; a great way to see the Fort from the Army point of view. Patrolled by the Rhode Island Division of Parks and Recreation, it is a comfortable place to swim, picnic, and launch a boat. Mopeds, however, must stay on paved areas.

Typical of Newport's class of activities are the mini 12-Meter races with 60" radio-controlled yachts fighting it out beside Fort Adams as the charter schooner "Bill of Rights" glides into home port. These minis run upwards of \$2,000/per and generate just as many heated protests of alleged fouls and jubilant skippers as do the real 12-Meters. From 9' Dyer Dinks to 30' Shields racing (vicious and not for amateurs) there is always activity in and around Fort Adams and the harbor for the observant Mopeder.

Next door to Fort Adams is Hammersmith Farm, Jacqueline Kennedy's family summer home which will be open to the public starting this coming summer. Elegant and spacious with sweeping vistas, it is an attractive facility.

Another mile beyond Fort Adams still on Ocean Drive, is the Shamrock Cliffs Hotel (childhood

home of Dina Merrill), the Castle Hill Coast Guard Search and Rescue Station, and the Inn at Castle Hill; all quite different from each other. Shamrock Cliffs has a daily disco, with larger crowds on weekends, and warns would-be guests that its quadraphonic speakers bring the music to every room in the castle-like hotel. Young and bouncy people dance the night away, often at the periodic special bashes Shamrock Cliffs stages during the season.

The Inn at Castle Hill was built by Alexander Agassiz in 1874 and is a bastion of quiet sophistication, bordering on the stuffy. For Mopedders the best attraction might be the beach cottages running \$250/week on their own private beaches, beside Castle Hill Lighthouse.

Free and friendly is the U.S.C.G. Search and Rescue Station which accepts visitors in moderation to their elegant headquarters.

Onward to Breton State Park, whose wide open spaces at sea level give you a chance to dare the surf on the breakwater, clamber around an old windmill and former stables whose cool walls sheltered expensive mounts. There is ample parking facilities and picnic room, with old dirt driveways to explore. Again keep within the confines of the park. The great thing about the 3½ miles of Ocean Drive between Castle Hill and Bellevue Avenue is the number of parks and public access areas where mopidders can pull off, the road. Riders can wander onto nearby ledges and check out tidal pools and boat wrecks in sight of the grand Newport mansions. Ocean Drive really does skirt the ocean, just yards away.

Bellevue Avenue, where the Drive ends, is, of course, "The" street; flanked by mansion after mansion where the rich and super rich waged their none too gentle war of ostentatious display. The Newport Preservation Society oversees those open to the public, from the "Breakers" on down.

Marble House is the first one you'll encounter with a great sweeping drive leading to high Corinthian columns, designed to impress the visitors to this place built in 1892 by the William K. Vanderbilts. A bit further is the lovely 40-room chateau of Rosecliff where a good part of "The Great Gatsby" was filmed. More human in scale, it has some of the loveliest gardens and terraces to be found, but for sheer power, Cornelius Vanderbilt's "Breakers" can't be matched. Elaborate baths with both salt and fresh hot and cold running water; a massive central hall sheltered within 70 rooms are only two features of the Breakers, the ultimate weapon in the prestige war that raged along Bellevue Avenue at the turn of the century.

If you tire of gold leaf and bronze, stop off at the "little" Victorian cottage called Kingscote, whose warm interior is flooded with light from Tiffany stained glass windows which have rarely been equalled.

At the end of Bellevue Avenue is the famed

The War of Conspicuous Consumption was waged as a Street Battle along Bellevue Avenue.



Ocean Drive (above) forms one of the most pleasant Moped rides you can make around Newport. You've got Ida Lewis Yacht Club, Fort Adams and as beautiful scenery as you'll find anywhere. "The Breakers," (right) built for Cornelius Vanderbilt, is one of the great houses on Bellevue Avenue. It was the "Ultimate Weapon" of the turn-of-the-century's prestige war.

photographs by the author





Newport Harbor is now, as it always was, the place to start a scenic tour.



Newport Casino, former site of Davis Cup competition, and present home of the National Tennis Hall of Fame. Here the elite still play tennis on immaculate grass courts.

Turn right at Memorial Boulevard and chug down to Newport Beach (public) to watch the surfers. If you'd rather meet bathers than watch them keep right past Newport Beach and hop over to Middletown and Second Beach. Rumor has it that on weekdays the working college crowd can be found in cheerful profusion on that gorgeous beach overlooked by Purgatory Chasm. This deep cleft in the rock to the right of Second Beach (clearly marked off Memorial Boulevard) reverberates to booming surf when the wind is right and affords a great view of the beach and Sachuest Point farther along. There you can picnic in the shade of the World War II anti-aircraft towers or wander on foot through the wildlife refuge. (For those willing to go afoot there is also Cliff Walk which offers the Atlantic on one side and the mansions on the other, starting either from Narragansett Avenue or Memorial Boulevard at Newport Beach.)

As sunset approaches, you might head back to the waterfront where Bowan's Wharf and Bannister's Wharf are the epicenters for boutiques, ship's chandlery, pierside restaurants and sociable cafes. This area is as well the center for commercial deep sea lobster and trap fishing operations. Here, you can rent everything from a Dyer Dink to the "Bill of Rights," if you're nautically inclined, although water taxis and excursion boats are available for the less experienced. If you like your comforts, the Treadway Inn, Sheraton Islander, and The Hotel Viking provide standard amenities in scenic settings to the weary traveler.

For the methodical types, there are the following checklists: For the "go-where-the-will-takes-me" sort, get on your Moped with a good Chamber of Commerce (embarrassingly helpful folk) map and savor Newport on your own.

QUICK & FUN: (Short tours running ½ hour or less)

1. **H.M.S. Rose** (*Reproduction of His Majesty's Frigate which fired the first shot of the Revolution at the USS Providence. It really sails and is available for charter*)
2. **Newport Automobile Museum** ("Happy Days" fans will find tailfins and grills galore), as well as Rolls and Dusenbergs you wouldn't believe.
3. **Redwood Library** (*Oldest library in the U.S., a truly elegant Newport building*)
4. **Fort Adams Retreat Ceremony** (*A recreation of old-time Army customs from simpler days; changing of the guard in 1827 Artilleryman uniforms*)
5. **The Colony House** (*State House—George Washington really did speak here*)

The Black Pearl Cafe with the H.M.S. Rose in the background (top opposite) makes a good place to stop for a little refreshment. It's not inexpensive, but you only live once. While you can swim anywhere (bottom opposite), you can also do it among the rich in Newport. The Castle Hill area (below) makes an exciting backdrop for this lovely young woman.



6. The Viking Princess (Harbor cruises on miniature steamboat)
7. Ebeneza Flagg Company (Beautiful custom made flags, banners and estucheons)

YOUNG & BOUNCY

1. Shamrock Cliff's Disco (A lively night spot on Ocean Drive, near Castle Hill with a fantastic view)
2. Courtney's (Overlooks the inner harbor, Washington Square Area)
3. Bo. Jangle's Pub (Friendly and right across from Newport Beach)
4. Jimmy's Saloon (No decor, but jammed with the young set, Memorial Boulevard)
5. Yesterday's (Consistently beautiful clientele, relax in a Victorian setting—Washington Square)

6. Salt (Serious folk music and mini-theatre—Thomas Street)
7. One Pelham East (Irish folk singers on occasion and a great view of the Thames Street Scene—Thames Street)

HAPPENINGS

1. American Jumping Derby (Shamrock Stables/Glen Farms, Portsmouth, Rhode Island, International Horsey Set)
2. Newport International Sailboat Show (Fort Adams—Beautiful people, oh, and boats!)
3. Fair at "The Elms" (crowded, but elegant summer fun—Bellevue Avenue)
4. Newport-Bermuda Races (frustrated America's Cup watchers and dedicated sailors make this a lively event)
5. Great Gatsby Parties at Shamrock Cliff.

SOCIAL CLIMBER'S SCORE SHEET - Bring your own lineage and a very congenial member to crack these.

(Listed in decreasing order of difficulty)

1. **Bailey's Beach** (a/k/a/ Spouting Rock Beach Association—Don't feel bad if you strike out as there are several excellent public beaches washed by exactly the same ocean)
2. **The Clambake Club**
3. **The Reading Room**
4. **Ida Lewis Yacht Club** (If you sink here, rent your own boat from sailing dinghies to the schooner "Bill of Rights" and dazzle members with your seamanship. All boats in Newport float equally well in Narragansett Bay)
5. **Play Center Court at the Casino**
6. **Charter the "Black Pearl"**
7. **Book Room #9 at The Inn at Castle Hill** (Thornton Wilder was a frequent visitor and wrote much of *Theophilus North* within it's elegant quietude. \$60/day; write some months ahead)

EXPENSIVE EATERIES

1. L'Auberge
2. Le Bistro
3. The Black Pearl
4. The Clarke-Cooke House

NAUTICAL/NEWPORT TOGS

1. J. T. O'Connell's Chandlery
2. The Chandlery (Bowen's Wharf)
3. The Narragansett
4. Thompson-Forbes

BOUTIQUES

1. "Romance of Arielle-Forgotten Finery" from 1890-1950 (on DeBlois Street just North of Bellevue and Memorial Boulevard for 'period' mopedding)
2. **Operculum** (Exotic collector of seashells and superb little nothings for a whole lot. Bowen's Wharf area)
3. **Tashi** (A truly elegant shop with lines by young designers who are great, but not as yet so famous as to be out of reach of most pocketbooks. Dresses can run for \$400 but there are tasty items for less. Brickmarket-Harborside)

MAJOR NEWPORT MOPED SUPPLIERS:

1. Ten Speed Spokes, 380 Thames Street, Newport, RI 047-5609 (Motebecane)
 2. Mopeds of Newport, Connell Highway, Newport, RI 849-4171 (Lazar)
 3. Bermuda Bike Rentals, Bowen's Wharf, Newport, RI (Bermuda)
- (Most will deliver and pickl up Mopeds at your hotel given advance notice.)



- 1 Old Colony House
- 2 Chateau-Sur-Mer
- 3 Hunter House
- 4 The Breakers Carriage House
- 5 Newport Historical Society
- 6 Touro Synagogue
- 7 The Breakers
- 8 Marble House
- 9 Trinity Church
- 10 The Elms
- 11 Old Stone Mill
- 12 Redwood Library
- 13 Sanford-Covell House
- 14 Newport Artillery Museum
- 15 Rosecliff
- 16 Brick Market
- 17 Kingscote
- 18 White Horse Tavern
- 19 Belcourt Castle
- 20 Castle Hill
- 21 Miantonomi Park
- 22 U.S. Naval War College
- 23 Ida Lewis Yacht Club
- 24 Goat Island Lighthouse
- 25 Fort Adams State Park

For people
who are
going places...



