

Daily (sometimes) Blogg – Part 3

Monday 16th March 2015

I managed to get the hydraulic system to bleed on Saturday after a struggle and now have a working master cylinder/caliper set which can be used on the combination should I decide to go down that route. It will also enable me to experiment with the Mark Dicker L/Link forks I have mentioned previously. I did try to get another master cylinder/caliper set to work but gave it up in the end. The master cylinder was a something Japanese with a rectangular fluid bowl and is I think the one that caused John grief in the first instance. Anyway I have put all the bits back in a box for now – maybe I will have another go when the mood or necessity arises.

The only other development has been on the ETS150 petrol tank front. Steve Edwards finally sent me some pictures of his spare tank (which is yellow very conveniently). Looks to be in quite good condition so we concluded a deal which included a rebuilt TS150 crankshaft. The cheque is now on its way and



hopefully in a week or so the bits will arrive.

Friday 13th March 2015

Being very superstitious I try not to do anything new or radical on Friday 13th so perhaps rebuilding the spare Supa5 engine was bit risky. However, all seemed to go quite well which was a bit of a surprise as John Matthews was with me most of the day and working on a rebuild whilst talking is never a good idea. Fortunately there were no spare bits left in the box at the end. Jumping back to Monday, I did fit the Powerdynamo kit to the TS150 and set it up for batteryless operation. This all worked fine so I decided to have a go at fitting the new ETZ150 carb I bought from Germany a while back. This turned out to be a bad decision and I have discovered why these carbs are so cheap – they are just poorly made so anyone reading this be warned and think twice about buying one.

First problem was getting the cable into the slide. The slot was not wide enough and had to file it out before I could get it to fit. Not difficult but annoying. Next issue was more serious; the starter jet slide was absolutely solid in the carb body. With heat and oil I could just about get it to spin round but no way I could get it out to fit the choke cable. In the end I abandoned the attempt and refitted the original carb after giving it yet another clean and service. Later I did manage to get it out by drilling and tapping the cold start slide and using a nut & bolt to draw it out. The slide itself was simply too large for the hole as a genuine BVF cold start slide fitted perfectly. Maybe I will have another go some time.

On Tuesday I had a response from the Infinity Exhaust people at Codrington so took the TS150 over to them on Wednesday. I took with me a photoshop pictures of how I wanted the exhaust pipe to look based on an ISDT version of the TS150 I found on the internet. The quote was a bit eye watering but I left the bike with them to get on with the job. On Thursday I took two Supa5 cranks to Bristol and had both rebuilt with new con-rod kits at Piston Broke. One is now in stock as a spare the other was used to rebuild the spare Supa5 engine which had been sitting around in bits for several months. I did it now in case the combo engine does turn out to need attention to the seals. It will be easier to simply swap engines than try to rush a rebuild.

John visited partly because he needed some help with the carb on his ETZ251 and partly to drop off a brake master cylinder and caliper which I had loaned him to get one of his bikes back on the road about a year ago. In the end he fixed the problem without using my bits and they are more useful in my garage than Johns which is like a Black Hole when it comes to losing things. After John had left I made a start on servicing the caliper for which I fortunately had a set of seals. That bit went quite well but when I connected up the master cylinder I could not get the system to bleed. As it was nigh on evening dog walking time I have left it until another day. Hydraulics never were my strong point.

Sunday 8th March 2015

It was the VMCC a/j at Shepton Mallett on Saturday and I was on site before 9am to sign on for gate duty and a quick whiz round my preferred stalls for the regular items on my shopping list. Nothing very exciting just s/s nuts & bolts, oil, plugs and suchlike. The fine weather brought the crowds out in droves and there was a long queue which did not clear until near 1045. Met up with a few friends and taking Barney our Samoyed with me made a few more. He lapped up the attention and got a taste for pasties. Having eaten half mine he tried snaffling everyone else's given half a chance. I managed to pass over some MZ bits to Richard Warne and return Ian Young's speedo cable having failed to find him a suitable replacement. I spent some time checking out all the stalls for a suitable tank and hi-level exhaust pipe for the Trail TS150 but nothing suitable was located. However, I did get details of a company near J18 M4 (Bath) who make exhausts and have located them on the internet. My wife was buzzing when she got home late that evening as our little terrier bitch had got a 3rd place at Crufts. So overall quite a good day.

Sunday was the MZ Bristol section meeting and I was hoping for another fine day but it dawned cloudy though dry. I had checked over the Trail TS150 on Saturday night; it started fine so I pumped up the rear tyre and filled the tank. The rear tyre had only dropped a couple of lbs overnight so I felt we were good to go. The bike was a bit hesitant at low revs which I put down to a possible blockage in the pilot jet but I pressed on anyway. When I slowed for the traffic lights at Staverton (about 2 miles from home) the engine died and I realised that the warning lights were not glowing. My initial thought was loose wire or blown fuse. The reality was somewhat more ominous, the battery was nowhere to be seen! Totally my fault as I had swapped it over on Thursday and had not bothered to replace the cable ties holding it in place. I was lucky in that a nice man with a van stopped and gave me a lift back home during which we

found the errant battery on the pavement only about ¼ mile from home. I found another suitable battery and made up some new leads and the bike was soon running again though I did have to fiddle with the fuses to get a connection. Finally about an hour later than planned I was on my way – but wondering if it was a wise move. Thankfully the bike went really well not missing a beat despite the by now hissing down rain. It needed third gear up Swainswick Hill but on the flat would hold a steady 45-50 on a whiff of throttle as I continued the running-in. I had a good time at the Salutation one of only 3 to come on a bike and many regulars were absent. The pub has just received a CAMRA award and is now very popular so we had to forsake the lounge and log fire for our old stamping ground of the skittle alley. Just as well really as it allowed me to dry my kit somewhat. Trip home was uneventful though I did have to fiddle with the battery connections initially to get a connection; I suspect the fuse block was damaged when the battery tore out the wires. Other than that it went well and I let it run up to 55 or so for short periods though vibration then gets noticeable; its sweet spot is just below 50 on the 15t sprocket.

I am going to fit the Powerdynamo kit shortly and run it batteryless to simplify things. While the dynamo covers are off I plan to refit the 16t gearbox sprocket to raise the gearing whilst completing the running-in. Hopefully I will hear shortly from the exhaust people about a new pipe.

Thursday 5th March 2015

Not too much to report on the motorcycling front but a few little jobs done. I realised that the MoT on the Revere had run out (not that it has been used since last October anyway). I took advantage of a fine spring day and rode it over to Melksham on Wednesday, coming back with a new MoT and £26 less in the bank. Rick Carter came down from Wilton earlier in the day to pick up a carrier for his Saxon Fun; something I had won on the Bristol Section Xmas raffle back in December. I got all the bikes out in the sunshine so he could admire my toys and we had a good chat. Just as well he came as he reminded me it was the MZRC Bristol meeting this coming Sunday. Today (Thursday) we had a VMCC wandering which consists of making your own way to whichever pub has been designated for a lunch time meet. I planned to take the trail bike as I wanted to get some more miles on the clock to get it run in. It flatly refused to start and my first guess was low battery but swapping it for another one which was fully charged did no good so I put it back in the garage and used the combo instead. It started immediately and I had a good thrash to the Three Magpies at Sells Green (only about 6 miles away). Initially it was smoking quite heavily but by the time I got home it I could not see any evidence of a smoke trail in the mirrors. The tickover is still a bit fast but on the road it pulls really well and 50mph cruising was no problem. It would certainly have gone faster but the pilot was still gaining confidence. Handling on corners is now fine but it could do with just a bit more lean-out to compensate for road cambers. The only problem I found was changing gear upwards. For previous trips I have worn shoes but with boots I could not easily get my under the pedal; this was easily fixed this evening.

I checked over the trailbike when I got home and could find no obvious problem, There was plenty of fuel in the tank and what seemed like a good spark but it still refused to go. So I swapped out the Champion L7 plug for an old NGK B7HS and it started immediately. I plan to ride it to ham on Sunday which will put another 80 miles on the clock but I will take a couple of spare plugs and the plug spanner ready to hand in my pocket. I also checked the rear tyre which has gone soft again; dropping from 40psi to about 25 over a couple of days. I am clearly going to have to fit a new inner tube as this one must be a bit porous.

