



July 2003 and I bought this 1975 MZ TS150 for the princely sum of £5. Pure nostalgia for a TS125 I had from 76-78 and which served me well on a 50 mile daily commute .



The Red TS150 cleaned up quite well and I was very happy to use it as my regular commuter for some while. It and the black donor bike which I also rebuilt were sold as a pair when I got the almost new 1977 seen in the next frame



It needed a few bits to make it a tidy runner so I bought another later black TS125 as a donor. I was so impressed with the build quality and functionality of MZs that I have become something of a fan of the marque as will be seen in the pictures below.



This 1977 TS150 was a one owner with only 512 miles on the clock when I bought it in October 2003. After cleaning the carb and flushing the tank, it ran perfectly and was soon in regular use. I sold it to another MZ enthusiast in March 2005 when I decided to concentrate on the 250 MZs only



In the late 1970's I also had an MZ TS250 for which I still had fond memories (and which by a curious twist of fate I subsequently re-purchased - see below) So after my successful fling with the TS125/150s, I decided to try a TS250. The result was B512VHY which I rebuilt from a very sorry state. Eventually it was sold to a neighbour who took a fancy to it as by then I had several TS250s. It came with about 50% of another bike and a V5 so I started a hunt for the bits to rebuild the second bike. The result was a trip to Cornwall where i collected one complete bike and huge pile of bits shown in the next few pictures. The best bit was that all the frames had V5's so they had the potential for a rebuild.





The Red bike was easily made a runner and sold very quickly to create some space and get some money back into the bank.. Over the next few months all of the frames were built back into roadworthy bikes as well as the spare frame which came with B512VHY. Each one was used as daily transport until the next one was built then sold to finance the next rebuild. Certainly kept me out of mischief for a while.



In December 2003, I had a hankering to try an ETZ250. It seemed to be a logical improvement on the TS250 with 12v electrics and a decent front brake. I had previously acquired the remains of an ETZ engine and considered that it was better designed than the TS engine in some respects. So I bought the Orange 1987 ETZ shown above. It's a handsome bike and was T&T by its previous owner who lived in Swindon. I used it for a few weeks but rapidly found that the ETZ engine was very peaky with absolutely no power below 3000rpm. In the end it was sold to an MZ enthusiast in Devon who used it to tour France. It surfaced again at the end of 2005 in the hands of another Devon MZ rider.



Just after the Orange ETZ 250 arrived, I was seeking spares for an ETZ engine when I was offered an almost complete but not running Silver ETZ250 in Shepton Mallett. Under all the grime emerged a very tidy, early (1981) and original ETZ250. It was far too good to break for spares so it was restored instead. The engine had to be stripped to replace a broken gear-change spring but otherwise proved to be in excellent condition having been rebuilt at under warranty by Hub motorcycles in Bristol. When I got it running I found that it had the same power characteristics as the Orange bike so it too was sold. However, buying this bike was to lead me directly to another even more interesting bike.



In one of those curious twists of fate, I was bidding for some spares on Ebay when I got into communication with a guy in Yeovil. In the end, we did a deal as a result of which I became the proud owner of an almost complete but very sad 4 speed TS250. After a very extensive rebuild and cosmetic restoration, It always gives pleasure when ridden. The previous owner could not believe it was the same bike. In a bid to try and regain some control of my garage, it was sold in Spring 2007 to a fellow club member in the Bristol area. However, if you read on you will find that it is now back in my garage.



Even more curious, was the response to my request in the MZ rides club magazine for engines spares. The above S Reg TS250 (not as pristine at the time as shown above) became mine courtesy of the widow of the previous owner who had been an MZ fanatic. She was desperately trying to get empty the garage so that she could move. I of course was only too pleased to help. My only regret is that I made contact a week or so too late. Her sons had skipped several complete engines the previous week. Still I did get a few boxes of assorted spares which have proved useful since.