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Mopeds On Cam

College campuses are filled with students pressed for time and frequently pressed for cash as well. Campuses themselves are becoming hard pressed for space and parking lots are becoming rarer and rarer. Indeed, on some campuses a permit for a convenient parking lot is more of a prized possession than Dean's List mention. These are some of the reasons that Mopeds are becoming more common on campuses around the country. Obviously, they're more prevalent

in areas with a sympathetic climate. But the turn to the Moped, that can get you cross town or cross campus with little fatigue and can virtually be brought into the classroom, is a national phenomenon.

We contacted correspondents in several schools to give us a run down on Moped activity on their campus. What we found is an increased awareness of Mopeds, but the state of Moped activity is as individual and as variable as the campuses surveyed.



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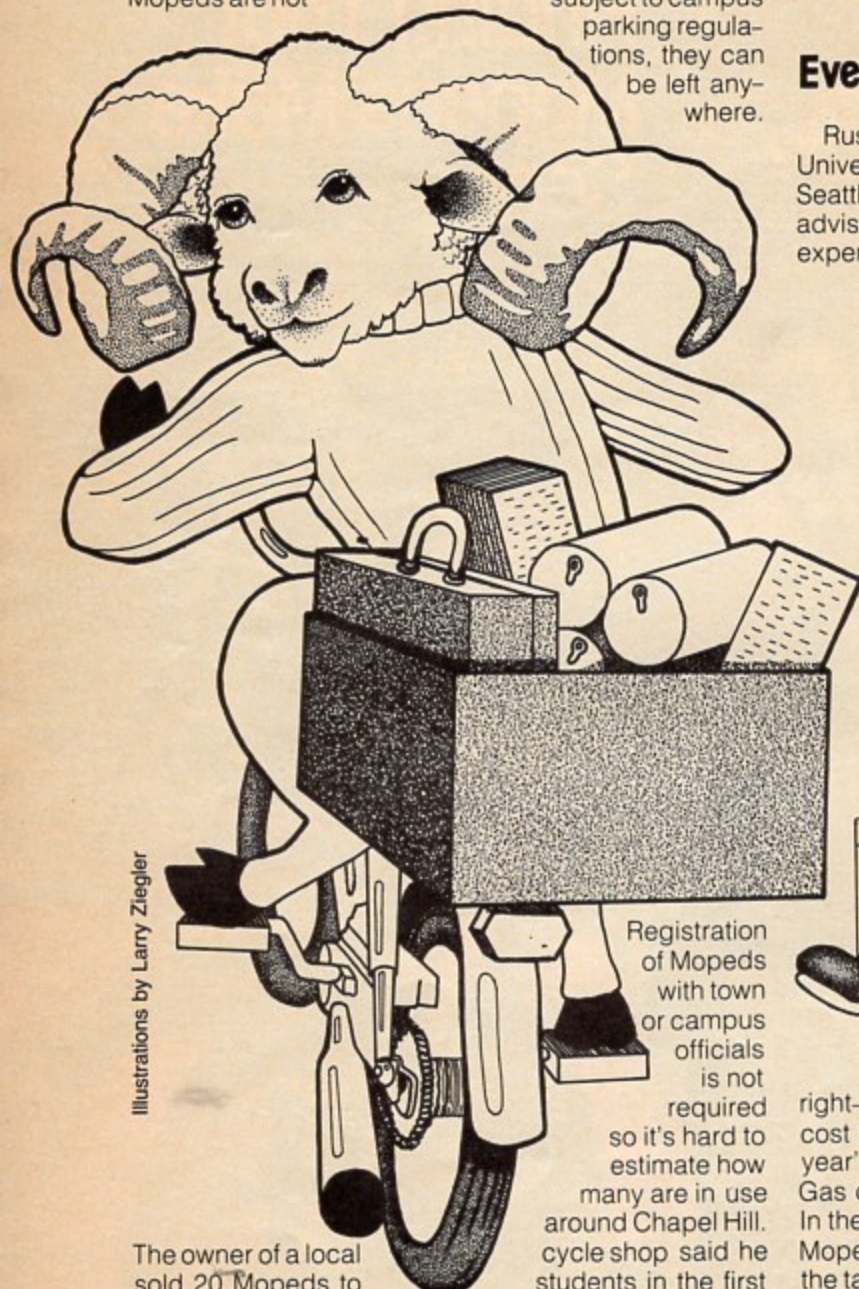
College Students
All Around the
Country are
Finding That
Mopeds Make
Sense



Mopeds Move Tar Heels

Returning North Carolina students notice something different on the Chapel Hill campus. It takes a while for the difference to sink in, but they finally realize what it is. It's those funny little Mopeds.

On a campus plagued by transportation and parking problems, Mopeds are a welcome relief. Students find them easy to maneuver through traffic, and, since Mopeds are not subject to campus parking regulations, they can be left anywhere.



Illustrations by Larry Ziegler

Registration of Mopeds with town or campus officials is not required so it's hard to estimate how many are in use around Chapel Hill. cycle shop said he students in the first

The owner of a local sold 20 Mopeds to three weeks of classes. And according to one student, "They're everywhere!"

Freshman Bonnie Taylor rides her Moped the three miles from her home to campus. For her, buying a Moped was a practical move.

"It's the quickest way for me to get to school," she said. "No car to hassle with, and besides, it's easier than walking."

An eye-catching Moped on downtown Franklin Street

belongs to Rostyslaw Lewycky. An employee of the UNC Computation Center, Lewycky had a wooden box custom-built on the back of his Moped to carry computer cards and listings, a briefcase, and even a cooler of beer for the spring.

"I needed some extra room on my bike," Lewycky explained. "I wish someone would start making accessories for Mopeds to make them even more useful."

Hear that, manufacturers?

—Sylvia S. Ingle

Even in the Harvard Yard

Russell Daggatt is a first year law student at Harvard University. When he came east from his home in Seattle's suburbs, he planned to bring his car. Friends advised him against it, ("Too much trouble and too expensive,"

they said.) but as a west-coaster, Russell

couldn't imagine life without a vehicle. So he bought a slightly used Vespa Ciao. It turns out his friends were



right—the Moped cost less than one year's car insurance. Gas costs next to nothing. In the month he's owned his Moped, he's only had to fill the tank once. Parking around Harvard would really have presented a problem.

"By the time I could find a parking spot for a car," Russell says, "I'd be back home again. That's the great thing about the Moped, I can just chain it to any post." Traffic around Harvard is heavy. Russell's greatest pleasure is passing by backed up cars. He can actually get around faster than a car and,

because traffic is which has saved him several also stop on a dime, slow, he feels safe. His Ciao will times from Boston's infamous drivers.

Russell, like many graduate students at Harvard, lives in an apartment about a half mile from school. He doesn't need the Moped for classes but it comes in handy when he's late. It's particularly good for running errands. The least expensive grocery is about a mile away. Taking the bus or walking would be too time consuming in the busy life of a law student. And, he's gotten to know the area much better than he would have without the Moped, a real advantage to a newcomer.

Mopeds are still a novelty around Cambridge. But Russell felt confident when he bought his because his dealer provides service and because he found the people at Moped City to be nice, helpful and trustworthy.

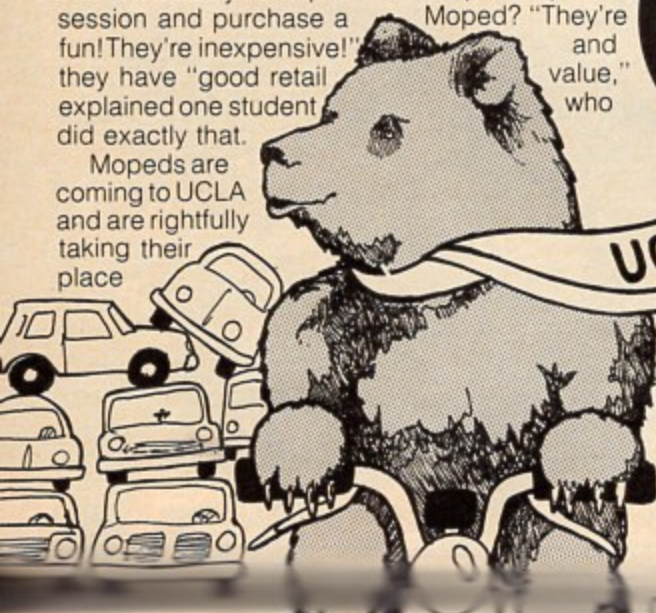
From the amount of curiosity people have shown in Russell's Moped, they may soon become a more common sight in Cambridge.

—Marsha Traugot

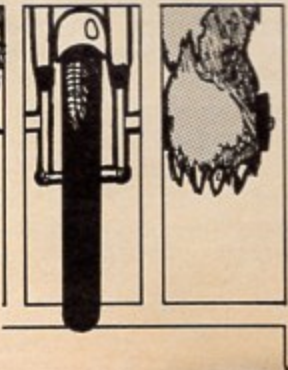
Bruins Buy 'Em

At UCLA, a campus with 32,000 students and 15,000 staff, parking permits are more than a little difficult to come by. Since the school provides only 18,000 automobile spaces for this entire community, a parking permit is cherished as much as one would cherish a family heirloom. So why would anyone voluntarily relinquish such a prized possession and purchase a Moped? "They're fun! They're inexpensive!" they have "good retail value," explained one student who did exactly that.

Mopeds are coming to UCLA and are rightfully taking their place



among the alternative means of getting to this largely commuter campus. The University, located on the highly congested westside of Los Angeles, is attempting to get students and staff who reside within



commuting distance to use means other than the automobile—such as the Moped—to get to campus. In a pamphlet entitled "How to Get to UCLA Without Using Your Car" the University notes that "more and more Mopeds are being seen around campus as people become interested in economical, short distance transportation . . ." Presently, UCLA provides 1,800 free parking spaces, situated on 31 different lots across the campus, for Mopeds and motorcycles. In addition, many Moped drivers are able to use the bicycle racks and lots that are provided on campus.

Providing a cheap, practical, and fun way to get to school, Mopeds are a sure time—and foot—saver for the student who must traverse the 411 acre UCLA campus once he or she gets there.

—Michael Pinchak

Wisconsin Winters Too Long

Despite sporadic but intense efforts to locate Mopeds on the University of Wisconsin's Madison campus, writer was able to spot only one! A spontaneous survey of student opinions concerning this new conveni-



ence revealed the almost unanimous response,

"Winter is too long and cold."

It seems that winter in this northern midwest city begins by mid-October and continues furiously through April. This leaves only five months in which us less hardy students can comfortably enjoy outdoor activities without the bulk of down-filled parkas and snowboots. The monetary investment in a Moped for this short period has so far received a resounding "nay!"

There are other factors that influence this negative reaction that are immediately visible to a "newcomer"

from the East. Madison is flat! The two hills on campus are easily negotiated on a standard 10-speed bike or can be avoided altogether by using one of the numerous bike routes both on and off campus.