Saturday is the VMCC autojumble at Shepton Mallet so this evening I am compiling a shopping list. On a totally different tack, I am presently reading a very interesting book about airfields in Wiltshire. There

were loads, far more than I had ever realised . Some are well known and still exist today albeit many are now Army barracks but ,most have reverted to their agricultural or other origins. This have given me an idea for an interesting ride during the summer to visit as many of these lost locations as I can trace. The book also charts the history of the Spitfire in terms of its production. I knew there had been factory in Trowbridge in Bradley Road long since re-developed into a Retail Park. However, it seems there was a factory in my home village of Hilperton but no clue as to exactly where it was located other than to say the site was used for housing after the war. Must enquire more about this.

Sunday 1st March 2015

Cannot believe it's nearly 5 days since I wrote up the blog. Wish I could say it was because I had been really busy and achieved a lot but in truth I am struggling to remember exactly what I have done. I never cease to be impressed with the speed of response when ordering parts from Europe. The two Powerdynamo kits were ordered on a Friday and delivered by courier exactly as promised the following Wednesday morning. The parcel of bits I ordered from MZ-B in Hungary was ordered on Monday and arrived at 1030 on Friday. Both Powerdynamo kits are sitting on the shelf for the moment as they were an opportunity purchase because of the advantageous Euro exchange rate. The MZ-B parcel was mostly bits for other people but did include for me a new dual seat cover for the Combo, a 14t gearbox sprocket for the Trail TS150 and a Supa5 clutch pressure plate.

The seat cover was excellent and has been fitted already. At first I thought it was too small but once I had warmed it up with the hot air gun to soften the material a little it stretched on really well. I dismantled the clutch from the spare Supa5 engine and fitted the new pressure plate – the old one had been spinning on the crankshaft and was quite mangled. Fortunately the crankshaft itself seems to have fared better than the clutch centre. The plate looks to be well made and it fitted the crankshaft firmly so I hope this will be a success. Also in my MZ-B delivery was a conrod kit for a Supa5 and a crank pin for a Supa5. I am hoping that the latter will enable me to resurrect an otherwise worn conrod assembly to be used with a pair of Supa5 flywheels kindly donated by Ray Cattle.

Oh yes, I did take the combo for a short test ride to the garage to get some fuel in one of the brief interludes of sunshine between the rain and it went much better. Not sure which of the changes was most beneficial but right handers were not so laboured and it sailed round left handers. I am still not happy about the carburetion but the tickover does settle eventually to an acceptable lower figure and the smoking is also less heavy once its warmed up. Possibly it just needs a good thrash to clear the pipes.

Today was bit warmer so I spent the morning in the lower garage bringing all the bikes out into the fresh air and occasional sunshine and clearing things up generally. There was quite a lot of water evident at the back end of the garage – no obvious signs of roof damage so it may just be very heavy condensation. I have removed the insulation from this area so that I can monitor it when it rains next. Most of the bikes had some degree of corrosion on the alloy and unplated steel parts so I cleaned them up and sprayed them with ACF50. It makes them look all shiny but that won't last as now the dust will stick to it but it should preserve them until the better weather gets here. A couple of the batteries were a bit low so they are now on charge.

On Saturday I had a visit from Ollie Harris a young MZ enthusiast from Temple Cloud. He came to pay his club subs and to pick up a TS125 barrel, piston and head for a project he is working on. He has a Wilf Green Pathfinder special bought at the Beaulieu autojumble which he is palnning to restore though apparently it's in a pretty sad state. Finally I noticed an advert in the latest MZ Rider for an ETS150

Trophy Sport with some spares which included a tank. I am hoping that I can persuade the seller to part with the tank separately.

Tuesday 24th February 2015

Advances on two fronts today. I felt that the windscreen was a bit wobbly so I made up brackets from the headlamp fixing bolts to provide extra support. This was done after I took the picture. The other thing was to explore raising the sidecar to create a lean-out attitude at rest. It turned out to be quite straight forward and the sidecar suspension unit now has just over 40mm of packing. This does not raise it quite that amount as the mounting bracket on the chassis is angled at about 30 degrees so it's probably actually raised about 30mm and moved backwards about 15mm. Anyway at rest the bike now sits vertical and with me in the saddle has a small amount of lean-out so hopefully this is a good result. It was getting late and very cold by the time I finished so a test run will have to wait until another day.



Monday 23rd February 2015

I have done some reading up on sidecar configuration and have a better understanding of the setup. What I yet to do is measure the current setting to see if they are correct. One of the critical settings is lean-out where the bike is supposed to lean away from the sidecar by a small amount (.5" from vertical) On the face of it the combo presently has lean-in rather than lean out but that does rather assume my garage floor is level which I have yet to confirm. The next step is learning how to alter the settings and this seems to present a problem as there appears to be no adjust for lean on the front swan neck. I guess all will become clear once I get started in earnest. One thought is to put spacers between the chair chassis and the sidecar suspension unit to lift that side of the bike. I am pretty sure this was a successful trick with my previous MZ outfit which had a similar swan neck arrangement.

What I have done today is fit a pair of sidecar strength springs to the front forks. These came from my blue Supa5 which had a chair attached for a short period. Not only are these springs stronger (4.5mm wire rather than 4mm) but about 15mm longer so the whole front-end sits slightly higher. I also fitted a fork brace to supplement the front mudguard bracket which is fairly flimsy. Anyway first priority is

another test ride to see if what I have done so far has helped. Getting a combo set up is mostly a trial and error thing as there are no certain fixes.

While I was searching for other bits I also came across a windscreen which I have now fitted as well.

Sunday 22nd February 2015

On Saturday I took the TS150 Trail bike out for its first run since fitting the 21" front wheel and trail tyres. It went very well with no issues so I think we can consider that the development stage of the project as pretty much done. What remains is mainly attention to the cosmetics. Not being my favourite job this probably may never get done but I did make a small start by prepping and painting the front brake torque arm and the fork brace. The tank is the main thing needing attention but I am still seeking an ETS150 tank which will (in my view) look better so no point in painting the present tank for the moment. I have also ordered a batch of bits mostly for friends from MZ-B in Hungary but did include a TS150 14t gearbox sprocket which should save me having to modify an ETZ sprocket.

Attention has now switched to the combo. I removed the existing carb which was a brand new copy of the BVF 30N2- series. I could see nothing obviously wrong with it. Comparing its 'at rest' slide position with a couple of genuine BVF's there is no appreciable difference. I tried fitting a 30N2-4 I had rebuilt the other day and it was a very slack fit in the manifold. The bike started easily enough with this carb but I could not get it to tune properly. I either had a far too fast a tickover or no tickover. I suspected that it was sucking air through the manifold stub so gave up on that one and tried a 30N3-1 instead. This is the late type with a spring clip to hold the float bowl and an air bypass system to control tickover rather than lifting the slide. The bike also started easily enough with this carb and I was able to get a slowish tickover. However I had to screw the tickover adjuster to an almost closed position to achieve this and indeed screwing it right in did not stop the engine. The manual suggests 3-4 turns out for this setting so clearly something is not right and it's getting additional air from somewhere else.

My suspicions are turning towards the crankshaft seals as these are the usual culprits. Replacing the generator side is easy enough and I will probably do this as a matter of course when I fit the Powerdynamo kit. The clutch side seal is more complicated but can normally be done with the engine in the frame. However, it remains to be seen if this is feasible with the sidecar in the way. My gut feeling is that it's this one causing the problem as the excess gearbox oil I drained out on Friday looked very thin to me – though it was clean enough and did not smell overly of petrol. Also the exhaust smokes a lot.

Anyway it was dry and the roads were salt free this morning so I decided to take the combo for a test run. This was generally successful; it steered well with no overt tendency to pull right or left and with only a smidgeon of handlebar shake at low speeds. The engine pulls well and is mechanically quiet with a smooth clutch that even allows easy selection of neutral. I am also less sure about the diagnosis of worn clutch side seal as by the time I got back the exhaust was reasonably clear and the earlier smoking could well be down to too much garage testing causing a fuel build-up in the crank case – a common problem with petrol engines. It was ticking over nicely when I got back.