When I bought the silver ETZ250, the owner mentioned that he had an ETS250 somewhere in his cellar. These are quite rare in the UK and I asked that he let me know should he decide to sell. Much to my surprise, a few months later, Tony rang to say he had now located most of the ETS250 bits and was I still interested. The only caveat was that I had to take another TS250 as well. This was no great hardship, so I collected both bikes as a huge mixed up pile of bits. ---->



----> After a weekends sorting, I was able to loosely assemble an ETS250 (mostly by guesswork as I had no picture or manuals to work from at the time) and the above pile of TS250 bits which i eventually built into a complete and roadworthy bike. It was sold fairly quickly as I already had 3 TS250s. The ETS was made roadworthy and has been subjected to an in-service restoration for now. It is scheduled for a full rebuild some time during winter 2005/6. In the interim, it has won its class in several VMCC Road trials during 2005.

For once I did deliver on my promise and the ETS250 was given a cosmetic rebuild and was back on the road in April 2006. The engine in the picture is in fact a 5 speed unit as the original 4 speed engine had started jumping out of gear and needed more work. Fitting the 5 speed unit is nothing like as straightforward as it was with the TS250. All sorts of things have to be modified and I am not sure that it is entirely a succesful conversion. The engine seems to vibrate more than 4 speeder and I have yet to resolve whether its an actual engine problem or that the ETS frame mountings do not suit the later engine. Anyway, it runs and looks really pretty. I was never really happy with the 5 speed conversion and finally rebuilt and refitted the original 4 speed engine winter 2006/7. It is now a much nicer bike to ride.





In between times, I have continued to experiment with ETZ bikes as they came my way. None has lasted long, but all have been made roadworthy before being sold. I had high hopes that the 301 engine would finally match up to the TS250 engine in terms of flexibility and torque. It was certainly better, but still not my cup of tea, The white ETZ301 was an electrical and cosmetic nightmare. The fairing was held on with dexion and a couple of exhaust clamps. It, ( the fairing) frightened me to death and was immediately removed after one ride. It went to a local guy who seemed convinced he could make proper fittings. The red 1989 ETZ250 above had a ratty exhaust and looked rough when bought. However, under all the grime was perhaps the best paintwork I have ever found on an MZ. The 94 ETZ250 to the left came from a bike breakers in Bristol, taxed and MoT'd but with a seized engine. I had a compete spare ETZ250 engine so it was soon back on the road and in the hands of a new owner. Out of curiosity, I stripped the original engine to find that the oil pump drive shaft had snapped. Not much was salvageable after running on neat petrol until it seized solid.



The last of the Cornwall frames/V5s was eventually built into this trail bike which I used for much of last winter (2005/6). It's based on a TS250 frame but most of the other bits are from various ETZs. The only non-MZ part are the bars which came from a CZ500 I think and that was purely because they had the perfect bend. Despite the bitsa appearance, there was a design concept and it was not just cheap convenience that ETZ parts were used. I was trying to make the bike light and fairly bullet proof so plastic guards, tucked in headlight and indicators featured strongly. It evolved as faults or better ideas emerged. It was great fun both in the building and riding. By the time it went, it had disk front brake, 18" rear wheel, an ETZ301 motor and an oil tank to avoid premix plus loads of other detailed refinements. Being a very small world, the bike eventually found its way back to me 2 owners later. It was in a sorry state but provided the cycle parts I need to build the Mitzi outfit shown below.



During my MZ spares researches I had met up with a fellow enthusiast who lived a few miles away. During a number of conversations, it emerged that we had met before and that he had in fact bought my original TS250 from me in 1981 - and still had it albeit now painted blue and pretty rusty. About a year later, he rang to say that he would sell me the bike, together with another as a spares donor if I was still interested. I was at his door within hours. It was really weird to see my own name and address as previous owner in the log book with a 24 year gap.



