

The original MZ page on the site was getting a bit unwieldy so I have started a new page for 2009 onwards. At the beginning of the year I had the following MZs:

1979 Blue TS250/1 5 speed - on the road

1971 ES250 taxed on the road, now painted red

1981 ETZ250 with Hybrid engine on the road

1974 TS250 4 speed - on SORN

Plus a garage full of bits which should enable me to keep them running for a good time. The Winter 2008/9 project is to fit the sidecar to the ES250 - though it never progressed far - see below.



For the early part of 2009 my energy's were directed to keeping what I had running. The ETZ250 with hybrid engine was used extensively to prove its reliability and was used on the End-End trip I did with VMCC friends in June 2009. A picture of the bike at Lands End is shown left. I was feeling pretty pleased with myself as me and the ETZ were the first to arrive despite keeping the speed down to under 45mph because I was convinced I had run a big end. Subsequent investigation found absolutely nothing wrong so why it developed a knock, which has now gone, I will never know. Other than that it went like a dream. The full story of the trip is documented elsewhere on the site. The bike itself has now clocked over 2800 miles with the hybrid engine. The bike was only ever a test bed for the engine which has now been removed ready to be used in the sidecar project mentioned below. The bike now has its original engine fitted and will probably have to go to create cash and space for the new outfit.

My efforts to fit the Mitzi sidecar to the ES250 came to nothing in 2009 as I could not find or make a satisfactory set of fixings to link Mitzi to ES frame. All the proprietary stuff you can get is geared to a RH sidecar which is no longer legal in the UK. As an interim measure, I decided to fit the Mitzi to my blue TS250/1 as we had all the right fittings for this. It took a while to get it sorted but now goes well, stops well and handles acceptably although it does seem a bit heavy on the steering on roundabouts and similar tight corners. My aim is to fit a set of leading link front forks from the ES250 range as these can be had with an extended swinging arm to reduce the trail and thus lighten the steering. The story of this project is documented lower down. In the mean time the TS250 outfit gives great pleasure and I actually look forward to left-handers now. Long term, if my ES250 outfit comes to fruition, PDD999W will revert to solo status and the Mitzi sidecar will go to a new home.



What started as a an exercise to help a friend sell his one owner 1990 ETZ150 turned into yet another MZ acquisition for me. It was more a question of curiosity than any real desire to own such a bike. However, I was pleasantly surprised. It needed a good service and a thorough clean but seemed pleasant enough, such that I rode it nearly 500 miles over a long weekend in August 2009. Firstly up to Builth Wells to join my wife who was camping there in our motor home. The next day I rode up to Whitchurch for the MZRC 2009 AGM and back to Builth, then a couple od days later back home. The trip to Whitchurch was very pleasant, sunny and warm and though the bike was a tad slow compared to my 250s, it went well enough. The trip to/from Builth was anything but pleasant; it was wet on the way up and extremely wet and windy on the way back. My wife driving the motor home beat me on both journeys by a. margin of 15 minutes or so. However, I did have the longer and slower route as I did not fancy motorways or dual carriageways so took the cross country roads. We had one involuntary stop when I had to change the plug, other than that it buzzed along very happily. I used the bike for shopping trips and a few VMCC runs but towards the end of the year it went to my son as a ride to work bike. Since then he has taken over the ETZ250 and the 150 has gone to Exeter in exchange for a brace of Simsons which are described

below

A conversation with John Hill from Exeter over a request for a copy of my ETZ150 manual culminated in the 150 being swapped for a pair of Simsons shown right and below. As is the way of these things, there was a gap of several months and many phone calls before the deed was done. I made the trip to Exeter during the big freeze of January 2010, fortunately the main roads were reasonably clear and I had no problems though I did heed my wife's advice and took hi-vis jacket, mobile phone, spade, sandwiches and a flask of coffee. None of which were needed as I was well fed and watered by John and Mrs Hill. What I collected were a 1984 S70 and a 1987 S51 4 speed. John had owned both for several years but his restoration project stopped when he got his first ETZ150 and found he had exactly the bike he wanted. The S51 was in large lumps, the S70 complete but somewhat sad. Neither had run in John's ownership though the S70 had been running shortly before. the S51's engine had been totally rebuilt by Cornish MZ dealer John Towl many years earlier but had never been run since. John's restoration of the S51 to date included nicely painted mudguards, tank side panels and top frame loop. Various other goodies which John had acquired over the years came with the bikes. Getting them all home and sorting out what I had was like Christmas over all again