Physical fitness activity may also account for the lack of Moped enthusiasm. In virtually all weather there are countless joggers, bikers, hikers, even tennis players and other campus sports enthusiasts. The intensity of mental activity seems to demand a counterbalancing with the sort of physical exertion not required with Mopeds.

Since the campus is centrally located, most faculty and students do not need to travel long distances, and when motorized help is needed, the excellent transit system provides cheap and convenient service.

In Madison, Mopeds have just not caught on—yet.

—Elaine Eckels

Bikes and Mopeds Mix at Purdue

Student cars are restricted at Purdue University and for years students have been searching for alternative forms of transportation. As the bicycle craze reached the campus, more and more students pedalled around on their 10-speed bicycles. For many, though, the precarious perch atop those skinny little tires, shifting gears, and all that pedalling were not the answer. And then came Moped!

As recently as two years ago, only one brand of Moped was sold in Lafayette—and that at a small hardware store. They usually had at least one or two machines in stock, but it was hard to keep up with the demand. Now almost all the motorcycle dealers have added a line of Mopeds and still cannot meet the demand.

Indiana law defines the Moped as a "therapeutic bicycle" and does not

require insurance, registration or a license to operate one. Purdue also accepts the Moped as a bicycle, so students who were formerly

unable to have motorized vehicles can now have Mopeds. Moped riders follow the same rules and have the same privileges as bicycle riders. They can be ridden on all bike lanes around campus and parked in bike racks next to buildings.

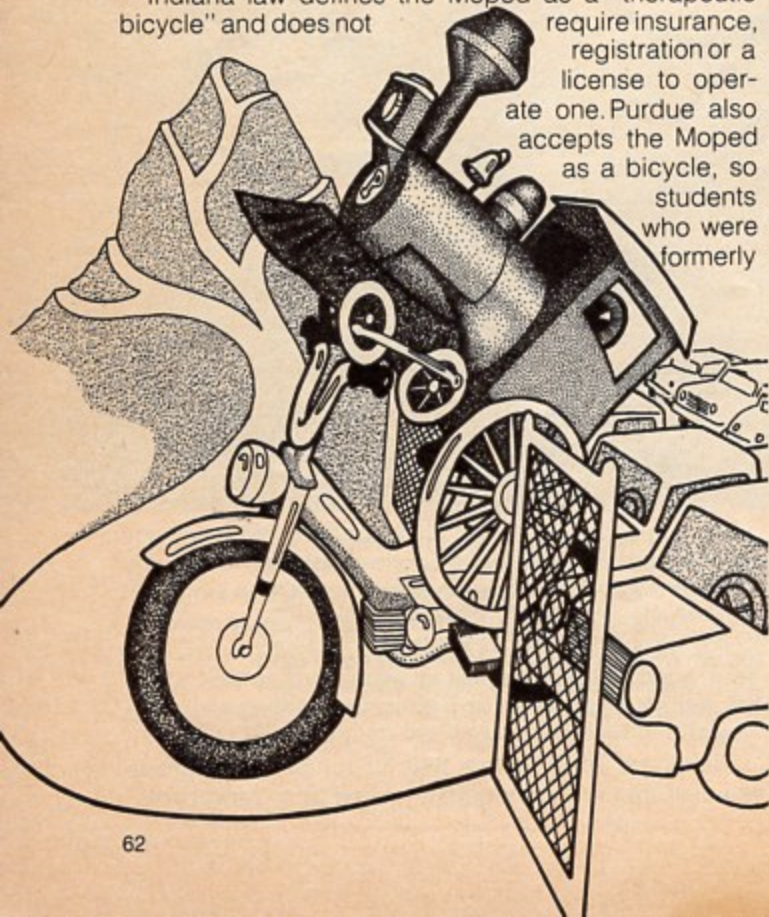
To date, Purdue University has no organization for Moped riders. For now, the Moped is for Purdue a low speed, low cost, utilitarian form of transportation. In the near future, expect to see: Moped Bikers of Purdue, picnic lunches strapped on backs, putt-putting off for a day of sunshine and softball!!

—Sandy Lloyd

Owls Wise Up to Mopeds

Daniel Tucker, graphic arts instructor in the Department of Journalism at Philadelphia's Temple University, was one of Pennsylvania's first legal Moped enthusiasts. "I bought mine on July 1, the day they were legalized in the Commonwealth," says Tucker, a graduate of the Rochester Institute of Technology. As a resident of Center City Philadelphia, Tucker says he finds his

Illustrations by Larry Ziegler



Moped to be time-saving while "doing errands around the city" and convenient for "transportation to and from the campus."

"It's about four miles to the campus from my apartment and while I don't travel much faster than 15 miles per hour, I'm either ahead of or even with the traffic in the city," explains the 27-year-old instructor.

Tucker says he bought a Solex powered Moped "for the price—it's the most inexpensive" and also because "it's light enough to be used as a bicycle. The motor easily lifts off the front wheel."

nia, in the Denver area, student use of the vehicle is less noticeable.

With the Rockies serving as a symbolic barrier to trends from either coast, Denver students seem happier using their feet or their cars on campus. This is understandable since most Colorado campuses are built with accessibility in mind.

What is surprising is the lack of response to the Moped's superb energy saving design. Students interviewed at the University of Denver were more concerned with the lightweight and therefore negative



A hidden asset of his Moped, however, wasn't discovered until after he'd taken his first ride.

"On a motorcycle you're isolated," Tucker explains.

"You make a lot of noise and people stare at you. Even in a car you're in a world of your own. But on a Moped you're open to people. They smile at me. Many times people will come up to me at a traffic light and ask about my Moped. I've made a lot of new friends just on my route to and from the campus."

And, as an increasing number of Mopeds are chained to trees and posts on campus, Tucker may have begun a fad at Temple University.

—John P. Hayes

Rockies Block Colorado's Mopeds

When Horace Greeley cried "Go West, Young Man," he may have meant by every means of transportation but the Moped. While Mopeds are booming in Califor-

nia, in the Denver area, student use of the vehicle is less noticeable.

There remain promising signs for the Moped's future as a student vehicle. On the sprawling campus of the University of Colorado at Boulder, 20 students rely on the Moped as a means of getting across campus.

Dealers realizing the lack of student use and the potential market come spring are gearing up for a bigger push in the next few months. If advertising doesn't work, there is always the energy crisis.

Many people believe that the impending shortage will make a decisive difference in the bike's future. Today the Moped is a choice. Tomorrow it may be a necessity.

David Rosenberg

Mount Oread Spurs Jayhawkers

Students and faculty at the University of Kansas in Lawrence find Mopeds particularly inviting despite University regulations that might seem to discourage them. The main campus of over 21,000 students is perched atop a steep hill, known as Mount Oread. Most approaches to the campus require climbing at least one severe incline, so the presence of 10 speeds, or better yet, a small motor on a bicycle is considered a blessing if not a necessity for cyclists.

With heavy demand on campus parking, it seems reasonable to assume the University Parking Board would welcome Mopeds, as they have the bicycle, by allowing them free access and parking on campus. Instead the board has decided to consider Mopeds just as they do any other motorized vehicle and requires them to buy a parking permit to park on campus. Since no separate classification has been made for Mopeds their owners must buy an \$18-a-year motorcycle

parking permit but, unlike motorcyclists, are allowed to park in the numerous bicycle racks spread liberally around the campus. Although Mopeds have not begun to approach the



numbers of bicycles on campus, sightings are common enough that they are no longer considered an oddity.

Local motorcycle and bicycle dealers have reported brisk sales and say over 200 have been sold in the last six months, at least half to University related customers, and sales are expected to increase.

Mopeds have recently been classified in Kansas as motorized bicycles having an engine of not more than one and one-half horsepower (not larger than 50 cubic centimeters) and must also be capable of being

pedalled or have a helper motor. They must not be able to travel more than 25 miles an hour and are forbidden on interstate highways. The new laws also reduce the amount of equipment, such as turn signals, motorized bicycles must carry and make insurance for them optional.

—Nancy Teeter

Moped Mania Marches on Malibu

As "Moped Mania" gradually begins to introduce itself to college students across the country, it has already made its mark upon the Malibu campus of Pepperdine University.

Nestled into the Santa Monica Mountains and about one mile from the Malibu shoreline, Pepperdine is situated in a rather isolated location, separated from the conveniences of the city.

Pepperdine students view the Moped as an economical "escape" mechanism. After the initial expenditure, the maintenance and gas is a nominal price to pay for the many benefits received from this little bike.

The Moped easily transports students down the hills to the coast highway for convenient access to the Malibu shopping areas, the beaches or the evening entertainment locales.

But besides aiding students to find a way off campus, the Moped provides students with uncomplicated practical use on the campus itself.

The construction plans for the University placed the various facilities into the mountains, while also trying to preserve the rugged countryside. Fulfilling the plan required buildings to be widely separated. Students do not merely walk from next, but literally take a hike.

Mopeds comfortably carry up and down while passing 10-speeders' walkers' sweating to through their daily class schedules. (smirking) students the campus hills, on the way "the and "the make it

—Renée Steiner



All bikes tested in this series were subjected to much the same test conditions, but results are far from the absolutes one might expect from a laboratory, proving ground or dynamometer. We measured off 50-foot intervals along an abandoned stretch of New York's largely abandoned West Side Highway and used a tape measure and stopwatch to calculate acceleration, top speed and braking characteristics. The tests were conducted with all drivers weighing between 110 and 125 pounds, although the riding characteristics were compiled from riders ranging from 110 to nearly 250 pounds.

Several Mopeds were retested, primarily to establish more accurate braking distance figures. While other conditions remained the same, wind conditions vary from day to day and may have induced some small inaccuracy in terms of the constancy of test conditions. The wind did not vary significantly enough to our minds to invalidate our results. The test course remained the same as did the riders.

What we have is a fairly well controlled, objective estimate of how a consumer might expect a particular Moped to perform when new. It is not advisable to put any motor vehicle under heavy load before the break-in period is over and several manufacturers recommend rejetting the carburetor after 300 miles, which would further change riding characteristics.

Grycner's Smily is a Workhorse

Manufacturer's Data

Manufacturer: **Demm**

Importer/Distributor: Grycner Motors Corp.,
P.O. Box 1987, Palm Springs, CA 92262

General

Model: Smily
Curb weight: 101 lbs
Wheelbase: 42 in
Length: 64.567 in
Fuel capacity: 1 gal.
Price: \$449.00

Chassis & Body

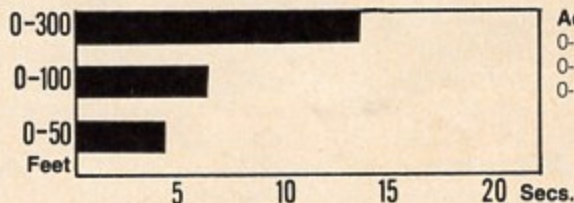
Brakes: Drum-front and rear
Wheels: 16 in
Tires: 2.25 in x 16 in
Suspension: Front-telescopic fork; rear-swiveling arm with spring shock absorber

Engine

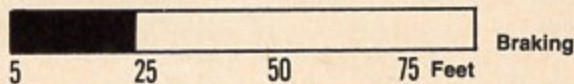
Bore x stroke 1.527 in x 1.653 in
Displacement: 49.65cc
Carburetor: Dell'Orto SHA 14/12
Rated HP: 2
Fuel mixture: 5% oil



photo by Ben Leascher



Acceleration
0- 50 feet/4.5 sec
0-100 feet/6.5 sec
0-300 feet/13.7 sec



Braking

Grycner's Demm Smily is a beast. Ugly and squat, in a basic bile green, it pays little heed to the amenities of taste as it goes about its business. It's not an especially

popular Moped in the East—Grycner, the importers and main distributor, is in California—but the Demm Smily is a workhorse.

