

The

# Buzzing Club



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The National Autocycle & Cyclemotor Club Ltd. A company limited by guarantee. Registered Office: 7 St. Nicholas Road, Copmanthorpe, York YO23 3UX

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Please send an SAE (an IRC from Europe, 2 IRCs from outside Europe) if you need a reply when writing to Club officers. General enquiries via email, please contact [info@thebuzzingclub.co.uk](mailto:info@thebuzzingclub.co.uk) Buzzing is published on the 20th day of February, April, June, August, October and December. Articles, letters & adverts for the June 2009 issue of Buzzing should reach Buzzing Prod. at the address above by Friday 24th April 2009.

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## Club Information

### Membership

Membership of the NACC costs £9.00 a year plus a £3 joining fee for new or lapsed members. Application forms are available from the Membership Secretary (see page 2).

### Dating and Registration

The current dating fees for club members are: £7 (£10 for non-members) for a certificate supporting an application for an age-related registration, £12.50 (£17.50 for non-members) for processing a V765 application. Contact the Machine Registrar for details, please send an SAE.

### Affiliations

The NACC Ltd. is a member of the **Federation of British Historic Vehicle Clubs**, we have corresponding agreements with; the Register of Unusual Microcars, New Zealand Classic Scooter Club, the Bermuda Classic Bike Club, Rijwiel Hulpmotor Club Nederland, AML GC17 in France, the Sjællands Veteranknallert Klub, Denmark and the British Two Stroke Club.

### Club Insurance

Full and Associate members of the NACC can benefit from our Footman James NACC Insurance Scheme, offering a range of policies to suit Autocycle, Cyclemotor and Moped owners, including those riding sub-50cc machines on full car licences without a motorcycle licence or CBT. Please quote your membership number when contacting **Footman James** on **0121 561 6222**.

### Library

Alan Hummerstone can supply copies of material held in the NACC Library (contact Alan for a copy of the Library List, see opposite for his details)

### Website

The NACC website **[www.thebuzzingclub.co.uk](http://www.thebuzzingclub.co.uk)** is updated frequently and carries all the latest news. It's well worth a visit as there are many photos in addition to those published in Buzzing as well as video clips taken on events, not to mention access to the vast and comprehensive on-line NACC archive.

## Events Calendar

### Don't Forget!

If you want to organise a club-permit event and wish information to appear in Buzzing in time, please write to the Events Secretary at least 2 months prior. From Jan 2009 organisers should ask Bryan for an application form. Events organised at short notice (min 28 days), apply in writing to Events Secretary to ensure issue of a permit. We'll publish details of a short-notice event on the NACC website as publishing deadlines may make it impossible to advise members via Buzzing. Signing-on sheets must be returned within 14 days of holding the event. The rule for riding on NACC events is **no membership card- no ride**. Those who cannot produce a valid card have to pay a day membership fee. All participants must personally sign the official sign-on sheet issued by the Events Secretary. Events shown in **BOLD** on the next page are official NACC events, those not shown in bold are non-NACC events which may require a day membership, unless you have dual-nationality....

# Letters to the Editor



## Dear David

The last Buzzing magazine must be the best the club has ever produced, thanks a lot for all the hard work. The magazine prints an old photo of Stan Greenway's first cyclemotor run\* and riders who appear are asked to identify themselves. The chap with the World War Two motorcycle dispatch riders coat standing by a Rudge autocycle is me, I am about the seventh person from the left. In a comment in Buzzing the lack of proper cyclemotors on current Club runs is mentioned and although I rode the Rudge in the first run I did ride a Cyclemaster in the second, while my daughter rode a Power Pak. I fully understand why members prefer the more modern mopeds with their superior power and reliability rather than the much more gutless clip-ons. Repairing a puncture on a Cyclemaster by the roadside (as I used to do on my regular runs from Newbury to Woolwich) is not something which I crave for any more. As we all get older comfort is also major factor. One of my enduring memories of the run was that two very young men (who, to me seemed to be still at school) had ridden all the way from deepest East Anglia on Cyclemasters or Power Paks and then returned there after the run. I am not sure of their names\*\* but they certainly featured as leading lights in the NACC in recent times.