The less positive things were a misfire from the engine which initially seemed to cut out as the throttle was opened but giving it a handful got through that phase. As my confidence increased and I was giving it more welly I did not notice it so perhaps it was just the engine clearing its tubes. The biggest issue was the effort needed to negotiate roundabouts – we have a lot on my test track. This is basically a tight right hand turn and the bike leans heavily towards the sidecar wants to go straight on. Slowing

right down and using a lot steering lock is necessary. Not a show stopper but something that could be better. I don't remember this with my previous sidecars (left handers are normally the bugbear) so will need to do some research on combo setup

Friday 20th February 2015

Things did not progress quite as smoothly as I had hoped with the trail bike and I have not yet ridden it. Firstly I the newly fitted rear tyre went soft overnight but I eventually traced this to a dodgy valve and the it has stayed up for nearly two days since I fitted a new one. Then I noticed a pool of oil under the front wheel which turned out to be a leaking seal in the offside fork leg. Initially I thought I could live with it but then found that the fluid could drip down on the brake and some actually got into the drum. Fortunately I had a new seal in stock so today I stripped the front end yet again to replace it. At least it was bit dryer today so I was able to get a picture



Tinkering continues with the outfit just small detail things like fitting a correct MZ choke lever in place of the British pattern one and draining the excess oil from the gearbox. Whilst tidying up the workshop I found an old TS250 footrest which I can adapt as discussed below. I have also placed an order with Powerdynamo for their kits for the outfit and for a TS150. Not an immediate priority but I had the money thanks to the sale of the Ariel and the exchange rate against the Euro is very good at present so they cost only a little more than I paid 10 years ago for the same kits. I banked the rest today to resist the temptation to spend any more.

I also sorted through my box of carburettors and found 4 that would fit the outfit should I not be able to cure the over-fast tickover on the outfit. All have been stripped, cleaned and had their floats checked and main jets adjusted as necessary. Sorting the carburetion is the next priority for the outfit.

Wednesday 18th February 2015

I finally found the engine number on the S8 and the good news is that it does match the frame number according to Sunbeam factory records. The bad news is that it also is incorrectly recorded on the V5c as SB17636 rather than S8-17636. I guess that I shall have to write to DVLA in due course to get it corrected. Not overly anxious to start this process as they will probably get touchy about it and ask for dating evidence or an inspection; just as well I joined the club.

The Ariel VH500 was sold today. Chap came all the way from Yorkshire. Came with a van so I knew he was serious. Seemed very pleased with the bike and admired some of my others. His uncle who drove the van wanted to buy the S8 and was disappointed when I told him it was not for sale (well not yet anyway). The tyre I ordered for the Trail bike arrived today so I have now fitted this to the rear wheel and installed the 21" front wheel. Not had a chance to ride it in this form yet but will post a picture tomorrow. Green lanes here I come.

The MZ outfit was unloaded from the van yesterday with the help of Mike – he got the Haynes manual which came with the outfit as a reward as I already have one – a Christmas present back in 1981. Not ridden (driven?) it yet as I wanted to check it over and tidy a few things more to my liking. Getting it to start was difficult, turned out to be points which needed some determined cleaning before they would produce a spark. The condenser was also incorrectly fitted so in the end I fitted new points and condenser and the correct bracket. I also replaced the plug cap as it looked a bit odd and the plug which was a resistor type. Nothing critical but at least I know now that everything is standard and the timing is spot on at 2.7m btdc. While the plug was out I checked the squish band and this was also spot on at 1.45mm (book setting is 1.4 -1.6mm). The engine has bags of compression starts easily and sounds sweet enough but the tickover seems rather high and I cannot seem to get it any lower. The carb is new – bought from TheMZShop fairly recently so I will ask Phil Speakman about this. The charging system seems to work and so do all the lights though the wipers on 6V are a bit pathetic. I don't plan to do anything about this for now as if I like the bike I will almost certainly treat it to a Powerdyamo system and convert everything to 12v.

As with all TS250s, the seat/footrest relationship gives a rather cramped riding position so I have raised the seat with 1" spacers. Normally I would also lower the footrest by about the same amount but another option may be possible (in part anyway) with this outfit. On the LH side the lower sidecar mounting strut is almost immediately below the footrest bar. So I will look out for a spare footrest, cut off the LH side and just lower the RH side. I think I have a TS or ETZ250 footrest bar somewhere in the stores. Otherwise no doubt eBay will provide. The other essential job I did was to clean and polish the front wheel which has a Honda TLS hub laced to an MZ rim. The spokes are galvanised and quite tidy but the nipples are going rusty so I will investigate changing these for s/s or chromed brass ones. Sadly s/s spokes are probably not a sensible option for sidecar usage.

Monday 16th February 2015

Several small jobs tackled today as it has been raining too hard to want to unload the combo from the van. Probably the most important was that I finally found a satisfactory trail tyre and have placed an order which should be here in a few days. I also removed the drive side cover on the TS150 and refitted

the thrust washer on the kickstart shaft which I had dropped off and been mislaid the last time the cover was removed. To avoid draining the recently replaced gearbox oil I Laid the bike on its side for the 5 minutes it took to do the job.

Next job was to disrobe the Sunbeam to check the frame and engine numbers which according to the Sunbeam Owners Fellowship (SOF) that I have just joined were incorrect on the V5C. They were quite right, the V5 records frame number as 588657 whereas it's actually S8-8457. I could not find the engine number which seems to be mostly hidden under the gearbox bell housing. I did find a number on the gearbox S8-5755 though seems well out of line with the engine number. Anyway I have reported this information to see what the SOF makes of it.

While I was working in the rear garage I decided to give the R26 and oil change as the stuff in the sump looked pretty black and smelly. I also fitted a 0k resistance plug cap as specified by Powerdynanmo (Normal NGK caps are 5k ohms). Did not make any difference to the starting sadly.

Sunday 15th February 2015

Becoming more of a weekly than a daily blog at present so some catching up to do. I had a long think about my bike collection and decided that the Ariel would be sold. Not an easy decision but getting it out of the shed to check over reminded me what a heavy lump it was and how much work was needed to bring it up to a standard I would be happy with. Frankly I didn't have the enthusiasm to spend the necessary time and money on a bike I would probably never ride again anyway. Put an advert on Gumtree on Tuesday and had a lot of responses – mainly because I set the price low to reflect the jobs that need doing. First viewer came on Wednesday morning and admitted he had knee troubles and was going into hospital for an operation shortly! He asked time to think it over and I was not surprised when he rang back mid-afternoon to say it was not for him. The next person on the list failed to turn up for three appointments to view so has wasted three days for me yet still wants to come and view; why do people do this. A couple of other responses were clearly from dealers who probably want the regn number. I could have sold to either at the full asking price with deposits via PayPal but I think the bike deserves better. The next potential buyer lives in Yorkshire and is clearly an enthusiast. He says he is coming down on Wednesday with a van; I hope he is not another timewaster.

Turning to pleasanter things, I drove to Newtown, Powys on Thursday, a 300 mile round trip, to collect the MZ combo. It was exactly as described and every bit as good as the photos had suggested. Tony had removed all the agreed bits so the outfit fitted perfectly in the back of the van and was soon tied down. Got home about 4pm which was pretty good going. The only blight to Thursday was that I had completely forgotten it was my wife's birthday until about 10 minutes before I set out. Spent most of the trip trying to figure out how to dig myself out of this hole. Glad to say I am now forgiven and should be fully recovered within a week or so!

As I write this the combo is still in the van partly because it needs two people to get it out but mainly because sight of it could still incense my wife. I can do a limited amount of work on it – mainly checking things over as until I ride it there is nothing obvious that needs doing apart from a bit of polishing. Probably will leave it in the van until the Ariel is sold and its space in the shed is available for the BK350 which is presently in the workshop. Looking at the paperwork which came with the combo, it seems it was restored and the Squire sidecar fitted around 1984 at around 23000 miles and has seen little use since then since it is still only recording 26300 miles. This does of course assume it's the same speedo and it is working. However, the mileages on the wad of MoT certs dating back to mid 1990's suggests it is correct. There have been only 4 previous owners and the first owner had it from 1976-1996. The

second owner until 2004 and the third owner until 2013. The latter sold the regn number in 2005 it was formerly KEN 590P, now LCC 594P and transferrable strangely. Bit sad but at least that part is documented – often you never get to know about the previous number for a vehicle with an age related number. Given that it was restored over 30 years ago it is in remarkable condition.

