

MZ Hoard

This is a best estimate of the quantity and condition of the MZ hoard which I recently acquired. Some of the stuff is shown in the pictures below which will give some idea of its poor condition:



There are enough engines for all the frames but none are complete, hardly any cranks for example and few pistons. What you are likely to get is a set of crankcases, barrel/head and an assortment of bits appropriate to that engine type. I will do my best to match an engine to each frame but without the log books it's impossible to know for sure which belongs to what. However, many of the bits are loose and could move around so no guarantee you would get exactly what's in any given picture unless you are first to turn up. Apart from the TS150 there are no rear shocks, they were all used by prev owner's sons for other projects along with most of the front fork legs. There are no TS250 seats, they were all so rotten that I have scrapped them.

Two ground rules: Firstly, collection only and secondly bits go in units of complete frames as a minimum. Nothing will be posted and no cherry picking a few of the smaller more desirable bits. You are however very welcome to take more than one frame or indeed the whole lot should interest be limited. My wife would love you forever.

TS150 1978, on DVLA computer last taxed in 1990. Speedo shows 11k miles. Virtually complete cycle parts with handlebar fairing, rack and top box. Well weathered and no engine but there are about 3 dismantled TS125/150 engines from which one could be assembled if a crank was sourced.

TS125 Frame (picture at end)– largely stripped (no forks or wheels but reputed to have only done 300 miles. The frame itself is in better condition paintwise than the



TS150 and I would suggest they went as a pair.

XGT646W - Supa5 1981 on DVLA computer last taxed 1986.



KOE312P - 1975 TS250 (4spd) on DVLA computer last taxed 1987. Has rough looking original forks which actually work. There is a better pair of sliders and springs which can go with it. Just about recoverable and of course would be tax exempt in April 2016.



AUY886M - 1974 TS250 (4spd). On DVLA computer, The offside pillion tube has been cut off for some reason. It could be repaired by using one of the other frames as donor. The frame itself is otherwise in slightly better condition than the other 74 TS250 and it also would be tax exempt.



GAJ733N - 1975 Supa5 (I think as it has rubber s/a bushes). On DVLA computer. Pretty weathered, incomplete and had a huge home made rack welded on at some time which was pretty rotten so I cut it off. Yokes appear to be 32mm and are also modified. Perhaps its only merit is it is tax exempt.



1979 Supa5 – no regn info. And a **TS250** (year unknown) both pretty bare frames one has the rear mudguard mounts missing. Both frames are behind the TS125 frame



Please don't take the descriptions in respect of completeness too literally as it will be possible to mix/match from the various unattached parts especially if you are an early bird. There are for example some exhaust bits which

would probably be usable if not pretty and one pair of wheels for a 250. There are also boxes of odds ends which I picked up which you are welcome to sort through.

Its all free to anyone who is prepared to collect them. A contribution to my diesel costs would be appreciated if you think what you get has any value but it's not mandatory and any excess will go to the Air Ambulance. I have no space to keep it inside so its under tarps for now on our patio. My wife's tolerance will only last so long. I reckon what has not been collected by end of February will probably have to be skipped as it simply going to deteriorate to the point of becoming scrap.

You can contact me as follows: **Peter Fielding, 181 Devizes Road, Hilperton, Trowbridge, BA14 7QS, 01225 763567/07952 173693. Email: starfield181@gmail.com**