Boasting a solid tubular frame

and 16" Pirelli tires, this little tank just goes, offering a solid no quit ride, strong and stiff suspension, and engine reliability that seems somehow more Teutonic than Ita-

lian. But Milano bred and manufactured it is.

Not that it doesn't have its quirks. The first model delivered for test had less than two miles recorded on the Herta speedometer/odometer. And just as we discovered the beauties of its gutsy roar-and-rattle ride and were burning up Manhattan's Sixth Avenue (and about to eat up a limping Solex) the engine simply seized up.

We recovered from the ensuing slide, started up the beast once more, and—so long as we held our speed below 25 miles per hour—everything stayed friendly. But a throttle goose over the quarter-century mark and the piston slammed into the bore in outrage, locking up the rear wheel.

We tore the brat down with ill-concealed glee to find out what was chewing up our test riders . . .

and that's where our love affair with the Demm Smily really began.

Demm produces one of the prettiest integral clutch motors we've seen, carefully mated and machined, with heavy duty gears and bushings. And in spite of the gall marks on the piston, not a scratch could be seen or felt on the cylinder.

To add to our workbench pleasures, Grycner Motors Corporation has produced what must be the clearest, best-illustrated service manual in the business. A quote from the manual: "A brand new or rebuilt engine is particularly prone to overheating, and care should be taken in the first few hundred miles to use small amounts of throttle and a moderate rev range." So much for our seizure.

For our acceleration and braking tests we used a seasoned '76 model and chalked up thoroughly

creditable marks in all categories. And in our City enduro—just a long lope around town—we would rather be aboard the Demm Smily than anything short of a Department of Sanitation truck for sure handling and secure acceleration.

On the other side, the Smily does make do with those omnipresent CEV lights/horn/kill switches that lose their ground and pop off at inconvenient moments. And we have a bit of trouble keeping the Dell'Orto SHA 14/12 carb's choke in place on cold starts—a problem we've encountered in other bikes.

We could complain about the pitiful squawk that issues forth from the horn or a fairly uncomfortable seat, but it seems out of place. The Demm Smily is the Land Rover of Mopeds and would be our bike of choice for rough terrains where dependability really matters—like city streets and back roads.

Motobecane 50V Means Business

At first glance there wasn't much to distinguish the Motobecane Mobyette 50 V Moped from the herd of bikes proliferating in our test shop. About all that appeared really formidable were those big, thick Michelin tires.

And after a brief stint at the Motobecane training center, the engine held no real surprises, just a straightforward, lightweight engine with a Gertner carb handling the fuel, not especially solid or elegant.

With all the assurances that this indeed was the "King of Mopeds," the "Numero Uno" among the millions of bikes cruising the world's streets, you have to say the Motobecane 50V doesn't much look the part. The gas tank is part of the frame and the lines are neither as clean as the Cimatti or Pacer or as rugged as the Angel or Demm Smily. To top it off, the whole business is finished in a not quite tangerine orange.

To compound our minimal first impression, a quick kick on the

pedal produced nothing more than the dislocation of the clutch retaining nut, soon to be followed by the clutch itself rolling down the street. We were told by the factory that this does happen (Motobecane doesn't use a woodruff key to keep its crankshaft-driven friction clutch together) and that all we needed was a screwdriver thrust through the magneto side and a bit of Loc-Tite on the retaining nut. We made the required repair (and wondered if these instructions were incorporated in the owner's manual).

Once on the road, however, such petty inconveniences fade from memory. The bike, brand new as it was, got off the line a little slower than necessary, picked up manfully, and ran through its revs with a straight line smoothness that could be half engineering science and half pure magic.

Low end speeds are accompanied by a bit too much porpoise-like dipping, but from midrange on out the Motobecane 50V clearly

means business. The bike feels and handles like a heavy duty piece of machinery and at the top end, out where the wind becomes your riding companion, it is "King of the Road." Other bikes sometimes scrambled ahead of the Motobecane from the standing start and hit 100 yards a touch ahead, but from the quarter mile out, at full throttle, the unimpressive orange bike with the chunky Michelins took command and just ran away from the pack.

We talked to Motobecane's technical director about our results, particularly the inexplicable 2:36.1 minute elapsed mile—which figured to be only 25.6 miles per hour. The answer was simple. It just takes the 50V more than the quarter-mile we allowed to reach top speed. It's part of the engine's breathing characteristics.

Controls on the bike are conveniently placed and for once we could deal with switches that were designed for real use. Brakes and

Test Reports

Manufacturer's Data

Manufacturer: **Motobecane**

Importer/Distributor: (East Coast)
Motobecane America Ltd., 86 Orchard St.,
Hackensack, NJ 07601. (West Coast)
Motobecane America Ltd., 1622 F. Moulton
Parkway, Tustin, CA 92680

General

Model: Mobylette 50 VL
Curb weight: 105 lbs.
Wheelbase: 46.5 in
Length: 69.34 in
Fuel capacity: 0.8 gal
Price: \$519.00

Chassis & Body

Brakes: Drum-Front and rear
Tires: 2.25 in x 17 in
Suspension: Front-telescopic fork; Rear-
swinging arm shock absorber

Engine

Bore x stroke: 39mm x 41.8mm
Displacement: 49cc
Carburetor: Gurtner
Rated HP: 2
Fuel mixture: 2% oil

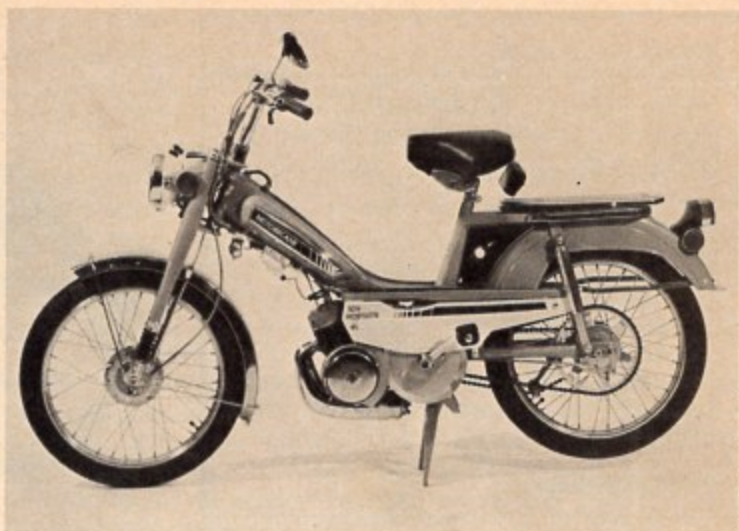
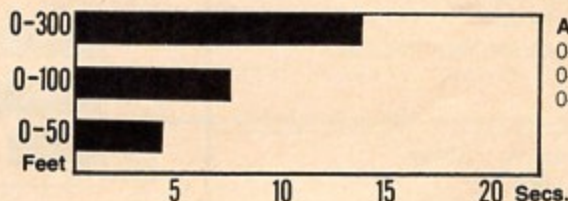
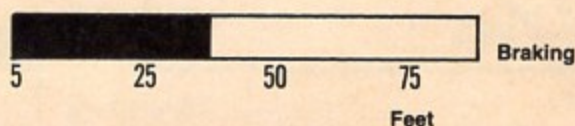


photo by Ben Leascher



Acceleration
0- 50 feet/4.5 sec
0-100 feet/7.5 sec
0-300 feet/13.7 sec



Braking

horn are about average. The brakes feel like there should be more of a response, but actual measurements proved the 50V can be brought to a complete stop, from top speed, within 36 feet—not as quick as some but better than others. We'd like to see bigger hubs, since this bike is designed to move out, and the certain tendency of its riders will be to move up into the higher output ranges.

Several of our test riders complained of difficulty starting and, while admiring the sheer guts of the top end ride, would have preferred a bit more comfort in the seat. Suspension on the 50V is way above average as is the construction and design of the front fork.

The model we tested was not only brand new but poorly prepared—so it's hard to say whether or not our frequent stalls are characteristic.

More than likely, the starting difficulties were created by the troublesome clutch which also contributed to some low speed rattling.

All in all, from the figures and our rides, it's not hard to see how this French bike, at \$519.00, has dominated world markets. And as a bonus, and beyond excellent performance at the speeds most commonly used by Mopeds, the Motobecane 50V is one of the few bikes you can actually pedal.

Garelli Super Sport, Speedy Moped

This bike is trouble. Standing at the curb, in English racing green sporting a horizontal "motorcycle" gas tank, oil injector, long buddy seat, and lean lines, it drips speed.

The Garelli is the fastest bike to the 300' mark we've tested to date. And that's without a two-speed transmission. Even with very low

mileage (under 50 actual miles) the bike responded immediately to the throttle and generated revs at an alarming clip.

Fortunately, the Garelli peaks in the 30 mph range since its brakes don't nearly match the engine output. Maybe it's the small hubs, but we measured 69'4" panic stop for

this fleet Moped at top speed on a dry straightaway. Brakes engage quickly enough. There just doesn't seem to be enough friction built up to bring the festivities to a halt faster. We would change the wheels, maybe swap for that outsized rear hub on the Vespa.