Other work in the garage has been limited to some further tidying of the trail TS150, mostly fitting s/s nuts & bolts and cleaning the rear wheel now that I know I am sticking with the 18" rim size. I do have some s/s spokes which I may fit later but some silver paint will do for now. I have also cleaned up and painted the bikes original front forks as they ones presently fitted are from a 500R with disk brake lugs and seem to me to have heavier weight springs. In due course these may be better fitted to the combo as I do have a 16" disk brake wheel I built for one of my previous MZ combos. Not sure if I still have the caliper and master cylinder as I am pretty sure I gave these to John Matthews when he was having brake problems with one of his bikes. Must have a look in his garage some time as I bet they are still lying around unused.

Monday 9th February 2015

I have been pretty preoccupied with the Bristol Bike Show for the last few days. Friday was setup day which involved driving to Neston to pick up Mike and the display material first. All went well and we were done by about 4pm. Saturday I had a day off but it was mostly spent doing odd jobs around the house and clearing the van ready for Sunday. On Sunday I was on duty on the club stand and of course we had to dismantle it load it plus the bikes into the van. The return trip was via Devizes to drop off Tony Kay's BSA and then Neston to unload the display material. Near 8pm by the time I got home and I was ready for bed. The picture shows the stand when we opened on the Sunday. You may notice that the TRW has a Rosette which it won as the best military machine.



Today was my one day a month working for the County Council so that was pretty much wiped out in terms of quality garage time but I did spend an hour this evening fitting a different set of handlebars to

the R26 and then transferred its old trials type braced bars to the TS150. Both bikes look much better for the swap in my opinion. Will post some pictures later.

My hopes for an improvement in the starting of the R26 were dashed, it was no better when I tried it on Thursday morning so I did spend some time trying to fit the BVF carb. This rapidly came to nothing when I found that the Bing carb is fitted with a steeply angled top to enable the cable to clear the tank mounting bracket. Something similar would be needed for the BVF carb and inspiration failed to strike so I gave it up for now.

On Saturday the replacement Powerdynamo coil arrived. It was quickly fitted and the Supa5 is now running again. When I get a chance I want to alter the bracket to give a better path for the ignition cable, it has a very sharp bend at present.

Perhaps the most exciting thing which has happened over the past few days is the discussion I have been holding with Tony Fones in Mid-Wales about the TS250 outfit he advertised on the MZRC website. We have reached an accord and all being well I will pick it up on Thursday. According to our measurements, it should fit inside the van once a few items like the silencer and footrest bar are removed. Just hope that proves to be true; long way to go to find it won't fit.



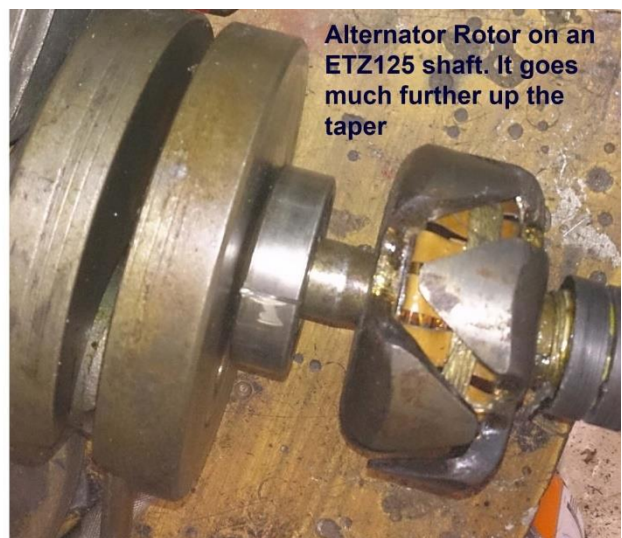
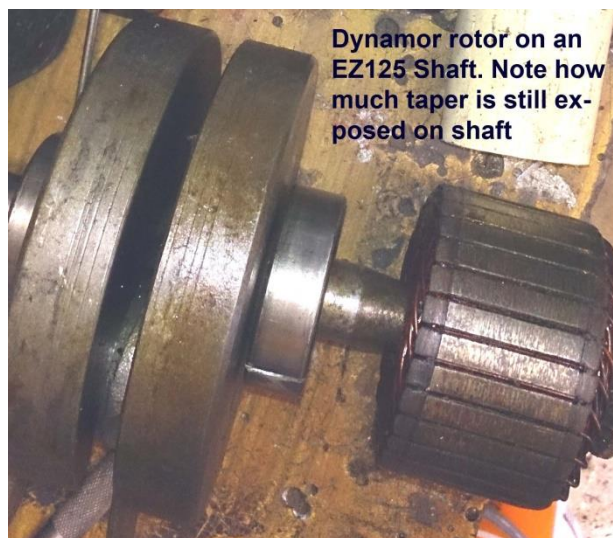
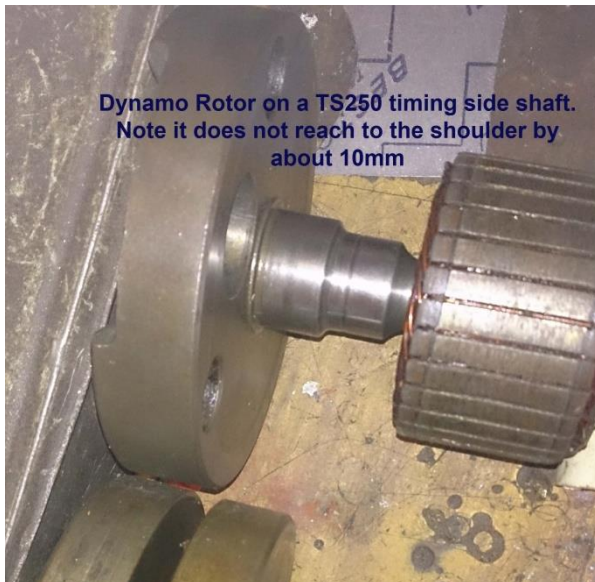
Wednesday 4th February 2015

A day of mixed fortunes. I decided to try the BVF carb on the BMW R26 but this attempt stalled fairly quickly. There is a mounting bracket immediately above the carb and to clear this there is an angled extension to the top of the carb for the cable. The BVF carb would barely fit beneath the bracket and certainly no room for the cable. While it was apart, I checked over the original Bing carb and swapped a couple of bits – firstly replacing the original slide as the new one was slightly longer and could stick in

the fully open position. I also put in the 120 main jet (which is correct) in place of the 125 main jet currently fitted as the plug now shows signs of richness. Initially I could not get the bike to start whatever I tried, even Easystart in desperation. At low throttle openings there was no signs of life and at wider openings it spat back through the carb and on the kickstarter. On the odd occasion I could get it to fire up it sounded fine and quickly settles to a steady tickover. Finally I decided to check the pilot settings and found this was screwed out a very long way. Shutting it down almost completely I finally got some signs of life at low or even closed throttle settings. I have been back to the bike several times and it does now seem to start much more reliably. Will try again tomorrow just in case this was a fluke.

Being somewhat fed up with the R26 I decided to try the BK350 and initially it was also very reluctant to start. Like the R26 it has only ticklers, no choke and because the carbs are buried under a cover it is impossible to see the effects. Eventually it did start but would not run. But a couple more tickles and it suddenly became an instant starter on a fully closed throttle. I guess I really need to start riding the bike to get used to its foibles. No problems so far with the flywheel and the engine sounds quite smooth and sweet.

Being a bit fed up with bikes, I decided to do some investigations on atopic which has cropped up on the internet. Can you fit ETZ250 cranks in TS250/1's and vice-versa. They are almost identical and they do fit the crankcases – done this in the past but now not so sure it was sensible. The issue is the size and shape of the taper to hold the rotors. The ETZ uses an alternator and the TS250 a dynamo and they are not quite the same size. The ETZ tape is about .5mm larger in diameter. The effect of this can be seen in the pictures below. An ETZ crank in TS250 cases means that the rotor will not push far enough onto the shaft to allow the dynamo housing to seat properly. I found that the commutator rubbed on the back of the points housing when I tried this. The opposite is true when fitting a TS250 crank into ETZ cases. The rotor pushes on right up to a shoulder and it is by no means clear that it is securely centred. If it does and the carbon brushes still line up on the slip rings then I guess that this might work but I have not actually tried it this time. Some while ago I am pretty sure I did rebuild an ETZ engine with a TS crank and I don't recall having a problem at the time but I would not attempt it now I have done these tests. The main reason I did the test was because you can get new ETZ cranks from Germany for not much money whereas they do not seem to supply similarly priced TS250 cranks. Sadly it is obvious that buying an ETZ crank to fit into a TS250 is not an option. Neither is using the ETZ125 crank in a TS150; even if the flywheel diameter difference proved not to be a problem, clearly fitting the dynamo properly would as my original thoughts on modifying the dynamo rotor would not have worked. B*****r.



