

Neval ride high in the sidecar mini-boom

NOSTALGIC 1950s-style motor cycling and learner-appeal are rolled into one with the Neval 650cc combination.

This Russian-made flat-twin outfit is a real blast from the past, the closest you can get to a new 'classic' — apart from a 350cc Enfield India!

Not only is it an unusual and attractive package at just under £1,500, but learners who can find the cash can opt for the outfit as an alternative to 12bhp 125cc solo machinery.

Is it madness to let a learner loose on a combo?

Well, I was a total novice to the art of piloting a chair before riding the Neval. But I did get a briefing on the theory before getting near the bike.

All those horror stories about outfits tipping over on left-handers . . . and the absence of a brake on the sidecar wheel . . . and the Neval's massive 700lb bulk . . . all combined to make rule number one: don't panic!

There's no electric starter, of course. A drawback is that the bike was designed to use a right-hand sidecar. Now that the sidecar sits on the left, the kickstarter swings down very close to the chassis.

By TERRY SNELLING

But with plenty of choke for a cold engine, it would usually fire up after a prod or two and settle down to a fast tickover — with a throaty burble coming from the twin silencers.

Included in the £1,499 price is a reverse gear — great for backing out of awkward parking places, and attracting a lot of funny looks from passers-by.

This is engaged by a hand lever on the offside of the gearbox, and certainly can't be used accidentally.

Normally you'd expect a big combo to have sidecar gearing, but Neval boss Alan Voase says the MT10 can now use solo gearing — thanks to extra power from an engine tune-up.

Gearchanges were always remarkably good, with the added advantage

that the footshift also operates the clutch.

Using the clutch lever, I could be doubly sure of a clean change, even if the shift was heavier than on

most modern machines.

After hearing stories about riders 'forgetting' about the chair and running the third wheel into parked cars, I made a note to "think sidecar."

Trundling around town, the first strange sensation was that the bike always

FROM WITH



Even a monster outfit can defy gravity, as Mick Austin and Steve Lawman discovered. But its weight was the biggest advantage a novice rider can have.

'On damp roads left-handers could be taken

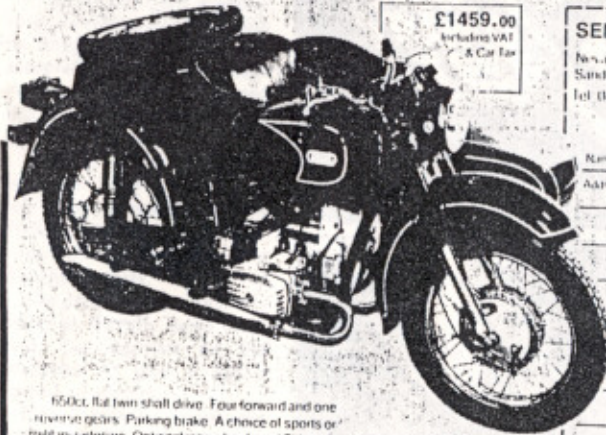
ger's weight in the chair dictated a strict style. Golden rule number one was to slow up in plenty of time for a left-hander, and then power it all the way round.

It's not like a solo where you can brake deep into the corner and power out.

Perhaps the worst kind of

A COMBINATION OF

A COMBINATION OF MUSCLE & STYLE



£1459.00
Includes VAT
& Car Tax

SEND ME THE FACTS!

Neval Motorcycle Imports, Orchard House,
Sandholme Lane, Leven, DN11 4JZ
Tel: 0401 43236

Name _____

Address _____

650cc flat twin shaft drive. Four forward and one reverse gears. Parking brake. A choice of sports or military seatcases. Optional mag wheels and SU carbs. Fuel & the MT10 36



MT10³⁶

GET YOUR MUSCLE AND STYLE FROM PEOPLE WHO KNOW THE RIGHT COMBINATION...
OF SALES — SERVICES — SPARES — REPAIRS
NEVAL NATIONWIDE