The donor was just cleaned and tidied and fitted with a spare TS250 engine I had rebuilt earlier. In fact the paintwork was very good under the grime and it really only needed new spokes and a new exhaust pipe to make it a really smart machine (above left). PDD999W was treated to a total cosmetic rebuild and is shown above. The engine was really sweet so has been left alone and as soon as funds allow, it's getting a new pipe and silencer to complete the restoration. The bike was taxed in Spring 2006 and has now done over 3000 miles including a week in France and a weekend trip to Lands End (over 600 miles in 3 days). The engine was stripped in November 2006 because of a puzzling rattle. I could find nothing obviously wrong but replaced all the seals and bearings. It still rattles slightly but at least I know there is nothing seriously wrong with the engine. It rattled its way round Scotland in June 2007. Finally concluded it's the clutch/transfer gears causing the problem. Its only major run in 2008 was a night Trial run by the AJS Owners Club from Newbury to Lynton in North Devon. Great fun and the bike ran like a dream all weekend.

During the autumn of 2005, I noticed an MZ Silver Star in our local free-ads paper so of to Wincanton we went. The bike turned out to be a one-owner with under 5k miles on the clock. It looks better in the picture that it did in the flesh as despite its low mileage much salt corrosion was evident. However, it had a new battery, tax and MoT so money changed hands. Curiously it came with a pair of new wheel rims as the previous owner had got them supplied under warranty (Italian Chrome). A few days of TLC and it now looks a treat. Even with the 500cc Rotax engine, it weighs very little more than the 2-strokes yet has 50% more power so really flies. Have done a couple of enjoyable 100 mile or so trips on it. Strange thing is that its much like the ETZ engine in having little if any power below 3000rpm. The exhaust is also very rorty. I put a rod up the silencer and it went straight up the exhaust pipe so I think previous owner has knocked out a lot of the baffling. After a number of rides, I finally came to the conclusion that it did nothing for me and it has now been sold.



A fellow Bristol section MZ club member told me of his 1985 ETZ250. He had it from new and had done about 29k miles. Several years ago he stripped it for a cosmetic rebuild then lost interest. It came with most of the bits need to finish the rebuild so I set to work and the result is the smart looking orange bike pictured to the left. Its now ready for an MoT but I will defer this until I have made my mind up what its long term future is to be in my stable. I must admit these early ETZ's are handsome bikes but they are too too young for me to ride in VMCC events which limits the amount I can use such bikes. Eventually I did MoT it and it was sold as part of a general clear out of bikes which were just not being used

During 2006 I gain got the bug to build another special. The result was the black bike shown opposite. Its based on an ETZ125 frame with TS250 5 speed motor. More difficult to build than previous ventures due to the different engine mountings but it all came together in the end and I was pleased with the result. Bike was MoT'd and taxed and used for a while but then it sat unused for ages so I sold it in November to a guy in Bristol as I needed the space for my next project.



Yet another diversion from riding was an attempt to build a sidecar outfit. This is something I have always fancied but also feared at the same due to the many horror stories you hear about novices and sidecars. The chassis is a Squire model reputedly commissioned by Wilf Green in the 70s. The body is a Velorex (normally fitted to Jawas). I did manage to get the outfit connected to a TS250 frame and did a few test drives round the orchard, nearly destroying the shed in the process. Having scared myself to death a few times, I finally concluded that it would be better to buy a complete running outfit which I knew was properly set up. That way if I still could not cope at least the problem lay with me not the outfit. See elsewhere in this site for my experiences with an outfit. The sidecar bits were sold on to another (braver) MZ club member.



Strange how things come in cycles. whilst on the Lands end run with my blue TS250, I was offered a free TS125 MZ. By the time I came to collect it, it had turned into 2 Ts125s (courtesy of Phil's next door neighbour). The same week via another friend, 2 Ts250s were delivered free to my garage. I had no option as they were all destined for the skip otherwise. After posting a few ads on the internet, 3 of the bikes were found new homes but I decided to keep the 4th for now as it had a wealth of interesting features which justify further examination. The red (mostly rust) trail MZ is shown opposite. Despite appearances, the frame is basically TS250 suspending the engine in the usual way. The front subframe only provides a bash plate and mounts for the footrests. Would love to know who built it. I had thought of rebuilding it at some point as a G5 lookalike. Sadly when I came to strip it the frame had been very poorly made and was extremely rotten so I salvaged the useful bits and consigned the rest to the skip. Bit by bit I am gradually building all the clever parts into an off-road special of my own design and hopefully it will appear in these pages eventually.