Tuesday 3rd February 2015

A dose of man flu has slowed me down somewhat since Saturday but there have been a few positive developments. On Sunday I won a 21" trail type front tyre on Ebay for very little money. As it was in Salisbury I decided to drive down, going via Upavon to pick up the ETS250 trophy Sport tank which I originally bought with Dennis Poulter's spares but got left with Eric Hagon. Mission accomplished, I picked up a suitable inner tube on the way home and soon had the tyre fitted. Looked great, then I found the tyre had gone soft so of it came to repair a puncture. I repeated this 3 times before I finally managed to get the tyre to stay inflated. Turned out the original patch did not stick properly but only leaked when fitted, no trace of a leak if inflated outside the tyre even when put in water – at least not until I blew the thing up like a balloon. Anyway I removed the original patch gave it a really good clean and it seems fine now. I tried the new wheel in the forks and it cleared my re-engineered fork brace nicely. I have put the original 18" wheel back in for now as I want to retain road tyres during the running in and I have yet to sort out a trail tyre for the rear.

The ETS tank was a bit of a disappointment. It is clearly far too large for the Trail bike and Dennis had modified it to fit on his TS250 though the extra brackets would be easy enough to remove. I have now posted a wanted ad for an ETS150 Trophy Sport tank on various web sites with the ETS250 tank as a swap. Again it's not a high priority thing so I will just wait to see what happens.



Saturday 31st January 2013.

Gosh, first month of 2015 gone already! Not a lot to report on the garage front so I have left writing up the blog for a couple of days. On the trail bike project it has mostly been a question of tidying up. At the front end I trimmed the centre section of the front mudguard to give a smoother line and I re-worked the fork brace to allow it to fit over a 21" front wheel should I go down that route. I have a bid on a 21 x 2.75 tyre on an Ebay auction which ends on Sunday. I remade the rear brake pedal stop in s/s to improve the appearance. While I was at it I cleaned up then painted the pedal and the side stand to stop them going rusty. The angle grinder was used to cut off the pillion footrest brackets. This will save a little weight and more movement of the swinging arm should I decide to lengthen the shock absorbers to gain ground clearance should I fit the 16" rear wheel. I also made up rubber skirts for the bottom of front and rear mudguards to reduce the amount of road muck getting onto the frame & engine.

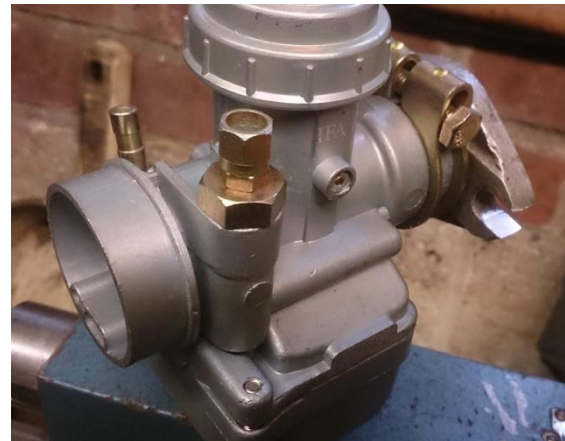


During the week I got an offer from Powerdynamo to discount a replacement coil for the TS250 which has now been ordered. Forgot to mention that I had placed an order with meinzweirad. de on Sunday and the parts were delivered on Wednesday – remarkable service. Sadly one of the TS150 piston rings was broken but they have posted me a replacement. Most of the bits I ordered were for longer term projects but they did include the correct seal for the BK350 petrol tap which is now repaired ready to re-fit and a cover for the TS150 dualseat. I had intended to cut and re-stitch this so suit the



single seat it has now been converted to but I found that it could be neatly folded and the surplus tucked underneath which avoided this task. Picture shows the effect though the cover itself is only loosely fitted at present.

Another item I bought was a replica of the BVF 24N2-2 carb fitted to the ETZ150 motors and also suitable for the TS150. This carb includes a positive throttle slide adjuster for the tickover unlike the earlier version which relies on throttle cable adjustment to set tickover. Not sure which type is best suited to a trail bike but it was so cheap (under



£27 new) that I bought it as a spare in case I get any further troubles with the trail bike carb. I also plan to try this carb on the R26 to see if it improves the starting. I doubt it's suitable as a permanent replacement but it will be an interesting experiment. To make it fit the R26 I had to modify an old manifold I found in my spares box. This required some ingenuity to make it fit in the lathe but the end result can be seen below – quite pleased with this.

The box of bits from Germany included most of the parts needed to rebuild the spare TS150 motor other than a crank which I am still seeking. No hurry and I am sure one will turn up in time.

Tuesday 27th January 2015

Feeling quite pleased with myself after today's efforts. Tidying up the garage and sheds I found a new 21" aluminium rim which I was given years ago. I also found a box of old spokes removed from previous wheel rebuilds including a set for the 21" wheel of my old ISDT bike. The original front wheel from the trail TS150 had very rusty spokes and was generally pretty mucky so I dismantled it all and cleaned up the hub which came up fine. An hour later I had a 21" rim laced to an MZ front hub. Took me another hour to true it up but the end result is pretty good. Now I need to find a suitable tyre and tube. I also found an MZ disk brake hub which had donated its rim to a good cause some time ago so I cleaned up

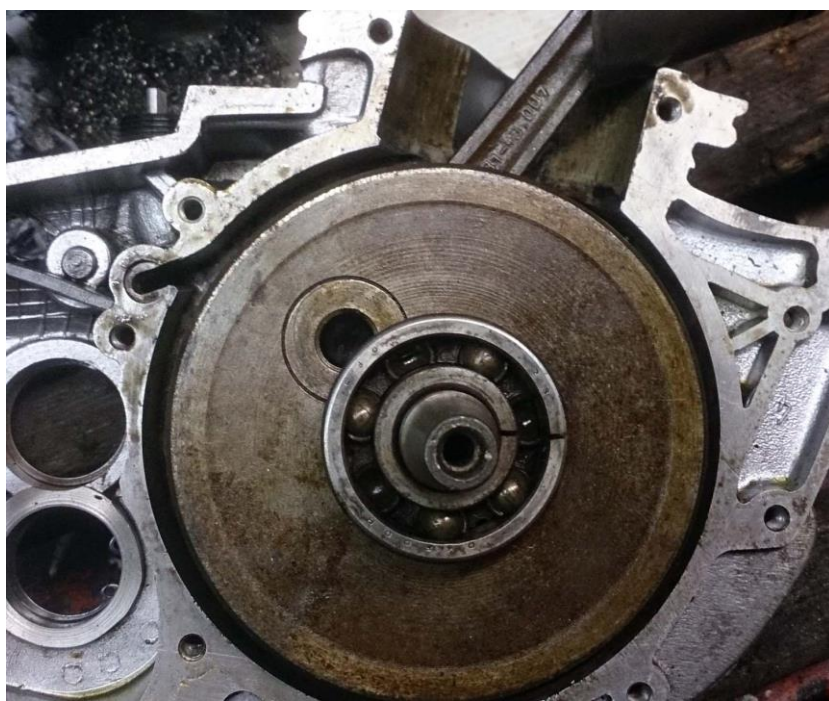


the front rim from the Trail TS150 and rebuilt the disk brake wheel as well. I don't have a particular need for such a wheel at present but it's more likely to be useful in this form than as a set of parts.

The main reason for tidying the garage and sheds was to move the bikes around and get the AJS into the workshop which is now done. First job was to drain the petrol tank and disconnect the battery as specified in the show instructions. Quite a satisfying day.