IN LONDON

L&D MOTORCYCLES
179 KENNINGTON LANE
LONDON SE11 01-582 2434

BOB SPIKES

138-139 DEPTFORD MARKET
DEPTFORD HIGH ST
LONDON SE8 01-692 5073



NATIONWIDE

ALLEN THREE WHEEL CENTRE
4 BIRCH CLOSE
CHATTERIS
CAMBRIDGESHIRE 03543-3976

FAILSWORTH SCOOTERS
265 OLDHAM ROAD
FAILSWORTH
MANCHESTER 061-681 5666

MADELEY HEATH MOTORCYCLES
WHARF BUILDINGS
MADELEY HEATH
CREWE 0270 581513

CLASSIC CARS & MOTORCYCLES
RAILWAY STREET
GRIMSBY 0472 43604

CAR AND MOTORCYCLE EXCHANGE
216 SEABANK ROAD
NEW BRIGHTON
MERSEYSIDE 051-630 2836

ARDROSSAN BIKE CENTRE
PARKHOUSE ROAD
ARDROSSAN —
AYRSHIRE 0294 66969

CAMPBELL MOTO
KILMARTIN
LOCHGILHEAD
ARGYLL
KILMARTIN (054 65) 217

L&D OF HASTINGS
6-7 SMITHS YARD
HUGHENDEN ROAD
HASTINGS

NEVAL MOTORCYCLE IMPORTS
ORCHARD HOUSE
SANDHOLME LANE
LEVEN
HULL
NORTH HUMBERSIDE 0401 43236

NEVAL MOTORCYCLE IMPORTS
ALSO AT
58 HOLDERNESS ROAD
HULL
NORTH HUMBERSIDE 0482 24867

PHONE US FOR YOUR NEAREST NEVAL AGENT

parked cars I made a note to "think sidecar."

Trundling around town, the first strange sensation was that the bike always remained upright.

Gaining confidence, I rumbled off on a main road and quickly discovered that a chair-man does a lot of steering by using the throttle.

Even in a straight line, to open the throttle caused a veer to the left, and closing the throttle produced the opposite reaction. With the brakes on, the chair would pull the bike to the right.

Road camber could also

Left-handers could be taken with a lot of drifting

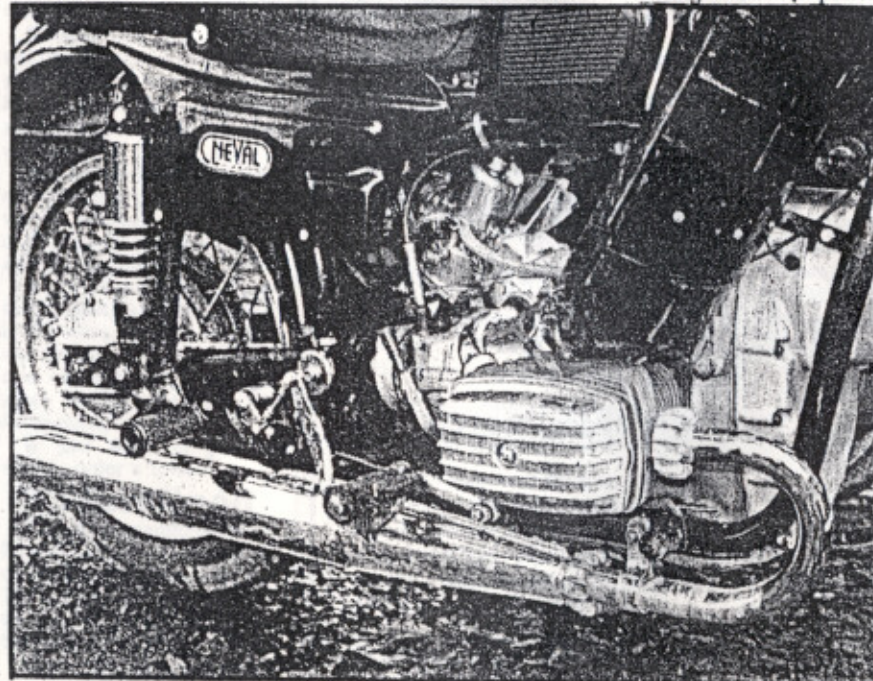
cause a drag on the chair — but I soon developed the habit of automatically compensating with a bit of leverage on the 'bars. It soon became second nature.

But corners were some-

thing else!

OK, I'll admit to twice putting the outfit up on grass verges — both times after failing to negotiate left-hand bends.

Riding without a passen-



Good to see a return of the old-fashioned — but functional — legshields! An SU carburettor breathes into a lengthy manifold system. No sign of any oil leaks.

all the way round. It's not like a solo where you can brake deep into the corner and power out.