kind regards, **Alan Knight**

*\* It was not in fact of the first VMCC Cyclemotor Section run, please see following letter from Rory Sinclair which sets the record straight. The photo published in February's Buzzing was taken in 1981 something I didn't know when writing the caption.*

*\*\* Messrs Andrew Pattle and Andrew Rodham, probably.*

## Dear David

I enjoyed reading your article in Buzzing February 2009 on The Magic Wheelers and the early days of cyclemotor preservation in the VMCC. The photograph of the cyclemotor gathering reproduced in Buzzing was in fact taken by David Davies at the 6th Annual Cyclemotor Run on 5th July 1981. I enclose a photo of the First Cyclemotor Social Run on 23rd May 1976, taken on that day by Bob Pearce (*reproduced on the next page*) that shows John Lycett, yours truly, Tony Twycross and Stan Greenway, a record of that happy day. (*Rory kindly included copies of Bob Currie's report on the 5th Annual Cyclemotor Run 1980, published in Motorcycle Weekly, 24th January 1981, extracts are reproduced on page 35*).

best wishes, **Rory Sinclair**

## Letters- contd

Below- Bob Pearce's photo sent in by Rory Sinclair, taken on the First Cyclesocial Run, 23rd May 1976, featuring left to right- John Lycett with a Cyclemaster, Rory Sinclair with his unique Mk 2 29cc Tailwind, John Latta's own experimental cyclemotor, Tony Twycross with a Lohmann and, far right, Stan Greenway with a Cyclaid. The Cyclemaster in between is probably Bob Pearce's.



**Dear David**

February Buzzing a watershed? Back to the pre-Suffolk revolt(ing) days, seemingly- a great effort! Might be a bit hard for this very high standard to be maintained, but good luck!

sincerely **Richard Mawer**

*Thanks Richard, I'll try, I'll try..... DB*

**Dear David**

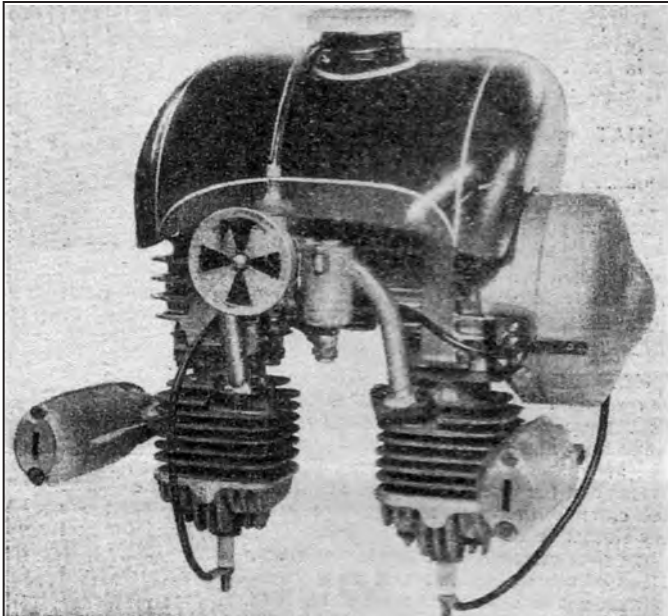
I was interested in the article about the Myford twin cyclemotor engine in February's Buzzing, please see enclosed report from the January 22, 1953 Motor Cycling magazine. It would appear at least one was produced, not sectioned, with a capacity of 50cc. You also mention it could have been marketed as a Jones or E.R.M., does this mean that the designer was G H Jones, father of the autocycle?

sincerely **Derek Scott**

*Derek enclosed a photocopy of "In the News" from Motor Cycling, which briefly reads as follows. "An interesting project is in the course of development by the MYford Engineering Co Ltd. of Beeston, Nottingham. This concerns....their plan [is] to supply part-finished components for a 50cc twin-cylinder, two-stroke engine, enabling the owner of a Myford lathe not only to set himself a first-class practical lesson in machining. (contd.)*