First decision was which bike to work on. In many ways the S51 would have been sensible. Most of the repainting had been done and the engine rebuilt so it should be the easier. On the other hand the S70 was complete, was the bigger bike and was old enough to be VMCC eligible should I ever want to ride it in an event (they do have a tiddlers class). The primary reason for getting a Simson was really unrelated to my mainstream interests. We are planning to make increasing use of our motorhome. Up till now it has mainly been used by my wife for dog shows. Last winter I had a tow bar fitted and acquired a bike carrier which fits to the tow bar. This should give me the choice of towing the bike trailer or hanging a small bike of the rear carrier so that I have some transport when on site. I am hoping a Simson will fit this bill.

So the S70 got the vote for first crack. A evenings work got some of the electrics up and running. There is a battery which only seems to power the horn, the indicators and the parking lights. stop light, headlight and tail light are fed by alternating current only when the engine is running. Getting the engine to run needed more work, the carb was well gummed up cleaned up ok. Getting a spark took time but in fact was just dirty points. I was well pleased when the engine finally started, sounded sweet and we had a full set of lights. Now I knew I had a runner I set to on the cosmetics.

I cheated somewhat by using the black painted mudguard intended for the S51 to get a quicker result. In fact I like the look so much it is staying. The rest of the paintwork has been cleaned and polished but otherwise left alone, I do not intend to repaint it yet if at all. Various other bits like seat, indicator stems, handlebars, and exhaust pipe were replaced with new bits supplied by John. Everything else was stripped, cleaned and where applicable, polished. The result so far can be seen opposite. Shortly I plan to get it insured and MoT'd but no hurry until the weather improves and I can try it on the motorhome carrier.



Having got the S70 to tidy running state I turned my attention to the S51. Initially this was an assembly exercise to establish how complete it was. In fact there were only 4 parts missing and 2 of those John has now found. The mudguard is originally from the S70 and was pretty battered. However a days work produced a very acceptable result in silver as I wanted a contrast to the otherwise all black look. In fact when I looked at a Simson catalogue later, I found that many of them were in fact supplied with silver mudguards so that's how it will stay. The engine wiring was connected up to bike electrics, points cleaned and bingo we had a spark. Joy was short lived as little else worked but slowly I managed to get most of the electrics sorted apart from the headlight and stop light which of course needs a running engine. This is where the story ends for now. Though I can get the engine to start and run after a fashion, there is clearly something amiss with the carburetion. I suspect the piot jets/airways are at least partially blocked despite many attempts at cleaning. As it was never my intention to keep two Simsons and the S70 s running nicely, the S51 will be moved on as someone else's project. This decision was

reinforced by a phone call from a friend to say that he had a Velorex sidecar waiting for me to collect. This being an important part of my long term project to build an ES250 outfit outweighed an temptation to keep the S51 for spares.