Perhaps the worst kind of corner is the one with an adverse camber which tightens up unexpectedly.

On that type of bend I started powering round, saw too late I was going too fast, ran out of power just as the sidecar wheel started to rise, and had visions of being stomped on by my own bike.

In cases like that there's only one course of action. Straighten up, brake like mad and try to slow down before hitting the opposite kerb.

That's fine as long as there's no oncoming traffic. If the road is wide enough, the tip is to straighten up, brake, and have another chop at the corner with the throttle open.

Reverse gear is very handy for backing out of hedges.

Generally speaking, the more boot given on corners the better the outfit feels.

On damp roads, left-handers could be taken with a lot of drifting, as the rather narrow Avons were quite predictable in running out of grip.

Sensation

Right-handers were always fun. The sensation of going into a controlled drift on wet roads was hard to beat.

In taking right-handers it was a case of balancing the throttle, braking and steering in order to stay on line.

With the throttle shut, the tendency for the chair to try to overtake the bike meant it was easy to oversteer and whip the chair round.

Putting a passenger in the chair made the whole plot a lot more stable through the corners — even without him hanging over the third wheel.

But a pillion on the back put the weight balance back to square one — or very nearly. And the machine then needed a bit of care, since the weight could push the twin drum brakes near their limits.

However, it says a lot for the combo that it would manage a three-up standing start on the steepest hill I could

NEVAL
MOTORCYCLES

MAIN AGENTS FOR
SOUTH LONDON AREA

Full range of spares, new and used machines in stock
ALSO AGENTS FOR BSA AND MOTO MARINI

L&D MOTORCYCLES
179 KENNINGTON LANE,
LONDON SE 11

01-582 2434

SCOTLAND'S
MAIN AGENTS

NEVAL
MOTORCYCLES

CHOOSE US FOR YOUR NEW
NEVAL FAST PARTS SERVICE
We are the Neval experts for servicing and repairs
TRY US AND SEE!
Agents for Kawasaki and Puch

ADROSSAN BIKE CENTRE
PARKHOUSE ROAD,
ADROSSAN, AYRSHIRE
0294 66969

Bob Spike

Motor Cycle Servicing and Repair
Combination Specialist
British and Imported Machines

SPARES AND REPAIRS
Accident Breakdown Recovery
Friendly and reliable service
01-692 5073

138-139 DEPTFORD MARKET,
DEPTFORD HIGH STREET,
LONDON SE8 (opp. Mechanics Arms)

OPEN: Mon. to Sat. 9-6pm, Sat. 9-5,
Sun. 10am-12. Closed Thursday.

NEVAL
MOTORCYCLES

RUSSIA LOVE

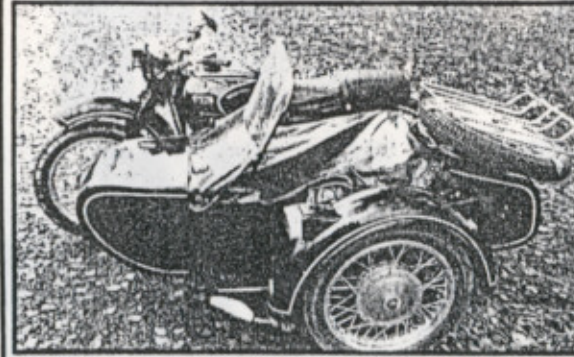
... And you might love it! Drifting through right-hand bends with Neval MT10 outfit was a unique experience — although left-handers needed more care to prevent the love affair coming to an end... Specially-designed Avon tyres proved excellent and are likely to give good mileage if the wheels are swapped around.



MCN TEST FILE

NAME Neval MT10 outfit

PRICE £1,459



Big, beefy, basic and black — the Neval outfit is more likely to be mistaken for a restored 'classic' than a new machine.