## Letters- contd

*..but to have, when the work is finished, a rather unusual type of power unit ready for attachment to his bicycle. Clearly, the cost of the end-product, manufactured under such a do-the-work-at-home scheme is likely to be but a fraction of the figure normally paid for a similar engine commercially produced and marketed. At the time of writing, the scheme is not yet fully under way and further details, together with a full description of the engine, will be published in a later issue of 'Motor Cycling'. The report was accompanied by the photo reproduced below (courtesy Mortons Media Group Archive) which shows certain detail differences to the 'Jones' twin illustrated in February's Buzzing. Does anybody have an answer regarding G H Jones, the father of the autocycle? DB*



### Dear David

Referring to Peter Crowder's letter last Buzzing about Cyclemaster big end rollers, as the grey cells are depleting fast I do just remember stocking Cyclemaster rollers. They were 3mm x 5mm and were always loose, uncaged or crowded, whichever way you look at them. I don't ever remember them being caged. The grey cells can't remember how many rollers but 13 or 14 sticks out somewhere. When I ran Cyclemotor & Autocycle Spares before I sold the business to Pete Stratford I used to send complete crankshaft assemblies away to a "garden shed" engineer who used to rebuild them with a new crank-pin and rollers. The group photo (February Buzzing, page 35) of the first rally at Long Itchington undoubtedly shows David Hughes (centre, by tree) 'cripes', did he have a white beard and hair that far back, and next to David is Doug Whittaker, also with a well-formed and grown beard.

regards **Roger Worton**

# News

## National Ride-It Day, Sunday 26th April 2009

**The following is quoted from the latest FBHVC newsletter, which can be downloaded from their website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk)**

“A quick glance at the Federation website will show just how popular Drive It Day has become. Very many of our member clubs are getting in the spirit of the day and have arranged informal runs out or slightly more formal events. Many museums are also offering a deal with special parking areas for members taking out a classic vehicle and preferential admission rates. The other thing which is very noticeable is how many of these events are in aid of charity. Classic vehicle owners are very generous and on Drive It Day alone the money raised must make a significant contribution to worthy causes. Please do send in your photos of what promises to be a great day out for everyone.

DID, or RID if you are a wheel or two short of a car, is on Sunday, 26 April. For all the information about vast number of events taking place that day go to FBHVC's own site, [www.fbhvc.co.uk](http://www.fbhvc.co.uk). Many of our member museums are offering special parking areas and reduced entrance charges for FBHVC members. FBHVC's own activity will be to repeat what we have done for the last two years and go the Royal Oak at Bishopstone. If you're out and about in, or on, something over 25 years old in central southern England, why not include the Royal Oak in your itinerary? The secretary and one or two FBHVC directors will there from breakfast to evening and the press and TV have been invited to come along to see what is happening.

The Royal Oak is not on a main route, and the approach roads are narrow in places (so, sadly, it's not really suitable for large commercials) but it is within five miles of the A420 Oxford to Swindon road (due south of Shrivenham), and similarly close to the A345/A419/M4 interchange. Map reference: SU 245837 (OS 1:50 000 sheet 174). Post code (for those using vintage sat-nav) is SN6 8PP. Light refreshments will be served throughout the day and lunches from 1200 to 1500 (pre-booking for a sit-down lunch is essential - Tel: 01793-790481). Clubs wishing to make the Royal Oak their focus for the day, or to include a stop there as part of an informal road run, are welcome to do so.”

### **Le Bon Coin and other French stuff**

Nick Devonport constantly put temptation in my way by e-mailing me links to mopeds or cyclomoteurs offered for sale on the French small-ads website- [www.leboncoin.fr](http://www.leboncoin.fr). The home page divides France into départements (such as Nord-Pas de Calais), you click one whichever area is of interest and off you go- the same bizarre range of stuff that can be found on any number of UK equivalent sites, only it's bizarre French stuff. Hidden there are some real finds, for example recent offerings included a good-condition 1975 Motobécane GT 90 Sport (no price) and a very complete and definitely rare Motobloc cyclomoteur (also no price), looking like it could be sorted and run with the minimum of grief. Only trouble would be having to travel to Charnete Maritime to see it.