In May 2007 a friend offered me his Mitzi sidecar complete with fittings. He had bought it as an outfit but a couple of rides convinced him that outfits were not his forte. He removed the sidecar and rides the bike solo. A picture of the outfit in its heyday is shown. The garden shed is a latterday modification the extraneous parts of which proved to be unsound and had been removed by the time I collected it. Regrettably some parts of the sidecar bodywork had been butchered to fit the shed so getting it back to near standard has not been easy. Fortunately the chassis and all the fittings were perfect.

This is the Mitzi sidecar after a some restoration work has been done. Much work is still required to get it to the standard I am seeking but at least it can now be used to help iron out any final problems. I had to sacrifice my old 301 engined trail bike project to source a suitable frame. digging into my pile of spares ( Junk) I managed to find enough other bits to build a complete almost standard bike which has been painted in the same colours as my other TS250. Curiously, in the photo, the sidecar blue paint looks a good match for the bike paint. In sunlight its far from a good match and I am going to re paint it again some time. My amateurish fibreglass work fortunately does not show up in this picture so it all looks quite good. Major jobs outstanding are a fork brace, a screen and a tonneau cover. I have also been promised a 16" front wheel which should improve matters. Ideally I would like to fit a pair of leading link forks. Anyway I am pleased with progress so far and on a test drive the 250 motor seemed well able to cope with the lightweight sidecar. PS> The outfit was widely used during the Winter of 2007 and Spring of 2008 even winning the Postwar class in the Felix Burke Trial in the Cotswolds. Since that time the sidecar has been removed and the bike reverted to solo trim and sold (I already have an identical Blue Supa5). The sidecar is going to be fitted to the ES250 Trophy which is a winter 2008 project.



The latest attempt at a trail MZ is shown above and above right. This is probably my most professional attempt so far in terms of off-road capability. It wears a lot of the parts that came from the red trails MZ shown above, including the rear fork with prop stand and chain guard protector, 21" TS front wheel and 18" TS rear wheel.



Hi level pipe and silencer are standard TS250 items cut/welded (by a friend). Tank is from an ETZ125. Headlight from an old British bike (possibly a late 250 BSA). Engine is a standard TS250 5 speeder with a 4 speed head. Tested only round the garden so far but with a 15t sprocket it seems to pull very well.

The 1971 ES250 shown opposite came into the collection in August 2007. I had known about it for some time but just never had the opportunity to go and view/collect it. The trigger was the desire to fit leading link forks to the outfit. However, when i saw hoe complete and original the ES250 was, I could not break it. So now it is yet another winter project (but no promises on which winter). In fact it took very little work to get it up and running and now has an MoT as part of the preamble to get its old regn number re-issued. Must say I was quite impressed with the way it went and I think it will stay. Now i wonder if I could source one of the original MZ sidecars for this beast? Update December 2007 - thanks to help from the MZRC, the old regn number has been reclaimed and it now has a tax disk. Thanks to the exercise of plastic and some tlc, it is also looking much tidier. It has seen a fair mount of use in 2008 and is now destined to carry a sidecar once i have sorted out the fittings

The ETZ300 was sourced in January 2008 with seized engine but otherwise complete and with tax/mot. With a new ETZ bottom end, it served for a while as a test bed for my hybrid engine using the ETZ250 bottom end and a TS250 top end. After some initial teething troubles it ran well except for a slight hiccup in the carburetion which at the time I never quite solved. The experiment was sufficiently encouraging for me to want it as a permanent part of my stable but unfortunately the bike was 1988 model and was still some way away from being 25 years old and eligible for VMCC events. Two pieces of good fortune occurred, firstly, a friend in the MZRC wanted to buy the bike (in standard trim) and I found a very early ETZ250 which would be a more satisfactory base vehicle for the project, So the ETZ 300 was put back to standard and sold. I should add that the bike as found was a bit of a wreck and had been considerably tidied up as well as having the motor rebuilt