PERFORMANCE

TOP SPEED:	70.4mph	TERMINAL SPEED	66.25mph
STANDING QUARTER	19.77 secs		

SPEEDO ACCURACY

INDICATED	TRUE
30	36.11
50	60.55
60	70.2

Theoretical SPEEDS THROUGH GEARS at		rpm	
1st	26		
2nd	41		
3rd	52		
4th	72		
5th			
6th			
0 MPH		50	100

FUEL CONSUMPTION

AVERAGE	36
WORST	31
AT 50mph	38
AT 70mph	N/A
TANK CAPACITY	3.5g
AVERAGE RANGE	125

ROLLING 40		(Top gear acceleration test from 40 mph)	
¼ mile time	15.9	Speed	67.8mph

TEST RIDER	13 stone wearing leather
TEST CONDITIONS	dry track, tailwind gusting to 15mph.
MILEAGE AT TEST	2,200

COMPARISONS

BIKE	Top Speed	Std Qtr	Terminal Speed	Fuel	Price
Jawa 350cc single seater Velorex					£940

find.

The engine would hardly be called a long-stroke at 68mm x 78mm, but it has a massive flywheel and plenty of low-down power.

In years past, the Russian twins developed a reputation for dodgy quality. They were acceptable in their home market, but even dedicated British home-mechanics wanted something better.

Today's MT10 not only boasts a tune-up to boost power from 36bhp to around 40bhp, but the motor contains around 25 per cent European parts.

The camshaft was formerly listed as Neval's moto cross cam, but appears on the roadsters to give a better spread of torque.

New valves, phosphor bronze guides, valve springs, pistons and rings have solved a lot of top-end troubles.

Oil consumption was previously around 500 miles to the pint, but thanks to two new oil control rings on each piston, consumption is now very good. During our 600-mile test, the level remained static on the dipstick.

The bike has German contact breakers, Japanese coils, Italian clocks and switchgear, Spanish wheels and British flasher unit, brake cable and carburettor.

Bikes are assembled by Neval in Hull — and the firm have worked hard to see quality improved to today's level. Good liaison with the factory has had results.

De luxe

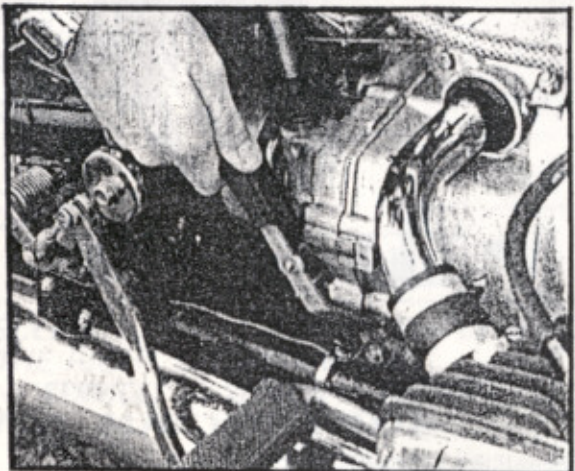
Russian export machines are given a "de luxe" paint job to help please buyers.

Despite the use of a cartridge SU carburettor, fuel economy was not up to expectations. Neval's technical expert Terry Dobney reckoned the bike should return more than 50mpg, so an average of around 38mpg was disappointing.

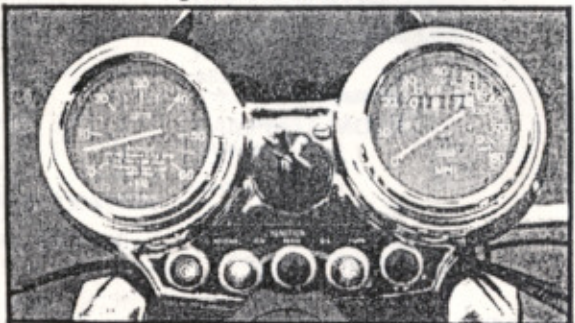
Economy certainly suffered as a result of some appalling weather, when the outfit showed itself sensitive



Neval MT10 combination



A reverse gear is selected with a lever once the gearbox is in neutral.



A chromed instrument surround now looks old-fashioned. A steering damper operating through the headstock proved unnecessary.

to headwinds. In other words, it slowed down a lot.

Battling up the M1 one miserable evening, the headwind was so strong that top gear could only be held downhill.

A massive frontal area to catch the wind seemed the

root of the problem. With little wind, the Neval would have no trouble holding 60-65mph in top, uphill and down dale.

No doubt a more sensitive throttle hand would have squeezed out more mpg. Often I could roll off a lot of

throttle while cruising with no effect on performance.

Everything about the bike is pure 1950s. The engine didn't like to be revved beyond 4,500rpm, and settled down to an unhurried pace more in keeping with yesteryear than today's fast moving world.