The Garelli also comes in the less

Manufacturer's Data

Manufacturer: **American Garelli**;
Importer/Distributor: American Garelli, 1211
Gadsden St., Columbia, SC 29201

General

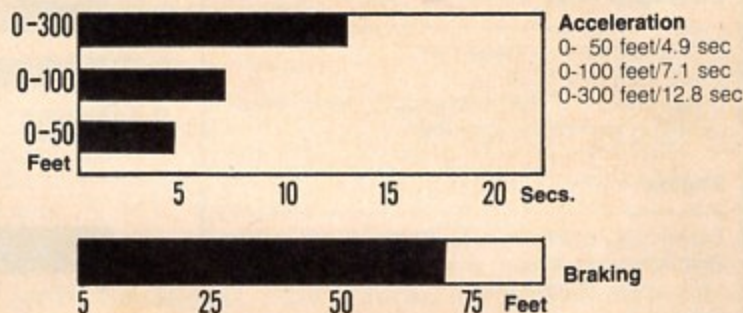
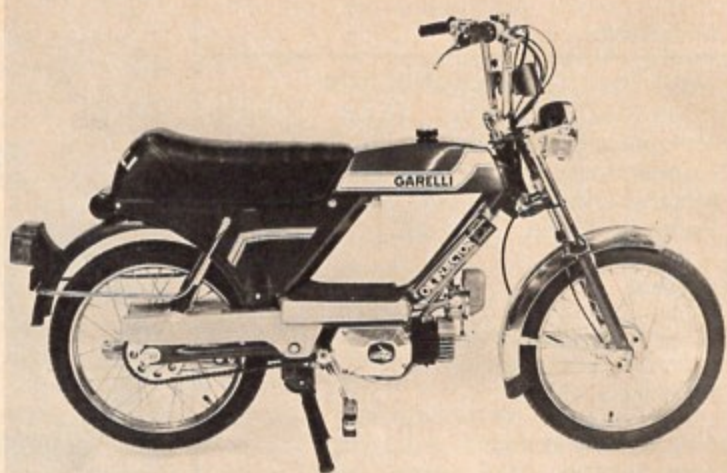
Model: Super Sport XL
Curb weight: 101 lbs.
Wheelbase: 43.3 in
Length: 65 in
Fuel capacity: 0.8 gal.
Price: \$529.00 + (optional freight and set up charges)

Chassis & Body

Brakes: Drum-front and rear
Tires: 2.25 in x 16 in
Suspension: Front and rear hydraulic

Engine

Bore x stroke: 40mm x 39mm
Displacement: 49cc
Carburetor: Dell'Orto
Rated HP: 1.5
Fuel mixture: 2% oil



dramatic sloping tank layout—which makes sense. Sooner or later you're going to drop your bike and there's just no reason not to let it fall without taking you with it. The macho motorcycle look—when it isn't accompanied by motorcycle frame weight and crash bars—is silly.

To get all the bad stuff out of the way before getting down to why this is going to be a hot Moped for years to come, the Garelli is a nervous, high-strung bike. The front fork hunts, skipping over the pavement looking for a home, not too unlike the Jawa in that respect. This same feature makes it a quick handling bike.

The CEV ignition system uses an

external high tension ignition coil mounted to the frame and separate low tension coils under the flywheel for lighting and ignition.

The Garelli uses an oil injector system, sort of. It's not quite a cam or pressure activated oil injector but more of an oil reservoir that lets you squirt the required amount of two-stroke oil in with your gas mixture. The main advantage is maybe a little more precision and convenience, but certainly nothing technologically ahead of strapping your Castrol to your rack with a bungie cord.

For the rest, the Garelli is what happens when you style a motorcycle atop a Moped. Without any doubt it's the Moped that will seem

most familiar to motorcyclists in handling characteristics. It corners sharp and clean and accelerates away from other Mopeds with decisiveness.

The clutch assembly incorporates a heavy duty hub inside a hard rubber body and the driven gear housing. Cylinder head design includes big wide fins that fan out in sync with the cylinder fins and some small tasty details like needle bearings in the connecting rod top end instead of the nearly universally used bushings.

The bike is quiet running, with lots of attention paid to finish—paint, trim, and all that. We figure the Garelli is the Ferrari of Mopeds.

Puch Newport Uses the Best

Maybe Johann Puch did invent the Moped back in 1903. And

maybe Steyr does make the world turn around its bearings. So what if

Daimler is one of the truly legendary automotive names. Does that mean

Test Reports

that Steyr-Daimler-Puch is going to turn out an above average Moped once the marketplace realities set in? Chances are the answer will be yes—so we were a bit biased as the Champagne colored 2-horse Newport was dropped off for testing.

In the back of our minds we knew all along we were in the company of greatness. You just can't match the integral plant production—frame, bearings and engine—with that kind of history, hook up no less than a Bosch ignition system and Bing carburetor (both good enough for Ferdinand Porsche) and come up with anything less than a great bike.

How well this has blended together is hard to say. And the reasons for the confusion have more to do with restrictions inherent in mopeds as mandated by law than any engineering or manufacturing failures we can see.

The Puch engine is a gem, a machined and mated piece of

jewelry, with gears and seals tucked into neatly constructed niches and chromed cylinder bore set like a long hallway of mirrors leading to the deeply finned furnace of a cylinder head. The Puch engine inspires respect.

The Bosch ignition is simply the cleanest, strongest, safest magneto based electric around. There are no fewer than four separate coils under that spinning flywheel. Separate primaries for the lights and brakes; a booster intermediary to crank voltage up to an ignition coil which is mounted in the airstream, on the frame behind the front fork, where it can best cool off after zapping out a hot, clean 14,000 volts seventy times a second.

A dial indicator is required for the really fine tuning necessary to match the course of two-stroke events. You just pop it in the sparkplug port and rotate the crankshaft (following millimeter directions spelled out in the service

manual). We get our Puch going well with a matchbook cover point gap at TDC, but we'd stick with the dial indicator given the chance.

A flywheel puller is needed to change the points. A situation true with every Moped, although none of them pack this special tool along with the bike. Consumers are pretty much forced to take bikes in for service since points go a lot faster than plugs and there are not many people out there willing to shell out money for special tools when a whole tune-up is, maybe, \$15.

But why complain? If we had to depend on one ignition system to carry us across the Sahara Desert, you know it's going to be Bosch.

Then there's the Bing carburetor. Can you believe it? Bing, as in Bing MW and Mercedes Bing—or just about that. These are the Bings from the legendary BMW, Porsche, Mercedes Marques. It's hard to figure what they're doing in the league as those little aluminum cans that

Manufacturer's Data

Manufacturer: **Puch**

Importer/Distributor: Steyr-Daimler-Puch of America Corp., Greenwich Office Park, Box 7777, Greenwich, CT 06830

General

Model: **Maxi Newport**
Curb weight: 96.9 lbs
Wheelbase: 44.1 in
Length: 66.9 in
Fuel Capacity: 0.85 gal.
Price: \$499.00

Chassis & Body

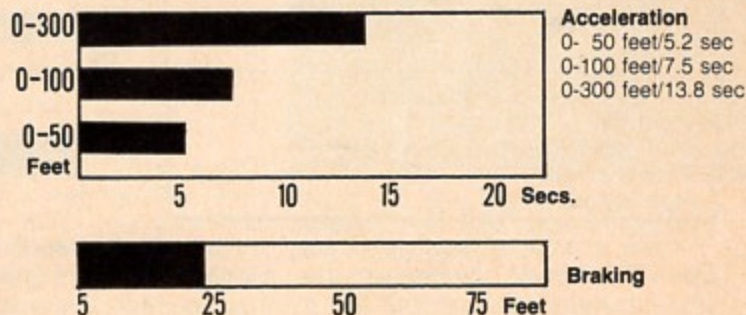
Brakes: Drum-Front and Rear
Tires: 21 in x 2 in
Suspension: Front-telescopic Fork; rear-shock absorber

Engine

Bore x stroke: 1.49 in x 1.69 in
Displacement: 48cc
Carburetor: Bing 1/14/160
Rated HP: 2
Fuel mixture: 2% oil



photo by Ben Leascher



Test Reports

handle the fuel mixture for most Mopeds. And the smooth castings, tight fit, and general heft with lots of room for serious tuning gives you the feeling of quality and luxury of flexibility.

Want some additional fuel economy? Jet down to a 50. Want to boom along a bit quicker? Screw in a 60 jet.

Unfortunately, with all that, the Puch engine, Bosch ignition, Bing carb, the ride didn't amount to all that much. Acceleration is indifferent. Brakes, lights, and horn are about average—not noticeably better or worse than most Mopeds. The ride is more on the lean than solid

side. (Puch mopedders seem to be the most aggressive on New York City-streets.) On a scale of ten you couldn't give the comfort and suspension group much more than seven, between the slender front fork, sparse seat, and just average coil sprints.

The two Puchs we've been testing are heavy on decibels. If we thought it was part of some exhaust tuning routine it would be forgivable. But the Puch's not going anywhere all the lesser bikes aren't going . . . nor is it going there any faster—100 yards in 13.8 seconds.

Mopeds are *designed* to perform *below* their capabilities so they

don't cross into the 40 mile per hour motorcycle class. California's 35 MPH is the top speed allowed in any State, except for New York's brand new Classification A (40 MPH top speed).

For example: Puch makes a 50 cc motorcycle. It's called the Monza. It weighs twice as much as the Puch Moped . . . and goes nearly twice as fast—to around 60 MPH—on the same 50 cubic centimeter, single cylinder, Puch engine (with Bosch ignition and Bing carb).

Instead of making the most of the worst components, Puch makes do with the best. Puch really is the maximum Moped.

Cimatti—Comfort On Two Wheels

Manufacturer's Data

Manufacturer: **Cimatti**

Importer/Distributor: Cimatti Ltd., P.O. Box 1262, Berkshire Industrial Park, Danbury, CT 06810

General

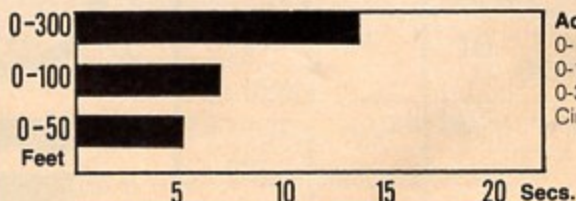
Model: City Bike
Curb weight: 105 lbs.
Wheelbase: 42 in
Length: 62 in
Fuel capacity: 0.92 gal.
Price \$449.00

Chassis & Body

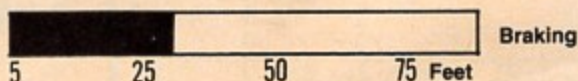
Brakes Drum-Front and Rear
Tires: 2.25 in x 16 in
Suspension: Front-telescopic fork; rear-swing arm

Engine

Bore x stroke: 38.8mm x 42mm
Displacement: 49.6cc
Carburetor: Dell'Orto SHA 14/12
Rated HP: 1.5
Fuel mixture: 5% oil



Acceleration
0- 50 feet/5.1 sec
0-100 feet/7.0 sec
0-300 feet/13.6 sec
Cimatti



Braking

There she sat, bright red and clean. The Cimatti City Bike with the rear mounted gas tank that lets a lean uncluttered line flow from headlight to tail.

We were a bit wary since, for all its elegance and fine finish, we knew from the start this was a Minarelli engine and did not expect great performance. But with minor excep-

tions, the Cimatti delivers just what it suggests—a crisp, muscular ride, and easy cornering.

The secret was our own ignorance—a Minarelli can be a Minarelli

VI. The Cimatti City Bike might just as easily have been powered by a Puch or Demm engine for all the discernible difference we felt.

Some of our riders complained of difficulty in braking, but that was due to a lack of adjustment on the rear brake rather than any inherent flaw. As you can see from the graphs, brakes on the City Bike were, by and large, about average—better than some but a little worse than others.

The telescopic front/swing arm rear suspension works like a charm. The City Bike takes potholes and cobblestones as well as any Moped—and far better than most. In fact the outstanding feature of the Cimatti is neither its speed nor its braking performance, but the comfort of the ride.