Another machine which did have a price was a fabulous one-owner 1948ish one-owner, 9,500 kms from new Ducati Cucciolo, fitted to a superb Bourdier bicycle made in Clermont Ferrand. It looks the business and well worth a trip to Bernes in the Gers département as Cucciolo's rarely come

up for sale and they are even rarer in this kind of totally original condition, the only snag is the price; 1,650€, or about £1,550. See below for a picture



The Motobloc looks pretty good too.....

So, if spending a load of Euros and driving a long way to buy an unusual cyclemotor is your thing, log onto [www.leboncoin.fr](http://www.leboncoin.fr) and see what you find!



**A Solex in Glass-** Following the report February's Buzzing, Christine Steyaert has pointed out that her correct email address is; [christine.steyaert1@telenet.be](mailto:christine.steyaert1@telenet.be). There is a figure 1 after her name, which was missing from the address given last time. Sorry....finger trouble again.



## More French stuff

**Bourse d'Audruicq, Sunday February 22nd.** The Tacot Club Calaisien has been hosting their classic car & bike show-cum-autojumble since 1984, it has become a pilgrimage for many NACC fans of French machinery, you never know what will come up. Ten years ago a VAP 2 was sold for just 250€. More prosaic cyclomoteurs were on offer this year and it was the prices that were interesting. A very ordinary 1954 VéloSolex 660 with new paint was for sale for 400€, as was an original-looking 1970's Solex 3800. Rather more interesting was a 1951 Metropole cyclomoteur from Paris with a Le Poulain engine, it was a box of bits really but could be restored and was on offer for 220€, though it, like the Solexes, was still there at packing-up time.

Monsieur Laurent Amiot had put on a very fine display of classic 60's-70's "Cyclo-sport" mopeds, none of his bikes were for sale as they were part of his personal collection of "Yé-yé" machines.



Laurent's line-up starts with a 1964 Mondial Super Sportiva 4-speed, next is a 1972 Benelli Puma, also a 4-speed, then there's a 1966 Flandria Rekord, 1969 Flandria Rekord Super 4-speed and at the back the best of all, a 1973 Gitane Testi Champion 6-speeder, probably good for at least 60mph. It's worth remembering that similar machines could be ridden in France from age 14, initially without any license, but too many wild teenagers killed themselves on what were mini-GP bikes and the authorities strangled them in 1964 with a 50kph limit. Anything faster needed an A1 license

The Honda Dream was on loan from CAIMAN and for sale at 3,500€.

## Even more French stuff....

Those of you who travel to France on holiday or en route elsewhere should definitely make a detour to visit NACC members Peter & Pam Harris's *Musée de Vélo-Cyclomoteur* in Brittany at Le Bourg, La Grée St. Laurent, F-56120 Josselin, 100 kms west of Rennes. The museum is now in its fifth year and contains a vast collection of bicycles, cyclomoteurs, stationary engines, miniatures and transport-related exhibits assembled over 30 years, all repaired and rebuilt by Peter. From April to September opening times are; Monday, Tuesday & Friday from 2pm to 7pm, Thursdays closed all day, Saturday & Sunday 10am to 7pm. Peter says "...we are still here despite the recession and ready to open again to welcome visitors....we would like to thank everyone who called last year". A new website is currently under construction

Peter & Pam can be contacted on +33 297 755627 or by email- [pnharris858@aol.co.uk](mailto:pnharris858@aol.co.uk)

### *Musée de Vélo-Cyclomoteur*

*La Grée St Laurent  
56120 Josselin*

*(English Spoken)  
Large Car Park, easy access  
ENTRY BY DONATION*



*30+ Years Private collection of:*

*International Velo Cyclomoteurs*

*and many others  
Stationary engines  
Hand made miniatures  
Plus miscellaneous items.....*

To find the museum, if you are coming from the east take the A81 autoroute westbound from Le Mans, at the end of the motorway continue on the N157 to Rennes. At Cesson-Sevigné the Rennes bypass begins, take the N136 to the south, carry on past the airport to the junction with the N24 road to Lorient, turn onto the N24 and continue past Ploërmel to Josselin. Turn off right toward La Trinité Porhoët on the D793 then immediately right on the D16 toward St. Malo-des-Trois-Fontaines. La Grée St Laurent is off the D16 on the right, on the D157.