Sunday 25th January 2015

I spent a good part of the weekend cleaning and checking over the original engine from the trail TS150. The crank was toast as were the main bearings and seals but most everything else has cleaned up well and should be usable. I had to chisel the rings out of the piston as they were well and truly stuck but



once they were out it also cleaned up well as did the barrel which has no measurable wear despite its recorded 13k miles. I have placed an order on my preferred German web site for a range of bits for me and others; this includes a gasket set, bearings, seals and rings for the TS150 motor. What I still don't have is a TS150 crankshaft but I do have an

ETZ crank and I found that it would fit into the TS crankcases. The drawback is that the flywheel diameter is about 20mm smaller than the TS flywheel. I am still pondering on what effect this would have on performance. Presumably quite a lot as 2-stroke tuning books make great play about increasing primary compression ratio and reducing dead space. On the other hand, most Villiers engines did not have full flywheels and they worked well enough. I would also need to modify the dynamo rotor slightly as there is a minor difference in tapers between the TS and ETZ cranks. I assume the ETZ crankshaft is also a lot lighter; should have weighed them before I gave away the scrap TS one. I imagine this would let the engine rev quicker and help acceleration – not sure either is helpful in a bike intended for off road work. I am seriously tempted to build it just to see what happens.

Friday 23rd January 2015

Yesterday was cold but dry so I decided to take the Trail TS150 for a longer ride to see how it performed. It ran very nicely for about 2 miles then stopped. A roadside check showed a good spark and a dry plug so it looked like a fuel problem. I could not see an obvious cause at the roadside so I reluctantly pushed it home; fortunately as I had been doing my test circuit it was only ½ mile or so. I spent a couple of hours checking the carb and fuel supply with no obvious issues revealed. I changed the float and the fuel needle assembly just in case and took it for another ride; this time only up and down my road just in case. No problems at all except that there was petrol weeping from the filler where I had not secured the cap properly. Then the penny dropped; it was simply a blocked breather hole in the filler cap causing the problem. I cleaned it out and I did a 20 mile run today with no problems. Would have been longer but it has been -4 degrees C for most of the day and I am still trying to warm up.

The other thing I found was the seat was a bit low so I raised it 30mm and this proved quite comfortable on today's run. I also fitted a bar to enable me to control the height of the brake pedal; as designed there is no adjustment and it was sitting too high even after I raised the seat. This also proved beneficial. That was it; not a lot really for a bike that was virtually scrap 4 weeks ago. I think it's going to be a useful tool.

Wednesday 21st January 2015

No progress on my own projects today but I have finally resolved a nagging problem with John Matthews' TS250 which died on Boxing Day and had not run since. I was unable to fix the TS250 when I visited on 12th January though we did get his ETZ251 running. I brought back the coil from the TS250, which has a Powerdynamo system. Back home I had tried the coil on a couple of my bikes and both refused to start so I was pretty sure it had failed so I consulted Powerdynamo.de in Germany. They were very reluctant to accept coil failure as the source of the problem. Today I took the coil from my TS250 to Bristol and fitted it to John's bike making no other changes; bingo, it started immediately. On John's behalf I have now made a warranty claim for a new coil (it's about 2 ½ years old) and am awaiting their response. In the mean time I left my coil on John's bike so he can use it.

I also made contact with Sue Skinner who is now back from Australia to arrange return of the 350 bitsa AJS engine and to pay her for the other bits I used on the AJS 37-12. She kindly said she was in no hurry so we will meet up at the Shepton A/J in March – saves me a 90 mile round trip to Weston. John also gave me a shopping list of bits he needs for his TS125 project (which has been ongoing for about 8 years). This spurred me into reviewing the MZ parts lists from other friends and I spent the afternoon on the web trying to find a one-stop source for all the bits. I also need to review my own requirements. Could be a long and expensive list.

Tuesday 20th January 2015

On Monday I drove down to Exeter to see John Hill and brought back with me a 16" rear wheel of the type fitted to early ETZ125/150s. This has the same hub as the TS125/150 with round drive pegs and 150mm brake drum. Back home I gave it a clean then offered it up to the Trail bike. It fitted perfectly, including the TS150 brake plate. I managed to find a 16" tyre with a decent amount of tread and this was duly fitted. The tread pattern is road rather than trail but this will not matter for now. I did have a search on the internet later and found that Heidenau (the successor to Pneumant!) do supply a 16" x 3.25" trail tyre for not too much money if it proves successful in other respects. With the tyre inflated, it does get close to the chain tubes though not actually rubbing. I have replaced the 18" wheel for now as this will give the bike an easier time whilst running in the new barrel and piston. I have filled the tank with fresh fuel/oil; what I now need is some better weather to take it for a longer ride.

Tony Kay has also located a bantam gearbox sprocket and output shaft which he will be bringing to club on Thursday. If bantam splines fit the MZ output shaft then I will have a wide choice of sprockets available via the internet.

Thursday 15th January 2015

Progress on two fronts since my last update. I decided to play around with the arc welder and managed to seal up most if not all the holes in my hi-lever exhaust pipe mainly because I was too embarrassed to



show my shoddy workmanship to Mick the welder. In the post on Thursday I received the exhaust wrap which I ordered earlier in the week so I have now wrapped the pipe and the results can be seen below. Not only does it hide by dodgy welding, but it will stop the rust showing through. If the bike otherwise proves a success, I hope to get a pipe properly made up by Armours or some other specialist using my effort as a template. I have also put a temporary shield on the

silencer to stop burning a hole in my leggings.

Flushed with success I decided to tackle the back brake lever which was sticking out far more than necessary now that the exhaust has been relocated. I cut about 20mm out of the middle part of the shaft then welded the ends together and the results can be seen below. This then enable me to reduce the length of the footrest bar by around 25mm. Doesn't look much in the picture unless you compare it with the previous layout



Tuesday 13th January 2015

Sunday was the MZRC Bristol Section monthly meeting at Ham; biggest turnout I have seen for some time and even then a few regulars were absent. Good day had by all but the highlight for me was to come home with a spare exhaust pipe and silencer for the trail TS150 thanks to Ray Cattle and John Matthews. The latter I repaid somewhat by spending most of Monday afternoon in his garage trying to get his MZs running. The problem with the ETZ250 turned out to be a dodgy set of points but the new ones we fitted were poorly made and impossible to set to correct gap. In the end I dismantled the original points so I could file them properly and eventually the bike ran fine once again. The TS250 defied all my attempts to get it running and as it has a Powerdynamo system there is not much you can do except swap bits until you identify the culprit. I suspect the coil so I brought it home to test it on one of my Powerdynamo equipped bikes. The only problem is that the obvious one to use is the ES250 but it is buried at the back of the garage so digging it out will have to await better weather. Still John does at least have one working bike.

On Monday night I made a start on creating a high level exhaust system by cutting and bending the



exhaust pipe until it was more or less the correct shape. It was then tack welded whilst I offered up the silencer in roughly its ideal location. With a bit more fiddling I got a passable result and started to weld up the pipe. However tackling thin metal with my arc welder even on its lowest power setting did not prove too successful so I will have to make another visit to Mick the

welder to get a proper job done. Work on modifying and mounting the silencer was more successful as I found all I needed to do was bash a biggish dent in one side to get it closer to the suspension top mount. I then made up a couple of brackets which are presently bolted



up but which I will weld together once I am confident I have the optimum location.

I also had an epiphany over locating the toolkit as it had become clear that my original idea of building a tray under the offside skirt was doomed due to proximity of the silencer. I have now mounted two pieces of 3" plastic drainpipe under the rear carrier; one will be used to hold a bottle of oil and the other now holds the standard MZ tool roll.



Saturday 10th January 2015

I have been preoccupied with other things for much of the last 3 days so not a lot of progress to report on the bikes. In fact the trail bike has been moved out of the workshop to make room for other tasks not all motorcycle related. One thing I have done is to strip the top end of the R26 to see if worn valve gear was the cause of its sluggish performance. In fact the valves and seats were in perfect condition and the guides look like they have been replaced recently. So it was put back together without even the need to lap the valves. Good in many ways but still leaves me with the enigma of its gutless performance.

The other thing I tackled this afternoon was the motor from the TS150. The piston was still stuck firmly in the barrel and the crank showed no inclination to turn so I decided to strip it completely from the bottom end which was possible once I had removed all the barrel studs. The photograph says it all:



The main bearings were also seized solid but fortunately with the crank out of the bike I was able to mount the barrel in my workmate with the crank dangling below and give the piston a good soaking with penetrating oil and some attention with a substantial iron bar. Gradually the piston moved down and finally dropped out of the bottom. I must remember this trick as nothing was damaged (any more than had already been done by water ingress anyway). Somehow I doubt this crank is recoverable even though I have a complete conrod/big end assembly in stock. The gearbox internals, clutch and primary drive have not suffered from water ingress at all and seem to be in perfect condition. The crankcases etc are filthy and will take a lot of cleaning but also seem basically sound. Funnily enough, once the piston was out it cleaned up well though the rings are stuck in their grooves and will likely have to be chiselled out. The bore itself also cleaned up well with no detectable wear ridge and it's still on standard size. No immediate need for the engine so it has all been boxed up for now to avoid losing any bits. If I am patient a suitable crank will come along some day or the engine may be of use to someone with greater need.