The Cimatti runs along with all the other Mopeds in its class and reaches checkpoints in much the same elapsed time, but it does it with a touch more grace and comfort than most any bike.

There is something to be said, too, about having the bike made by Minarelli, easily the largest manufacturer of Moped engines worldwide. While we have some reservations about the more primitive Minarelli engines, there are no reservations from any of our mechanics about the Minarelli VI.

Cimatti turns out one of the clearest, best illustrated workshop manuals in the business and seems to have responsive dealers, as well. When a throttle cable stripped, we phoned the local Cimatti dealer and got a replacement on the spot.

The frame is rugged tubular steel and finished to near perfection. We definitely like the gas tank tucked away horizontally, above the rear wheel. It seems a safe, sensible design decision, and characteristic of the City Bike throughout its systems.

The Cimatti City Bike looks and performs like a Moped that isn't trying to be either a bicycle or a motorcycle. It does its job as well as the best, while looking better than any.

Life's so sweet... upon the seat... of a **MOPED** built for YOU!



You'll ride for miles
With great big smiles
On a Negrini one speed or two

It's our pleasure
To bring you this treasure
The one you can't ignore

Come in and compare
and once you are there
You'll ride our bike
out of the store

NEGRINI

MOPED



THE **FERRARI** OF **MOPEDS**

Zippering to school or on a shopping trip, to business or recreation, the Negrini is reliable and inexpensive to operate. Its Morini engine and solid steel construction make it, the Ferrari of Mopeds, enjoyment and comfort at its best. Four models to choose from.

Call John Jones Collect For Nearest Dealer
DEALER INQUIRIES INVITED

NEGRINI U.S.A., INC.

4101 Aurora Street
Coral Gables, Fla. 33146
Phone: (305) 448-6064
(Southeast Division)

146 West Commercial Ave.
Moonachie, N.J., 07074
Phone: (201) 438-5700
(Northeast Division)

Turn Signals are Easy to Build

An important accessory that is missing from most Mopeds when they are purchased is a turn signal indicator. The importance of a turn indicator is obvious: It lets vehicles behind you know if you are about to change your direction of travel and gives the driver of the vehicle behind you time to adjust his driving speed and avoid a collision.

To build the turn signal indicator, we are going to take advantage of the latest development of electronic technology and use an integrated circuit. This is a device that contains a lot of electronic circuitry in a very small package. We need not concern ourselves with the circuitry inside this little device. We are simply going to use it to make building our project easier.

If you're a newcomer to electronics, don't be frightened. This is an easy project to build and will give you a good introduction to electronics. But it is a good idea to talk to a friend who knows about electronics if you have any problem.

The first thing to do is to assemble all of the components you will need. You can get accessory lights and lenses that will easily mount on your Moped from any auto supply store. Make sure that the light bulbs inside are for 6-volt operation. The rest of the parts for this project you can get from a local electronic parts store such as Radio Shack. You will need a 555 integrated circuit timer, two 56 kilohm resistors, a 10 microfarad electrolytic capacitor, a 1 amp 25 volt (or higher) diode, a 6-volt relay, a double pole double throw center off switch and a small piece of perforated circuit board, and a box to put the components in. The total price, including mounting hardware, should be under \$20.00.

To start, take the 555 integrated circuit timer (it's a small black or grey package with 8 small leads coming from it) and hold it so the leads coming out of the package face down. It should look like Fig. 1. Starting from the side with the notch or dot (sometimes both are present) the different leads coming out are numbered from 1 to 8 in counterclockwise rotation. These numbers correspond to the numbers shown in the schematic diagram. Push the leads of the 555 timer through the holes of the circuit board and bend them so the timer device won't fall out.

Now, using a soldering iron, connect the resistors R1 and R2, capacitor C1, diode D1 and the relay to the timer as shown. Once the circuit is built, mount the indicator lights on the Moped in the front and rear and connect one of the two

BY JULES GILDER

Give Your Bike

and Give You Added Safety

wires from each lamp together and to the body of the Moped which serves as an electrical ground. Now take the remaining wires of the front and rear left lights and connect them together. Do the same for the front and rear lights on the right side. Make sure that you have only connected left to left and right to right.

Mount the box at a convenient spot on the handle bars and connect it as shown in the diagram. The only thing you have left to do now is to connect the new circuit to the electrical system of your Moped.

The turn signal indicator should be connected to some spot in the system where there is electricity all of the time. Since you would generally only use lights at night, the horn becomes the obvious choice. Juice flows as long as the motor is running. There are usually two wires coming from the horn. One of the wires goes to the horn button. You want the other, or "hot," wire.

If, for some reason, you can't find the correct wire, you can use a little test set up like the one in Fig. 3. It's made up of two pieces of wire connected to a bulb with a clip on the end of one wire and a pin on the other end.

To properly power your turn signals, you've got to find the right wire coming from the horn. Here's where the little test set comes in handy. Connect the wire with the clip on the end to the Moped's chassis and stick the pin end through the insulation of one of the wires coming from the horn. If you've picked the right lead (and you've got a 50% chance), the horn should remain silent and the bulb should light. You'll know very quickly if you've picked the wrong wire. The bulb will light, but dimly, and the horn will sound.

Once you've located this wire, connect it to A, as shown in the diagram. B should be connected to the chassis of the Moped.

You are now ready to try out the indicator. Turn the switch to one of the two active positions and check to make sure the lights are flashing. (Remember, the engine must be running.) If the lights are not flashing, listen to the relay. If you can hear it turning on and off, the problem is in the wiring to the lamps. If you can't hear the relay, check the wiring of the circuit again. After you are satisfied that the circuit is working properly, mount the circuit in a little box and mount that on your Moped. You're all set to make safe, legal turns with both hands firmly on the handlebars.



Fig. 1 - Timer IC Chip



Fig. 3 - Test Rig

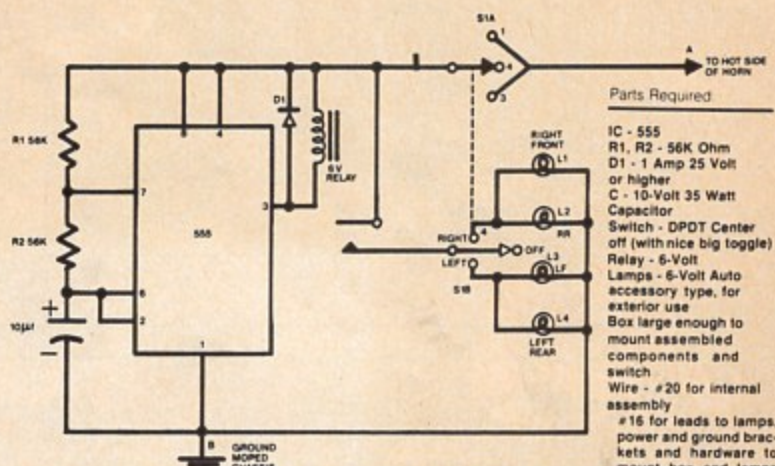
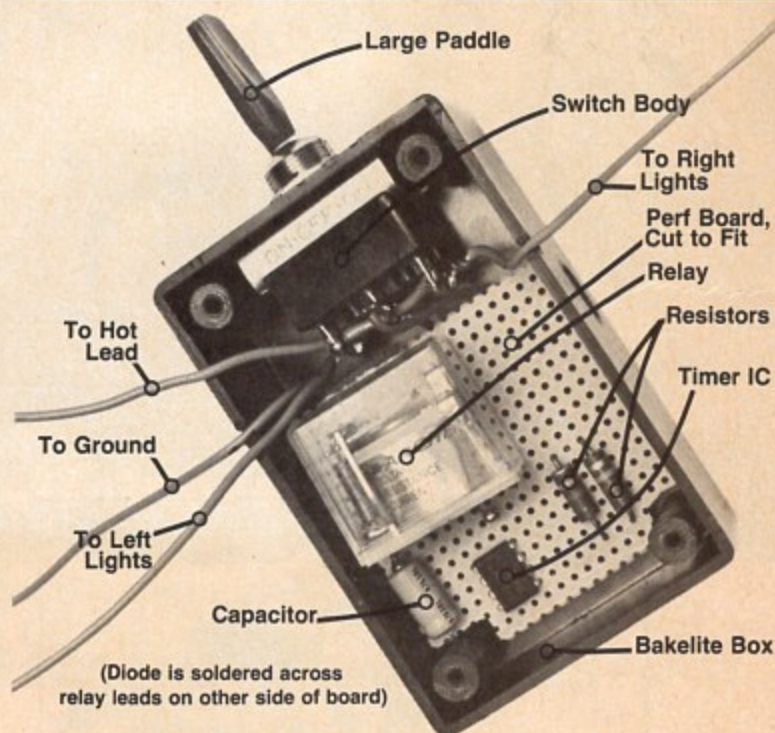


Fig. 2 - Schematic Diagram

Parts Required

- IC - 555
- R1, R2 - 56K Ohm
- D1 - 1 Amp 25 Volt or higher
- C - 10-Volt 35 Watt Capacitor
- Switch - DPDT Center off (with nice big toggle)
- Relay - 6-Volt
- Lamps - 6-Volt Auto accessory type, for exterior use
- Box large enough to mount assembled components and switch
- Wire - #20 for internal assembly
- #16 for leads to lamps, power and ground brackets and hardware to mount box and lamps
- grommets for wires exiting box



Blinkers

New Products

American Garelli Gran Sport Twin

1211 Gadsden Street
Columbia, S.C. 29201



Miles per gallon: 130
Horsepower: 2
Engine Size: 49 cc
Transmission: Two-speed,
double clutch, oil bath
Carburetor: Dell'Orto
Ignition: CEV flywheel magneto
Wheels: 16" x 2 1/4"
Brakes: Drum - Front and rear
Weight: 120 lbs.
Suspension: Telescopic front
fork, swing arm rear
Fuel Tank: 0.75 gal.
Standard Equipment: Running
lights, horn, luggage rack,
tool kit
Special Features: Oil injector,
2-passenger padded seat,
heavy-duty rear suspension
and bearings, rubber motor
mounts
Retail Cost: \$589.00



American Honda Hobbit PA50-78

100 W. Alondra Blvd.
Gardena, CA 90247

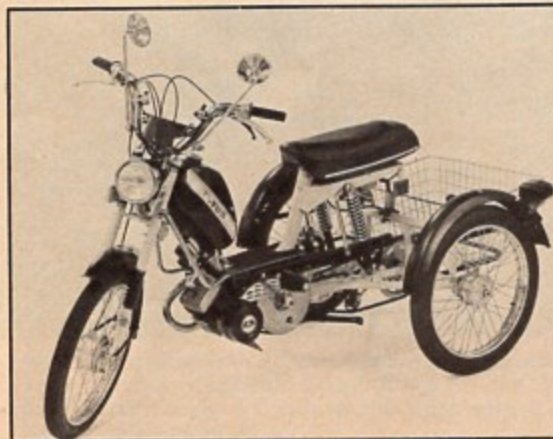


Miles per gallon: Not available
Horsepower: Less than 1, less
than 2
Engine Size: 49 cc
Transmission: Honda V-Matic™
variable ratio
Carburetor: 12mm Keihin
Ignition: Flywheel magneto
Wheels: 2 1/4" x 17"
Brakes: Internal expanding shoe
front and rear
Weight: 107 lbs.
Suspension: Telescopic fork
front and rear
Fuel Tank: .79 gal.
Standard Equipment: Tool kit,
speedometer/odometer,
headlight, taillight
Special Features: Adjustable
seat, automatic lights-on
system, dual mirrors
Retail Cost: \$430.00



American Mopeds Corp.