From the north and Normandy, the A84 autoroute will get you to Rennes from Caen, then follow the directions from Rennes as above.

## this really is the last of the French stuff...

Jean-Maurice Duhaut and his team at Solex Club Spirales in Marck, just outside Calais, are organising a "Concentration Solex et Cyclos à Galet" rally on the weekend of 30-31 May in celebration of the Club's 15th Anniversary. Solexes and all other roller-drive cyclemotors are most welcome, it all happens at Fiennes, just 15kms from Calais. For more info and to book your place contact Jean-Maurice on +33 321 856063 (email- solexclubspirales@free.fr.), he does speak some English.



**30 & 31 MAI 2009**

*Concentration Solex  
et cyclos à Galet*

15 ans  
en  
2009

à Fiennes (15 km de Calais)

ORGANISÉ PAR LE  
**SOLEX CLUB SPIRALES**

**INFOS & RÉSERVATIONS :**

JM DUHAUT  
32 RUE PASCAL  
62730 MARCK(FRANCE)  
TÉL :03.21.85.60.63

solexclubspirales@free.fr  
<http://solexclubspirales.free.fr>

Knowing the Solex Club Spirales, it will be a great run in the company of a multitude of Solexes of all kinds and conditions, and the food is always excellent. What about a team GB of Solexes and roller-drivers- there must be enough of you in easy reach of Dover who need to do a beer & wine run as well as having a heck of a good weekend.

# Run Reports

Nick's Emancipation Run, Dover 25/1/09. Nick Devonport

(Two Wheels OK, Three Wheels Better, Four Wheels Drier!)

I'd almost decided that January is no time to have a birthday, let alone a cyclemotor rally to celebrate it. However, having abandoned the run in recent years in the face of dwindling numbers and poor weather, and in need of an early-season pick-me-up, I thought I'd give it another go.

The forecast was hardly encouraging but I'd received several expressions of interest so I decided to risk a soaking and strapped the Poirier to the camper, heading for the Dover Transport Museum which had agreed to open early and get the kettle on. Carl, Roly and Will from the East Coast Pedallers were holed up in McDonalds for breakfast, Mike and Renate had stayed overnight in their camper, Geoff Hills arrived with his Quickly and after a quick coffee in the van it was off to the museum for a quick poke around. The dedicated team of enthusiasts has been busy over the winter with a cinema frontage completed and a Police Station exhibit to complement the Morris Minor police car, LE Velocette and large model display still under construction. The site is well worth a visit if you're passing through Dover – which most people do, of course.



Outside the rain hadn't stopped and, as the Gill Brothers Three from Medway Towns arrived, it was decided that most of the participants would abandon their mopeds in favour of the comfort of the cars. That left Geoff and I donning waterproofs and defying the weather gods by setting off into the downpour. The Poirier and the NSU led a stately procession out through the Kentish countryside on mainly flat minor roads past Coldred, through Eythorne, Tilmanstone, Eastry, Woodnesborough and Staple and into Chillenden, on the outskirts of which we stopped for a guided tour of one of the

## Two Wheels OK contd.

The design of the mill was already dated before it turned its' first sweep in 1868 but the Lady of the Manor hankered after a reminder of her Dutch travels and Chillenden Mill, with a style reminiscent of the mills there, was built on a small hill in direct line of sight of the Manor from where, down an impressive avenue of trees, the Lord could check that his miller was on task. It provided flour for the estate until damaged beyond use by a storm in 1949 which led to a gradual deterioration until attempts to restore it over a number of years were completed in 2002 following which it fell victim to a combination of high winds and engineering cock-ups and fell down. Further Heritage-funded restoration saw it reopen to the public in 2005 and it is now operated by a small group of locals who offer guided tours on Sundays in the summer. We were privileged to have an out-of season tour and learned much of mill construction and use with a side order of local history thrown in for good measure.



One of the interesting legends surrounding the mill is that the engine which replaced wind power towards the end of its' working life lies buried in the field next to the site. Cue Tony Robinson and the NACC Metal Detectorists, perhaps? On the second floor where most of the original machinery survives we experienced the effects of the winds which put paid to the structure in 2003 – distinct movement could be felt and I, for one, was glad to return to the tempest outside and to plant my feet back on terra firma.