Tomorrow I will be off to Ham for the Bristol MZ section meeting so further workshop activity will not resume until Monday at the earliest.

Wednesday 7th January 2015

First test ride today and no major problems. All the basic running gear worked fine and the motor pulled well during the initial ride down my traffic calmed road. Riding it a bit more spiritedly on the way back the motor started to fade as the throttle was opened wider. I also noticed that the charge warning line was flickering and at times staying on brightly. Back to the garage to investigate and the misfiring was easily cured though a bit puzzling. Pending sorting out a proper air cleaner, I had pushed a pan scrubber up the inlet tube mainly to prevent anything being sucked in as the open end is close to the rear wheel. Removing the pan scrubber resulted in normal engine response so it was obviously affecting the way the motor breathes. I have replaced it with a simple gauze cover for now. The charging problem was the regulator as replacing it with another from my spares stock sorted the problem. I put the meter on and got about 6.7v when revving, not quite where it should be but enough to keep the battery topped up for daylight running. Somewhere I have an electronic regulator which I will fit in due course if I have not gone down the Powerdynamo route. I am Still waiting for a response to my queries on the MZ forum over the hi-level exhaust system and fitting a 16" rear wheel so no further progress on that front. I have however been offered a 21" front wheel TS150 which I am considering buying. I will also look out for a s/hand exhaust system which I can cut about to experiment with. Murphy's law, I had one from my old TS150 but gave it away about 6 months ago!

I also spent some time fitting the proper snubber to the S8, fitted perfectly and I now have a spare for the other side should it need it. Working in the other garage reminded me that I still have not given the R26 the decoke I promised it before Christmas so I think the trail project may go on hold for a couple of days to sort this one out.

Tuesday 6th January 2015



Pictures of the TS150 project as of this morning. Should have waited till later in the day as I have now fitted the MZ badges and the knee grips to the tank to take away some of the blandness. I wish now that I had kept the spare ISDT tank which I sold on ebay a few months back as the standard TS tank in this form is not ideal.

The seat also looks a bit thin and sparse so I am working on another one based on a cut down version of the standard TS150 dualseat. There are still things I need to do, main one is to raise the exhaust system but right now I am unsure of the best way to do it. I intend to canvass some advice from the MZ forum on the internet about this and see if I can locate any parts. The wiring harness needs tidying and wrapping and a toolbox needs to be fabricated. The steering stops on the bottom yoke will need cutting back a tad to improve the steering



lock and I still want to experiment with a 16" back wheel. Cosmetically it will need attention as so far all I have done is clean the worst of the dirt & corrosion, nothing has been painted, plated or polished, even so it looks quite tidy. All the more remarkable when you consider the state it was in 10 days ago.

Monday 5th January 2015

Further mostly positive progress on the TS150 trail project over the past 2 days. I had a look at the rubber chain guards which seemed to be in very poor condition when I initially stripped the bike. However, when I removed a huge amount of dried mud and congealed grease, one proved to be in perfect condition and the other was certainly usable; they are now back on the bike. Flushed with success I decided to tackle the rear shocks. Though the adjusters were seized on both, a little heat, some WD40 and gentle tapping with an alloy drift got them moving. Both shocks cleaned up quite well and both still have good damping so they too are now back on the bike. Being on a roll I decided to make up a brace for the front fork. Normally this function is covered by the steel mudguard but mine is now a plastic item and fixed to the bottom yoke. For the moment I have fitted a steel hoop which bolts to the mudguard fixings. Last night I decided to exercise the sewing machine and made a leathercloth skirt to cover the middle part of the bike, an idea pinched from the ISDT G5 models. This hides the carb, electrics and air cleaner without any weight penalty. I should be able to fabricate a toolbox to fit under the cover as well.

Today I visited my local bike spares shop and bought a pair of headlamp brackets which clamp directly to the stanchions and a cheap 5" chrome headlamp; this is now fitted and wired up. Final job today was to make up a number plate which is also fitted. Tomorrow I will take some pictures to show progress so far. Still some way to go before it is fully finished but the bike is now complete enough for a test ride.

Saturday 3rd January 2015

Good progress today, I put ½ gallon of petrol diesel mixture in the petrol tank with a load of nuts/bolts and gave it a periodic shake then left it standing to soak for a while. The mixture that was finally

drained off was very dirty and smelt of stale fule but the nuts/bolts were very clean and shiny!! Not sure how much good this did but the tank is now back on the bike with a serviced petrol tap and some clean fuel ready for a start-up. However, before taking that step there were a few other task required. First was to sort out why there was no neutral light, this turned out to be a broken switch but fortunately I found a spare so the light now works.

Next task was the rear wheel and tyre, the former needing good clean and the latter replacing with a new tyre I had available. I have used a 3.00 by 18 for now as I am not sure if the 3.50 tyre will fit. Anyway the back end now looks a lot tidier and is safe to use. While I was working in that area I investigated the lack of a brake light which was solved by a simple adjustment. The horn still would not respond and as its held together with rivets rather than screws I took the easy option and replaced it with one from my spares stock.

I then fitted the rear chain, though without the gaiters for now. I had to put some rubber pads on the swinging arm and the pillion footrests as the chain rubs on both otherwise. A set of chain rubbers is now on the shopping list. Final chore on the snagging list was to investigate why the clutch did not free when the lever was pulled in. Nothing obvious wrong with the adjusters on the dynamo side so I removed the primary drive cover to observe what happened when I operated the clutch lever. In fact everything seemed to be perfectly normal as the pressure plate moved outwards and the driven plates were clearly free. In the end I put the bike in gear and jammed the rear brake on hard then operated the kickstarter at which point the clutch did reluctantly slip. I think the reality is that there is nothing wrong with my clutch as every previous TS125/150 I have owned has exhibited a dragging clutch when cold. So the cover was replaced and the gearbox filled with 20/50 engine oil for now rather than the gear oil normally specified. In fact I can see no reason why this engine should need gear oil.

By now I had run out of excuses so the petrol was turned on ready for its first startup. It was turned off again pretty quickly as the carb was flooding badly. I gave it a few kicks and therer was a mild hiccup then nothing. Removing the plug showed it to be very wet which was not surprising so I fitted a new plug, opened the throttle wide and after ½ dozens kicks it coughed and spluttered into life. It sounds really sweet mechanically as is the exhaust. Because I have yet to sort out an air cleaner, induction roar was the loudest noise. Even more pleasing, the charge light went out so the dynamo/regulator must be working – I will check the output with the voltmeter later.

So a pretty good day, immediate task is the flooding carb then lots of tidying up. Still a long way from a completed project but not bad for the first week.

Friday 2nd January 2014

I rode the Revere to the Daneway at Sapperton for the annual New Years day meeting with the Cotswold section yesterday. Wet and very windy but a pleasant lunch time session with many old friends around to wish happy New Year. This morning the bike looked a sight, covered in salty grime so I had to give it a thorough wash.

Overnight I had a brainwave on how to wire the Trail TS150. The issue had been where and how to site the ignition switch given that I had junked the original headlamp. The solution was I think neat and practical. I had already junked the tacho but its rubber housing, with a circular plastic cover for the top provides a waterproof unit. Drilling a few holes in the plastic cover provided a mounting for the switch. I had already disassembled the majority of the wiring harness so I was able to use the original wires but in a new configuration to suit the new switch location. By lunchtime I had everything in place and tested electrically though I have yet to acquire a headlamp, the tail light assembly is not yet installed



and the horn needs attention. I will need to wrap the new loom in due course but probably best to leave that for a while in case I find I missed anything.