Outfits take up a lot of space during construction and after completion so during Winter 2009/10 I cleared out a whole garage full of MZ spares to local members. Just keeping the bits I knew I would need, The S51 and the ETZ250 (now with its original engine) will be sold shortly. I have a Velorex sidecar to collect at the end of January and an ES250 frame/forks to pick up in mid February. My original hope was to fit ES250 I/I forks to a TS250 frame but having obtained a donor frame last year and a set ES250 forks, this is proving difficult. The first hurdle was that the TS frame needed to be lengthened by 4" to allow the forks to clear the engine. This was fairly easy to achieve by cutting the frame, inserting tubes and welding the whole lot up. Second hurdle, with no resolution as yet is to fit the ES250 forks into the TS headstock. Bearing sizes are totally different and there are no off the shelf bearings which would fit. I have two theoretical solutions, one involving mods to the TS frame and the other to the ES250 forks. I prefer the former as the frame has already been butchered but it does require some large diameter tubing and machining which is likely beyond my lathe skills. For the moment the project is stalled. I do not intend to give up but the ES250 frame/forks with Velorex sidecar is my backup plan. Watch this space, 2010 has a long way to run and who knows, I could finish up with two outfits (or none). Well, as the picture shows, some progress has been made and the project diary can be found on the main menu. However, it is on the back burner for now because of the unexpected arrival of an MZ ISDT replica.





This is the ETS250/1 -G5 to give the ISDT bike its proper name. This is a 1971 model in almost totally original condition. At present (March 2010) it is undergoing refurbishment and hopefully will be up and running by the Summer.

This is the same bike a few months later. Running and with tax/MoT. Has been used on a couple of club runs and the obligatory trip to the monthly MZ Bristol section meeting at Ham in August 2010. There is a full story of the project in a diary which can be found elsewhere on the site. Fantastic bike to ride but only in short bursts. How they road them hundreds of miles over six days I don't know. Must have been supermen.





This is a 1978 TS150 De Luxe (chrome tank panels and tacho amongst other extras), Bought in Yate in October 2010 as a potential winter hack for my son, it has only done 7k miles and was complete and mostly unmolested. However, it had been stood outside in all weathers for 10 years. Most of the cosmetics had stood up quite well except the exhaust which was a solid mass of rust. However, an afternoon with a paint stripper in the angle grinder plus 1/2 can of BBQ paint has made even this item reasonably presentable. T Cut plus some black touch-up paint sorted out the rest. Sadly the engine had clearly been full of water at some time and needed all new bearings and seals. The rings were also solid in the piston but the barrel was ok fortunately. I was going to re-ring the piston but a kind friend provided a brand new standard piston plus a good used crank so the engine is now virtually brand new. Surprisingly, all the electrics worked perfectly without any attention, even the regulator. All I had to replace was the reflector which had lost much of its tarnish. Seven days from purchase and it passed its MoT. I was very impressed with the way it went, I had forgotten how light and nimble these bikes are. Not sure now if I am going to let my son use it over the winter or not?

I did finally get back to the sidecar project and this is a recent picture (Oct 2010) showing it more or less finished. It needs some extended road testing which will doubtless show up a few other areas needing work but I am quite pleased with the overall result. Funny how you miss the obvious when you are close to things. Until I updated this web page I had failed to notice that the exhaust pipe is still the rusty old relic I started up to get the thing running months ago. Rather spoils the effect now so that's the next item of expenditure. The diary I kept during the rebuild is available on the main web site. As you can see it uses the hybrid ETZ/TS engine I designed and built a couple of years ago, now in its third machine





This is a 1958 MZ IFA BK350 a horizontally opposed flat twin two stroke made under the IFA banner but later badged MZ from around 1952 to 1959. Quirky and yet another of those bikes I just had to have. Bought it from a guy in the farthest corner of Lincolnshire. Cosmetically it had been quite well done up but mechanically it is proving to be a nightmare. Just once example which is typical, the front fork springs were in 8 separate pieces. I doubt I will ever get it running as a reliable social run bike but its nice to look at and not many others around.

Another MZ variant I just had to have though technically it's not an MZ at all being made by AWO in Suell then rebadged as a Simson. The 425s was a complete basket case and totally trashed but proved easier to rebuild than the BK350 is doing. Its legally on the road and goes quite well but the sidecar gearing makes it a bit tedious for serious runs. Being shaft drive means a complete set of solo bevels and so far they are proving to be the proverbial hens teeth.