This is the 1981 ETZ250 which replaced the Orange ETZ300 as the host for my hybrid engine. The picture shows it as initially re-commissioned with the standard ETZ250 motor. I did it this was for two reasons, firstly to make sure it was generally sound and running properly, and secondly because it turned out to be a fairly unusual (possibly even rare) base model with no oil tank or pump, no tacho and drum brakes. If you look closely at the crankcase, you will note that there is not even a housing to fit an oil pump. Given that it had stood outside for 8 years, it cleaned up remarkably well and all the paintwork is original, just T-cut to restore a shine. I did rebuild the wheels, I have a thing about rusty spokes. The engine needs a rebore and new piston as the old one was well corroded to the barrel but other than that was left alone and has run well. I have now started the process of converting it to my ideal. The hybrid motor has been fitted and in the process, I found the probable cause of the carb hiccup. When I fitted the TS barrel, I found that the manifold bolts were a bit slack. Certainly the engine now performs well with no carburetion hiccups. At first I ran it on Petroil mix but have now fitted an oil tank and pump. This entailed fitting a new clutch cover with the housing for the oil pump, many thanks to a kind donor in Blackpool for that part, but I had to fabricate a non-return valve which is still a matter of slight concern. I have been using the bike in this form for a few weeks on local shopping trips etc and last Sunday (Oct 2008) it completed a 100 mile run to the Oxford section without any problems. It had no problems keeping pace with a standard ETZ250 and a 301 though given the appalling weather we did not go very fast.. The plug shows a healthy mid brown colour and I should be able to get an accurate measure of fuel consumption as I started the trip with a full tank and even remembered to note the mileage. Wish MZ had used trip speedos.



The 4 speed TS250 which I had sold in 2007, was offered back to me in June 2008 and when I saw the pictures, i could not resist. When I picked it up I was also offered the chance to buy the ETZ125 shown opposite. It was very tidy but had not been used for several years due to a blown crank seal. I could not resist the challenge and I had always wanted to try the smaller ETZ model so a deal was struck. The bike was duly repaired, serviced, MoT'd and taxed. It was ok but needs to be buzzed a lot to get a decent performance and I could not grow to love it when i knew I had a selection of 250s in the garage that did everything better. the only thing in its favour was the £15 road tax but even that financial incentive was not enough. It was sold in autumn 2008 having served its purpose in giving me some experience of the ETZ125 engine.



Over the winter 2008/9 I rebuilt the cream/black EE250-2. Mechanically little was done as most of it was very sound. For some time It had been running with a 5 speed engine which had been built specially for the bike. Fitting 5 speed engines to Trophy's is not as straightforward as



There are various other little tweaks needed as well but I think its well worth doing as its a much better gearbox and you lose the problem of the huge gap between 3rd/4th. I always liked the red version so it emerged from its chrysalis in a new colour scheme - Volkswagen

engine swaps in the TS range. A 2nd bottom mount has to be fabricated and the speedo drive has to be modified. A new inlet manifold also has to be fabricated if you want to use the 30mm carb. This is worthwhile as it does give a bit more power across the range and bits for 28mm carbs are now hard to find

As we approach the end of 2008 I still have the following MZ's:

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 project is to fit the sidecar to the ES250.

I calculate that I have rebuilt well over 30 MZs in the last 3 years; Sad case but it does keep me off the streets at night even if it does nothing for global warming.

tornado red and with a set of BMW indicators. (now swapped for later style MZ indicators). The handlebars are also changed partly because I found the standard bars too low and partly because I plan to fit the Mitzi sidecar at some point and wider bars will be needed to give adequate leverage. For the moment its being used solo until I can sort out a satisfactory set of sidecar fittings.

