

# Tula Scooters

**THERE IS NOTHING LIKE IT!**

The new version of the Vyatka motor scooter incorporates modern trends of engineering and the century-old artistic traditions of the famous Vyatka craftsmen, which will firmly establish it as the automatic choice for all motor-scooter enthusiasts.

The engine is mounted in the centre and covered by a narrow bonnet without interfering with the driver's comfort.

Two signal lights give increased traffic safety. Engine power has been increased, giving a higher top speed. The Vyatka is compact, comfortable, easy to drive and simple to maintain.

Engine	double-stroke, single-cylinder
Cubic capacity, c.c.	110
Maximum hp	5
Maximum speed, km/h	75
Overall dimensions, mm	
	1,800 × 750 × 1,000
Net weight, kg	100

**ВЯТКА B-150 M**

V/O AVTOEXPORT,  
Moscow G-200.

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# Turist: Ready to Go



The final drive chain is made securely dust-proof with a housing and rubber casings



The engine may be started with the starter-generator or kick-started



The rate of the scooter's rear suspension is easily adjusted for optimum running smoothness to load and road conditions



For filling or sparking plug checks, just swing away the saddle



The storage batteries and the generator regulator are located on the footboard under the front part of the engine hood



**NEW ITEM  
OF EXPORT**

Tula "Tourist" Scooter - 1970

Meet the *Turist*, the new scooter with a lot to say for itself. It is admirably suited to long-distance touring, and this is why. After special factory and research institute (VNIImotoprom) tests the *Turist* was given a tough assignment involving cross-country runs and even racing on ice. It twice finished successfully in FIM rallies in 1965 and 1966. As befits a real tourist, the mountain roads of the hot south and snow-covered country tracks in the central region of the Soviet Union have also been its proving grounds. Now the *Turist* is thoroughly prepared to meet its buyers.

All the body's details accentuate the scooter's attractive appearance and get-away look. Its smooth outline is not broken by any sharp protuberances, the front mudguard, wind shield, headlight and side panels all being streamlined.

### Comfortable Steering and Smooth Running

The new *Turist* means great comfort for both driver and pillion passenger. Notice the simple design of the handlebars with their rear-view mirror and speedometer. At his fingertips on the left the driver has a dipswitch and on the right a winking direction indicator and an air adjustment lever. The control instruments on a small panel in front of the driver include a battery discharge pilot lamp and a central switch below, on the right a neutral gear signal light and lower down a parking light switch. The handlebars are also specially adapted for securing a windscreen.

The handlebars, saddle and footboard have been positioned more successfully to give the driver much greater comfort. The suspension has been carefully designed to ensure exceptionally smooth running on good roads. The front and rear suspension travel has been increased by 30 mm and 50 mm, respectively, while that of the hydraulic shock-absorbers has been doubled. An easy-to-operate rear suspension spring tension adjustment mechanism helps the driver select optimum running smoothness to suit load and road conditions. Easy servicing is ensured by the scooter's lug-fastened swing-away engine-hood which gives free access to the clutch, carburettor and air filter, petrol-cock and electrical units — circuit breaker, spark plug and batteries. With the engine-hood in this position, the engine and fuel tank can be dismantled. In order to refill the scooter or change the plug, it is sufficient to lift the cushion of the seat which is released with a catch.

### Improved Design

One of the *Turist*'s many merits is its more powerful engine, which means higher speed, time-saving and extra mileage. Its T-200M engine's 10-hp rating is 20 per cent higher than that of the preceding model's engine. This increased power has been achieved by improving valve timing phases and the shape of the combustion chamber and by raising the compression ratio. The *Turist* has a starter-generator with a kick starter provided for emergency duty.

The *Turist*'s running gear has been entirely redesigned to give the frame twice as much service life and rigidity. The new design has raised the scooter's stability, which is also promoted by the parameters of the steering (angle of inclination of steering column and front wheel projection) and the scooter's low centre of gravity.

The scooter has a 12-V electrical system with ZMTR-10 battery feed. There are also innovations here. The gear shift indicator has been replaced by a signal lamp which lights up for the

neutral gear, like in motorcycles. The electrical wiring and the speedometer's flexible shaft and cables are run above the footboard and protected from external damage. The direction indicator relay positioned near the steering column has adapter shoes for convenient assembling the electrical equipment. Another innovation to the *Turist*'s electrical equipment is its two fuses — one in the starter system and the other in the storage batteries.

### Increased Safety

In keeping with the scooter's increased speed, the braking system has also been made more effective. The diameter of the rear wheel brake shoes has been stepped up to equal that of the front wheel (150 mm). Brakes have been more efficiently protected from dirt and water and the brake drum made more massive. The rear brake has been moved to the opposite side so as to exclude the possibility of oil from the gearing getting on to the brake shoes.

The *Turist*'s direction indicators are mounted on the side panels and the front mudguard for greater confidence in heavy traffic.

### Wide Standardisation

Another merit of the *Turist* is that a number of its parts have been standardised with those of its predecessor and those of Soviet-made motorcycles and even autos. This is all-important for the owner as it simplifies the problem of obtaining spare parts. For instance, the new engine is entirely interchangeable with that of the preceding model, the air filters, silencers and rear lights are similar in design and the 10 x 4.0 wheel size is identical. The new *Turist* features interchangeable suspension shock-absorbers and covers with front and rear wheel brake shoes.

The clutch control and front wheel brake levers (with bracket and yoke) are standardised with those of the IZh-Jupiter motorcycle. The *Turist*'s headlight is interchangeable with that of the Vyatka-2 (V-150M) scooter while the central switch and the direction indicator relay adapter shoes and other electrical components are identical to those of the Moskvich car.

### SPECIFICATION

Overall dimensions, mm . . . . .	1,360 x 690 x 1,010
Wheelbase, mm . . . . .	1,400
Road clearance, mm . . . . .	150
Dry weight, kg . . . . .	145
Maximum speed, k.p.h. . . . .	85
Fuel tank capacity, lit . . . . .	12
Fuel consumption at 45-50 k.p.h., lit/100 km . . . . .	3.4
Engine . . . . .	two-stroke, single-cylinder
displacement, c.c. . . . .	199
bore, mm . . . . .	62
stroke, mm . . . . .	66
compression ratio . . . . .	7.2—7.4 : 1
rating, hp . . . . .	10
Cooling . . . . .	positive from fan
Carburettor . . . . .	K-26
Sparking plug . . . . .	A6US
Gearbox . . . . .	four-speed

## Tourist Scooter Write up and Specification - 1970