

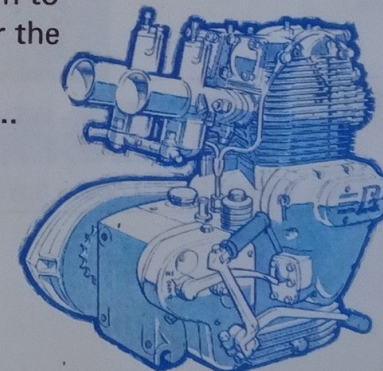
# Rickman 750 Interceptor



The hand-built 'Superbike' which combines the easy power of a Royal Enfield 750 engine, with the handling and finish of a Rickman racer.

This is the near ideal specification for an individualist's motorcycle ——— not just another mass produced unit for the masses. We chose the robust Royal Enfield 750 twin for it's excellent low speed torque and high power output, and built it into what is probably the World's most famous frame kit assembly available, the Rickman Metisse. In short, this is 52 bhp in a superb handling and steering frame, with disc brakes front and rear, and a dry weight of only 365lbs! That really means performance ——— allied to beautiful styling and finish.

The whole machine has been built up to a standard, not down to a price, and its for the man who really wants everything.....



**R** Metisse

# Specification

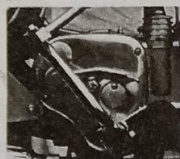
## ENGINE:

736 cc. ohv parallel twin. Bore 71 mm, stroke 93 mm. Compression ratio 8.5:1, power output 52 bhp @ 6500 rpm. Two Amal 30 mm Concentric carburettors, and Lucas 12 volt capacitor ignition with two coils and auto advance.



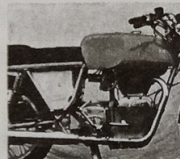
## GEARBOX:

4-speed gearbox with built-in neutral selector lever. Ratios: 1st. 12.4; 2nd. 8.19; 3rd. 6.05; 4th. 4.44.



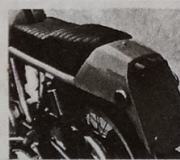
## FRAME:

Rickman Metisse design and construction, made from Reynolds '531' tubing, bronze welded and bright nickel plated.



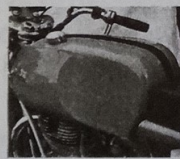
## SEAT:

Dual racing seat, made from self-coloured reinforced plastic with heavy duty 'Vynide' covered, padded interior.



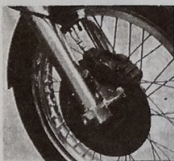
## TANK:

3 gallon petrol tank, in self-coloured reinforced plastic, and fitted snap action alloy filler cap.



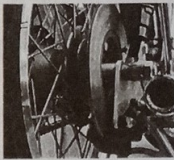
## FRONT WHEEL:

Rickman-Lockheed 10" hydraulic disc brake and hub, fitted in an 18" Borrani alloy rim, with 4.10 Dunlop K81 tyre.



## REAR WHEEL:

Rickman-Lockheed 9" hydraulic disc brake and hub, fitted in an 18" Borrani alloy rim, with 4.10 Dunlop K81 tyre.



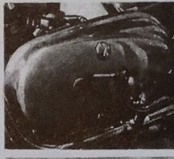
## FORKS:

Rickman front forks, using large diameter thin gauge high tensile steel stanchions, bearing directly on fork sliders. Forged alloy yokes rigidly clamp the fork legs in position.



## TRANSMISSION:

Primary drive by duplex chain and multi-plate clutch, enclosed in alloy oilbath chaincase. Rear drive by chain, with disc adjustment, ensuring accurate wheel alignment.



## GENERAL:

Matching speedo and rev. counter mounted on fork top. All metalwork either bright nickel plated, polished alloy or chromium plated. Choice of plastics colours - Orange, red, blue or green. All frame, engine and gearbox spare parts are readily available.



Sole Concessionaires:

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