Limited performance meant the rather firm suspension seemed quite adequate, though the headlamp was excellent.

Details like the Italian switchgear were annoying — since Japanese switches are a lot easier to use — and the rear view mirror was virtually useless.

But economy-minded riders are likely to find the whole package acceptable, and could do simple maintenance themselves.

If you want extras — there are options. A sidecar brake is £45 extra, and the luggage carrier on the spare wheel can be ordered if storage space in the big chair is inadequate.

If you want to pull a trailer, order a towbar!

Streamlined

A more streamlined steel bodied "sports" sidecar can be ordered for no extra charge. This features an 18-inch wheel and easier access for the passenger.

Neval can also offer either a double adult or child / adult chair on the standard chassis.

The firmly-sprung suspension units (two-way adjustable for spring pre-load) on the rear and on the sidecar are likely to tackle the extra weight without sagging.

If you are wondering about the durability of today's Nevals, Terry Dobney reports he completed a 12,400 mile tour of America without any major problems.

Terry, a TT scrutineer for five years and now a professional restorer of classic bikes, rode the 60-day marathon as a publicity stunt to show American dealers that the Russian twins are reliable.

BIKE	Top Speed	Std Qtr	Terminal Speed	Fuel	Price
Jawa 350cc single seater Velorex					£940
Jawa 350cc Shadow sports					£1,061
MZ TS250/1 Mitzi lightweight					£1,055
Neval Intruder 350cc deluxe					£1,032

SPECIFICATIONS

ENGINE	CYCLE PARTS
Horizontally opposed, air-cooled four-stroke with overhead valves. Bore and stroke 68mm x 78mm. Capacity 649cc. Maximum power (estimated) 40bhp at 5,600rpm. Maximum torque 34.7 ft/lbs at 4,900rpm. Compressions ratio 8.5:1. Carburation by single 1 1/4 inch SU. Wet sump lubrication.	BRAKES: Twin leading-shoe 8-inch front brake, single leading shoe rear brake. No sidecar wheel brake. SUSPENSION: Oil-damped telescopic front forks. Rear swinging arm with shock absorbers two-way adjustable for spring pre-load. EQUIPMENT: Centre stand. TOOL KIT. Legshields. Spare wheel. Optional luggage rack. Sidecar screen and tonneau cover. WHEELS: Spoked, with alloy rims, all interchangeable. TYRES: Avon sidecar type, 3.50 x 19.
TRANSMISSION	DIMENSIONS
Primary drive by gear, final drive by shaft. Twin-plate dry clutch. Four forward speeds and one reverse: ratios of 1st 16.65, 2nd 10.56, 3rd 7.85, 4th 6:1, reverse 3.67:1.	Wheelbase 59ins, length 95.5ins, width 66ins, height 42.5ins. Dry weight 705lb (320kg).
ELECTRICS	
12 volt 14 amp/hour battery, charged by 150w alternator. Ignition by Bosch contact breakers and coils. 45w headlight. Warning lights for neutral, main beam, generator, oil pressure and indicators.	
WARRANTY	12 months, unlimited mileage
IMPORTER	Neval Motor Cycles, 58 Holderness Road, Hull, North Humberside

NEVAL
MOTOR CYCLES

IN ANGLIA
RING FOR DETAILS
03543 3976

Full range of models & the new MT10 in stock.

Huge parts and the best repairs and servicing. Sidecar specialists!

CONTACT:
ALLEN THREE WHEEL CENTRE
4 BIRCH CLOSE, CHATTERIS
CAMBRIDGESHIRE

NEVAL
MOTOR CYCLES

AND
Cossack

SPARES
Dnieper, Planeta, Minsk, Jupiter, Ural, Voshkod.

EFFICIENT COD/CWO SERVICE
Phone 0482 24867 or write to
58 HOLDERNESS ROAD
HULL, Nth HUMBERSIDE

NEVAL
MOTOR CYCLES

IN NORTH-WEST/ THEN COME TO CAR & MOTORCYCLE EXCHANGE

We know Neval, for the best sales, parts, service and repairs. Waste no time - come to us. Test rides by arrangement. Act now!!

Phone
051-630 2836

OR CALL IN
216 SEABANK ROAD,
NEW BRIGHTON,
MERSEYSIDE