Trike 2110 So. Yale, Santa Ana, CA 92704



Miles per gallon: 120
Horsepower: 1, 1.5, 2
Engine Size: 48 cc
Transmission: Automatic
Carburetor: Bing
Ignition: Bosch flywheel magneto
Wheels: 2 1/4" x 16"
Brakes: Three Drums
Weight: 130 lbs.
Suspension: Telescopic front,
swing arm rear
Fuel Tank: 1.05 gal.
Standard Equipment: Bench seat,
rearview mirror, chrome plated
safety bars, exhaust covers,
Michelin tires
Special Features: Conversion kit
for any Moped with swing-arm
available for \$299
Retail Cost: Approx. less than
\$700

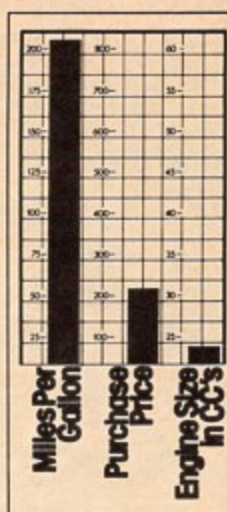


Aquabug International, Inc.

BikeBug 100 Merrick Road, Rockville Centre, NY



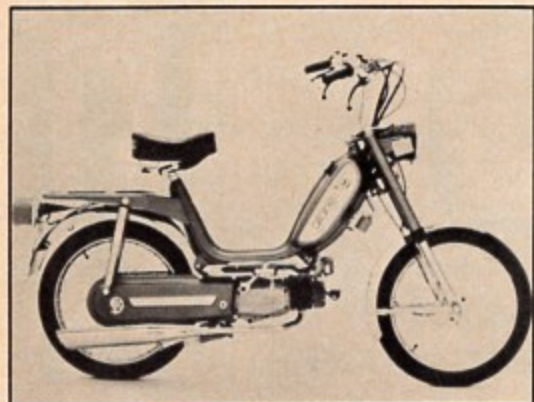
Miles per gallon: 215
Horsepower: 0.8 @ 6000 rpm
(with governor), 1.2 @ 7000 rpm (governor removed)
Engine: 22 cc
Transmission: Rubber roller drive
Carburetor: Patented chokeless rotary
Ignition: Magneto/contact breaker
Weight: 11 lbs
Special Features: Pedal start, automatic cut-off, one-year warranty on every part but roller
Retail Cost: \$209.95



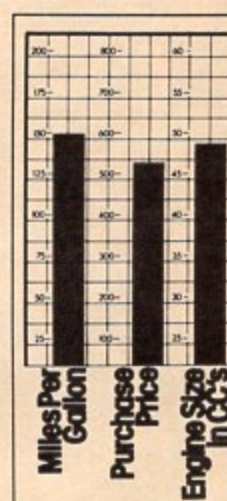
Gitane Corp.

CL-200

4925 West 147th St.
Hawthorne, CA 90250



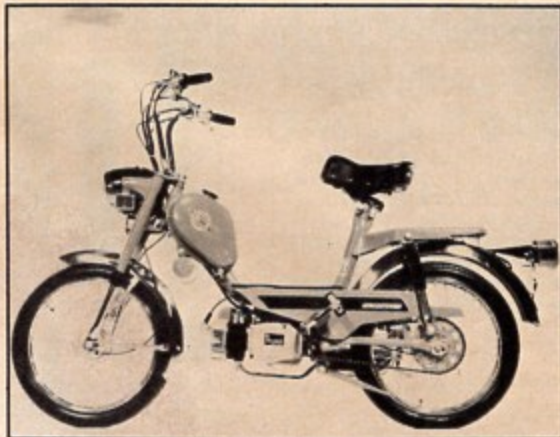
Miles per gallon: 150
Horsepower: 1.45
Engine Size: Minarelli, 49 cc
Transmission: Single speed centrifugal clutch
Carburetor: Dell'Orto
Ignition: 23W/6V CEV flywheel magneto
Wheels: 16" x 2 1/4"
Bikes: 3 1/4" Internal expanding drum front and rear
Weight: 101.6 lbs.
Suspension: Telescopic front fork; rear swing arm with internal coil spring shock absorbers
Fuel Tank: 1.5 gal.
Standard Equipment: Rear carrier, headlight, taillight, tool kit
Special Features: SS fenders; fan forced, air-cooled motor; steel footrest
Retail Cost: \$545.00



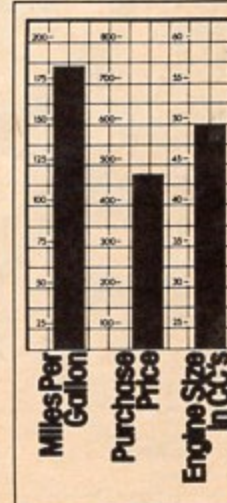
Intramotor

Minikid

8000 Cooper Avenue
Glendale, NY 11227



Miles per gallon: 180
Horsepower: 1, 1.5
Engine Size: 49 cc
Transmission: Secondary with chains, automatic in oil bath
Carburetor: Dell'Orto SHA 14/12
Ignition: Flywheel magneto alternator 23W/6V
Wheels: 2 1/2" x 9"
Brakes: Drum front and rear
Weight: 88 lbs.
Suspension: Front telescopic fork; rear shock absorbers with floating telescopic fork
Fuel Tank: 0.5 gal.
Standard Equipment: Speedometer/odometer, steering lock
Special Features: Folds in half
Retail Cost: \$479.00



Motor Bikes Import Safari Super Extra

6005 South Route 130
Pennsauken, NJ 08110



Miles per gallon: 150
Horsepower: 1, 1.5
Engine Size: 49.6 cc
Transmission: Oil bath automatic
Carburetor: Dell'Orto
Ignition: CEV fly wheel magneto
Wheels: 2 1/2" x 16 1/4"
Brakes: Drum - front and rear
Weight: 95 lbs.
Suspension: Front and rear motorcycle-type shocks
Fuel Tank: 0.75 gal.
Standard Equipment: Head light, tail light, speedometer/odometer
Special Features: Long seat, SS fenders, pinstripe
Retail Cost: \$499.00



J.C. Penney Pinto

1301 Avenue of the Americas
New York, NY 10019



Miles per gallon: 150
Horsepower: 1.5
Engine Size: 48.8 cc
Transmission: Single speed automatic, centrifugal clutch
Carburetor: Bing
Ignition: Bosch
Wheels: 2 1/4" x 17"
Brakes: Full width internal expansion front & rear
Weight: 103 lbs.
Suspension: Front telescopic fork; rear shock absorber
Fuel Tank: 0.845 gal.
Standard Equipment: SS fenders, headlight, taillight, speedometer/odometer
Special Features: Separate pedal and engine drive chains
Retail Cost: \$479.00



Moped International Aspes

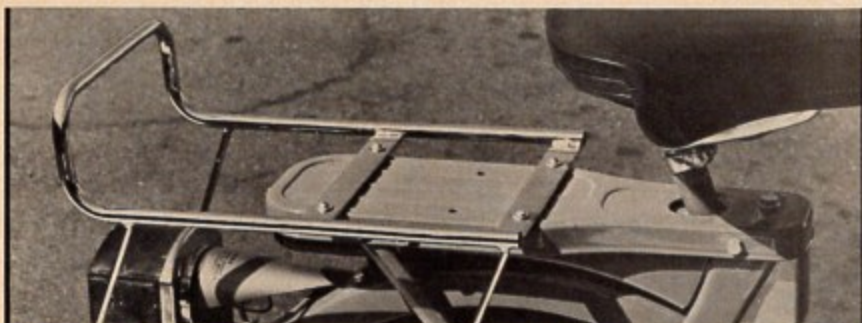
556 Franklin Street
Buffalo, NY 14202



Miles per gallon: 150
Horsepower: 1.4 at 4800 rpm
Engine Size: Minarelli, 49.6 cc
Transmission: Automatic single gear, auto-centrifugal/oil bath
Carburetor: 14.12 Dell'Orto
Ignition: 23W/6V flywheel magneto
Wheels: 16" x 2 1/4"
Brakes: Drum - front and rear
Weight: 101 lbs.
Suspension: Telescopic front fork, twin shock absorbers rear
Fuel Tank: 0.91 gal. + reserve
Standard Equipment: Rear luggage carrier, tool bag, reflectors, horn, illuminated speedometer/odometer
Special Features: Large footrest
Retail Cost: \$535.00



New Products



Rack It Up

If that luggage rack over your rear wheel is too small to carry anything more than a mouse trap, the M/C Enterprises **Accessory Rack** can "stretch" it. The lightweight, but strong tubing will accommodate larger parcels and the perpendicular rear section is designed to prevent slipping due to acceleration. The rack comes in two sizes with the larger providing solid steel

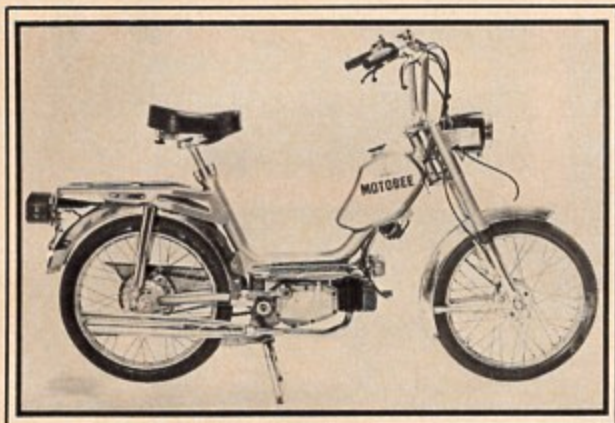
bag guards to help prevent saddle bags from ending up in the spokes. All hardware is included with the racks and they are usable on Batus, Bermuda, Ciao, Foxi, Garelli, Intramotor, Kreidler, Motobecane, Moto Guzzi, Robin, Odyssey, Peugeot, Sachs Hercules, Smily, Velo-Solex, and many other Mopeds. M/C Enterprises, 7726 Deering Avenue, Canoga Park, CA 91304. Suggested Retail Price: From \$19.95 to \$24.95.