Later after attending to a few chores, I experimented with the rear mudguard and finally came up with a workable solution using the existing tailpiece. By cutting out a middle section I was able to slide it round the aluminium casting to a position more in keeping with a trail bike concept. Not perfect and I may yet be able to trim it further to get an even better result. With a mudguard in situ I was able to mount the rear light and complete another part of the electrics. I also fitted a small carrier which was lying around the garage. Again not ideal but it will do until I find a better one. Last act of the day was to have a go at the petrol tank. I had removed the chrome side panels and the remains of a petrol tap previously and attempted now to dislodge any rust etc inside with a handful of nuts/bolts. Not very successful as it seems there is a tarry residue at the bottom so my nuts /bolts just bogged down. I will have to locate some cellulose thinners and let this soak in for a while to soften the tar; horrid job.

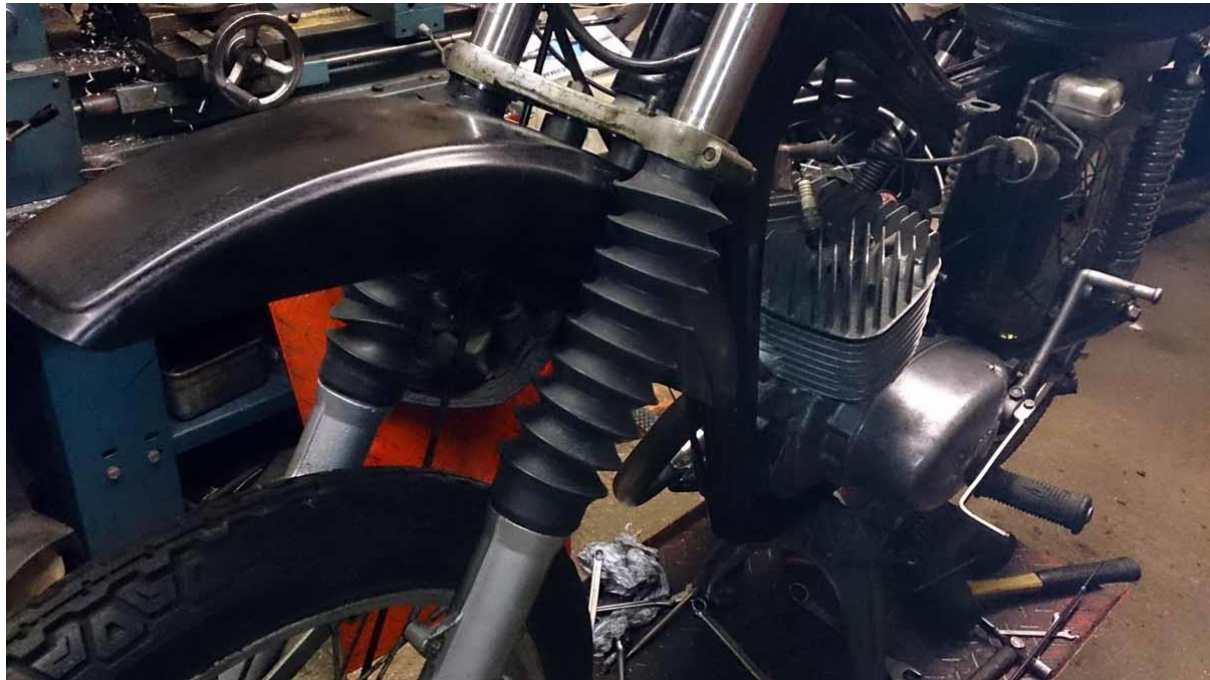


Once the tank is done the other major remaining task is the rear wheel which is in a very poor state. I don't want to spend too much time or money on this item until I have established whether to stick with an 18" rear rim or go for the 16" option. Talking to John Hill last night, he has a spare ETZ150 16" rear wheel I can borrow so I may well make a trip to Exeter shortly as he also has some ETZ150 crankcases which would allow me to investigate the possibility of fitting an ETZ engine.

Wednesday 31st December 2014

Despite the distractions of family visits over the festive period, it has been a fairly productive couple of days. The bike has been stripped back to bare frame and cleaned; an amazing amount of muck came off the bike and I suspect it had never been cleaned before. The paintwork underneath was in surprisingly good condition with very little rust except on the battery tray. I decided to cut this off and just retain the support bracket which will suffice to mount a small battery. One odd thing I noticed was that the swinging arm lugs on the frame had the fixings for the earlier bronze bush pivots so on a whim I decided to use the s/arm assembly from the ETZ150. I also had a pair of front suspension legs from an ETZ which I fitted in place of the originals for two reasons. Firstly they were clean and tidy and secondly they had mounting for a disk caliper giving me some choice over brakes in the future. I also used a front wheel I had in stock mainly because it was clean and tidy. Eventually I will rebuild the TS150 wheel probably with a 21" rim but it is a low priority task.

While the front forks were apart, I fitted a plastic front mudguard from a late model ETZ but mounted under the bottom yoke trail bike style. I don't intend this to be a permanent feature as I have spotted a rather better looking trail type front mudguard on eBay but it did give me some practise on how to fit a high level mudguard. In the end I simply drilled holes in the bottom yoke but had to use spacers to drop it down about an inch to stop it fouling the frame.



I also found and fitted a single seat which has been lying around the garage for some time. Inspiration did not strike with respect to the engine so it has been hidden under the bench for later attention and the spare rebuilt engine was dropped into the frame. After wiring brushing, I fitted the exhaust system in its standard position for now so that I can test the engine – later it will be modified as a high level system. Despite appearances the whole system is quite solid. The original carb is currently unusable as it is badly corroded and the slide is seized but I did have a spare 24mm BVF carb which I serviced and is now fitted together with new cables.

One suggestion my son made during his visit was to try a 16" rather than 18" rear wheel as this would create a more authentic off-road look. I did experiment with this by concept by trying to fit a ES250



rear wheel which has the same drive prongs as the TS150. However, I could not get the wheel into the fork and in any event, it has a 160mm brake drum whereas the TS150 uses a 150mm drum so the brake plate does not fit. For the moment I have dropped this idea but if I can source an ETZ125/150 wheel I may try again as it would help to lower the gearing

slightly. Any loss of ground clearance I can make good by extending the shock absorbers. I did also experiment with some options for a rear mudguard using the original metal rear section but mounted differently (which would require it to be cut and reshaped) but was not overly happy with the result so I have parked this job for now. Instead I started fitting some of the electrical components; however I need to decide where I am going to locate the ignition switch before I can figure out a suitable wiring loom.

Sunday 28th December 2014

The TS150 was unloaded from the van this morning and I took a few pictures for the scrap book. As you can see it is a very sad looking beast at present and any guilt I might have felt about getting Tony to give me the bike has been expunged as it was clearly in need of rescuing.



In the flesh it looks even worse but on the positive side it is virtually complete and being in such poor condition means I do not feel too bad about stripping it back to basics as a trail bike.

I had to swap the bikes round to make space for the bike lift and moved the R26 to the bottom garage. I was then able to inspect the TS150 more closely and start the stripping process. Most parts are quite well corroded but probably salvageable. The seat foam was like a sponge so I partially removed the cover and stood it on end to drain. Miraculously the base seems solid. The electrics were removed in toto including the headlight, indicators, rear light and horn. There was no petrol tap on the tank so it had drained out completely and has a fair amount of rust/gunge at the bottom; I think it is recoverable



though the panels are well rusted. The silencer is also well rusted but not holed so I should be able to make use of this. Getting the exhaust pipe off was a major exercise requiring heat, a hammer & heavy drift and an extension pipe on the C spanner before it finally came free. Removing the carb revealed a pool of rusty water in the inlet manifold and a heavily corroded slide – this will need some real TLC if it's to be recovered. Both tyres have split at the bottom where they were left standing when flat but the tubes still hold air funnily enough so at least it is easy to move around. Underneath everything is thickly coated in dry mud so the bike was obviously used on country rather than urban roads. Not surprisingly the rear shock adjusters are both seized solid but the chrome on the springs looks to be in quite good condition. Normally these shocks can be repaired as they are designed to be dismantled for overhaul.

The engine itself is presently seized. Initially I thought it might be just the rings stuck to the bore due to standing for so long but when I took the clutch cover off and tried to move the crankshaft it was pretty clear that the water had attacked the crank as well. For the moment I have left it well soaked in oil while I give it more thought. Normally it's best to leave the engine in the frame whilst tackling jobs like this as everything is well supported. However, in truth I am not overly concerned about the engine at this time as I have the spare TS150 engine I rebuilt before Christmas. If inspiration does not strike overnight, I will most likely take the engine out and park it for now.

So a good start and none of the faults or problems found so far will present a major problem to the trail bike project.