Long Shackle Lock

This **K-4 LS** (long shackle) lock is specifically designed for Mopeds. It measures 12" x 4" and is accompanied by a \$200 guarantee. The K-4 LS is double locking; the lock secures on both ends of the shackle. *Kryptonite*



Bicycle Lock Corp., 95 Freeport Street, Dorchester, Massachusetts 02122. Suggested Retail Price: \$31.95.



Dealer & Distributor
Inquiries Invited

MOTOBEE LTD.

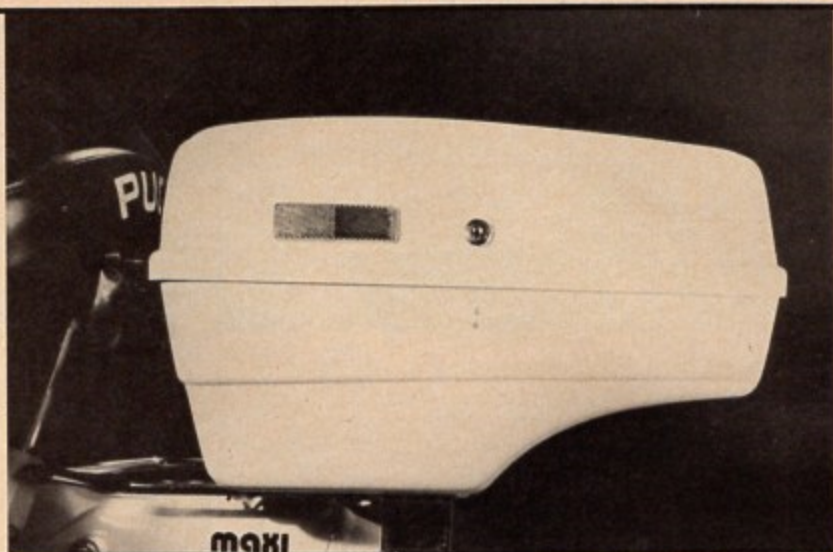
255 Old New Brunswick Rd.
Piscataway, N.J. 08854
Tel: (201) 981-0429

FEATURES

- Minarelli 2 Cycle Engine
- Stainless Steel Fenders
- Unitized Construction
- Full Suspension Front and Rear
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- Cam Type Chain Adjuster
- Large Extra Quiet Muffler
- Chromeplated 16" Wheels
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- Economical Operation (up to 150 MPG)
- Heavy Duty Center Stand
- Automatic Transmission
- Lighted Speedometer & Odometer
- Locking Steering Column
- 1 Gallon Fuel Tank With Reserve
- Large 90 MM Drum Brakes
- Brake Inspection Ports
- Single Heavy Duty Chain Drive
- Safety Reflectors
- List Price \$439.00

Moped Lock Box

The **Altra 1000** is a lockable storage box that attaches quickly and easily to most Moped luggage frames for a virtually theft proof installation of both the box and its contents. The box itself is made of weather-tight, lightweight, impact resistant ABS plastic. With 1.8 cu. ft. capacity, the Altra 1000 measures 12" x 15½" x 20" and is large enough to securely carry your briefcase, books, tools, helmet or your lunch. *Altra Inc., P.O. Box 3232, 1057 Schurman Drive S., Salem, OR 97302. Suggested Retail Price: \$49.95.*

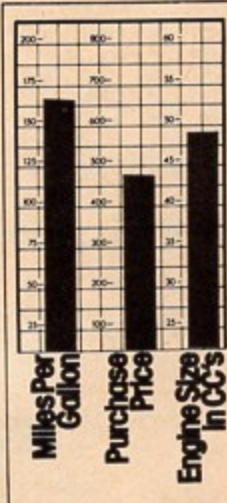


Paul Soni of America Inc. Soni 2 Excalibur

Suite A-207, 4001 N. University Drive Sunrise, FL 33321

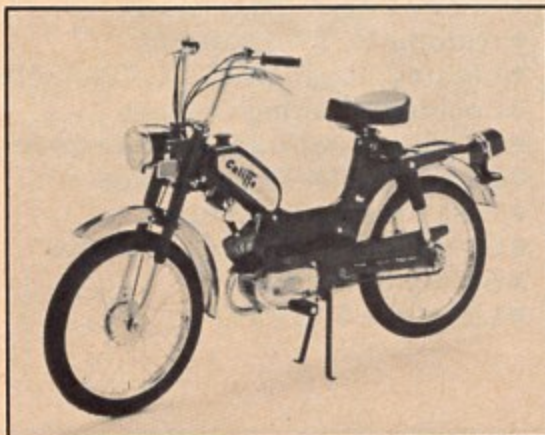


Miles per gallon: 165
Horsepower: 1, 1.5
Engine Size: 49.77 cc
Transmission: Single speed, automatic centrifugal dry clutch
Carburetor: Dell 'Orto
Ignition: Kinetic flywheel magneto
Wheels: 2" x 19"
Brakes: Drum - front and rear
Weight: 99 lbs.
Suspension: Telescopic front fork, counter level bi-axial seat compression.
Fuel Tank: 0.66 gal. - 0.11 gal. reserve
Standard Equipment: 19" wheels, Uni-ratio gear box, sealed beam headlights, tail-lights
Standard Features: Speedometer/odometer, steering lock, tool kit, motorcycle-type wet cell recharges from magneto, turn signals, 2 rear-view mirrors
Retail Cost: \$485, painted fenders; \$496 chrome fenders

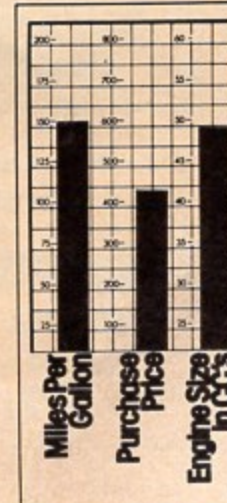


Promark Products Corp. of Ohio

Califfo P.O. Box 738 Norwalk, OH 44857



Miles per gallon: up to 150
Horsepower: 1.5
Engine Size: 49.9 cc
Transmission: Automatic single speed, clutch in oil bath
Carburetor: Dell 'Orto SHA 14/12
Ignition: Bosch magneto 6V/27/10W
Wheels: 2¼" x 16"
Brakes: Drum - Front and Rear
Weight: 108 lbs.
Suspension: Front and Rear telescopic
Fuel Tank: 1.4 gal.
Standard Equipment: Headlight, tail light, horn, speedometer/odometer
Special Features: Aluminum fenders, tubular kickstand, cam adjusting chain tightening system
Retail Cost: \$449.95



New Products



Got Gas? Can It!

Looking for a safe way to store some spare gas for your Moped? **Explosafe** may end your search. It's a can that's said to be virtually explosion proof. The Explosafe contains a honeycombed mesh of hexagonal cells. There are around 20,000 cells to a 1-gallon container which means an extremely high surface-to-volume ratio. In turn, this means no hot spot build-up in the can and the mesh design allows unrestricted flow of gases and liquids. Explosafe comes in three sizes; 1, 2½ and 5 gallon cans. *Stamper International Resources Ltd., 185 Davenport Road, Toronto, Ontario, M5R 1J1. Suggested Retail Price: 1-gal., \$19.95; 2½-gal., \$26.95; 5-gal., \$33.95.*



Epoxy Ribbon

Duro E-Pox-E Ribbon serves many functions uniquely. It is a two-part epoxy ribbon. Tear off the amount you need for the job and kneed it together. When substance turns green, it's ready to go to work. The solid feature means that Duro E-Pox-E Ribbon forms its own clamp. It will plug leaky gas tanks and perform a host of other functions where a liquid epoxy resin would not suffice. *Woodhill Permatex, 18731 Cranwood Parkway, Cleveland, OH 44128. Suggested Retail Price: \$1.98*

When Mopedding, A "Behinder" is a Must!



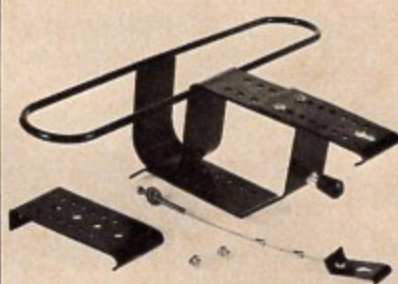
Altra's spanking new "Behinder"* is a high quality Moped luggage box. "Behinder" is lightweight, of tough ABS plastic construction, resistant to marring, easily and securely attached to mopeds, 1.8 cu. ft. in capacity, completely lockable, and wonderfully affordable. When Mopedding, you'll know your clothes, briefcases, groceries, tools, or whatever will be safe from weather and theft with an Altra "Behinder".

*Pat. Pend.

Distributor
inquiries invited.

ALTRA, inc. 

P.O. Box 3232, Salem, Oregon 97302



Get Carried Away

Superior/Ideal has introduced this universal **Moped Carrier**. This one model (stock number 52-422Z) is fully adjustable and will fit virtually every domestic and imported vehicle on the highway, according to the manufacturer. Made of chrome plated, heavy gauge steel, it accommodates any Moped and is easily installed with a few tools. The Moped's tires are held securely in the "baskets" because of the carrier's depth. Protective bumper pads are also part of the carrier's standard equipment. *Superior/Ideal Inc., 7890 Woodley Avenue, Van Nuys, CA 91406, Suggested Retail Price: \$39.95*

RIDE WITH HECKS ANGELS

Heck's Angels, a whole gang of neat little Mopeds from Scorpion. A Scorpion Moped is a motorized bike that'll get you where you want to go and give you a good feeling besides. That's the Scorpion Moped, functional transportation that's fun to drive. AND a Scorpion Moped'll give you up to 150 miles per gallon. Now, that's pretty wild.

A whole gang of neat little mopeds from Scorpion

Built
in
A
m
e
r
i
c
a

By
SCORPION

SC 1

Go on a Scorpion SC 1 Moped and you'll go in comfort, style and at an affordable price. The SC 1 gives you all the safety and quality you can buy. The beautiful two-tone paint job on the SC 1 will turn plenty of heads your way as you cruise to work and play.

SC 2X

The Scorpion SC 2X, a Moped with the special touch. It has special features to make you the style leader on wheels. The comfort seat has a nifty tilt-up feature for easy fueling. A Two-speed automatic transmission helps this dandy get up and go when you need it.

SC 2

The Scorpion SC 2, a delightful combination of styling and reliability. Stainless steel fenders, powdercoat paint that resists chips, and hard knocks. It will serve your needs for thousands of trouble-free miles. The large 2.25 by 17 inch tires make long hauls easier. The two-speed automatic transmission provides extra pickup when you need it. Powered by the famed Cuyuna 2-cycle engine.

SCORPION

SCORPION INC.
CROSBY, MINN.
56441

Calif.®

"the Ultimate Moped"



Dealer inquiries welcome.

PROMARK PRODUCTS CORPORATION OHIO, INC.
P. O. Box 738, Norwalk, Ohio 44857, Telephone 1-419-668-3721