And so to the Griffin's Head in Chillenden for a roast lunch and convivial conversation by an open fire where our so-called waterproofs dried out, followed by the short homeward leg to the Transport Museum where another cuppa awaited us. Christian, one of our local group of regulars, had kindly baked a cake in the form of a Cyclemaster, a stunning end to my weekend of birthday celebrations which was enjoyed by all. The only casualty of the day had been the Poirier with a detached plug lead on the way out, easily remedied and it survived the day's drenching with merit.

Riders: Nick Devonport, Poirier Manulette MS6, Geoff Hills, NSU Quickly.

Riders arriving with good intentions: Mike Hele, Puch MS50D, Renate Hele, Raleigh RM6; Carl Squirrel, Honda PC50; Roly Scarce, Honda PC50; Will Doy, Honda PC50

Arriving with no intentions at all: Michael, Rob & William Gill, Vauxhall Astra estate.

Many thanks to all for coming, look forward to more of the same later in the year.



## VMCC Winter Wanderings, Long Hanborough 15/2/09

“I wondered if you could fit snow chains to a Power Pak....I rode Ian McGregor’s Itom, and Robert rode the amazing Power Pak. There were about ten of us, and it was super. I really feel the riding season has started.” (Alan Hummerstone)



No apologies for including another photo of the New Year’s Day Southsea Saunter, this time from Thames Valley man John Hawthorne, who took this splendid view of the participants.



A truly international ‘buzz’ of cyclistmotorists assembled at the Salutation Inn at Ham, only a stone’s throw from historic Berkeley Castle where unmentionable things were done to junior royalty centuries ago. This time the invaders came from Normandy, Wales, Wiltshire and even one or two locals from the Bristol area. The assembled throng set off in fine weather after the usual last minute adjustments to various bikes on a route which took in views of many of the Severn Vale’s finer bits of industrial archaeology, starting with Berkeley Nuclear Power station, continuing on to Sharpness Docks where Pat Witchard on Alan Burton’s Honda Express got a rather closer view of the old railway tracks crossing the road than she bargained for, a low speed tumble resulting in a couple of patches of gravel rash and the usual show of ‘sympathy’ from many of the other riders. Alan Williams (Honda Express) admitted he had fallen off in exactly the same spot last year! Pat bravely carried on through the lanes made slippery by a mulch of leaves, cow muck and mud resulting from recent heavy rain before the convoy made the halfway stop beside the Gloucester / Sharpness canal after passing the pumping station at Purton. There were one or two more scenic views of the Severn in the late autumn sun to compensate.

After the consumption of various late breakfasts / early lunches etc the second part of the route took us through a couple of villages at the edge of the Cotswold escarpment before dropping back down into the Severn Vale for the return to the pub. Heavy rain brought a rather early end to the proceedings, the last loop being left out, and the bedraggled riders returned to the Salutation in two groups, one group having missed a turn on the run down to cross the A38. A thoroughly enjoyable run, over a route made testing by the road conditions, in very congenial company.

The list of riders on an equally international selection of bikes was as follows

Rod Western - Puch Monza, Barry Cooksley - Suzuki FZ50, Terry Pallister – NSU Quickly, Alan Williams – Honda Express, Alan Burton – Suzuki M12, Dennis Iles – NSU Quickly, John Tyler – AJW Pointer, Pat Witchard – Honda Express, Paul Witchard – Mobylette, Glyn Jones – Honda CD90Z, John Hembrough – James Captain.



## Great Central Railway Run 24/1/09

John Potterton

This was the second event of 2009, having followed a Social Meal on the preceding Friday. We all arrived (some 14 members including a few from our Nottingham section) at the G.C.R Station at Rothley, on what turned out to be a sunny but COLD day, in fact all day we enjoyed a clear blue sky, this day being sandwiched between some very grotty weather conditions. Whilst waiting for our start time of 10-30 am, Mary Simpson kindly offered everyone a cup of hot soup from what seemed to be a bottomless flask? From the start Geoff Labbett lead turning East out of Rothley car park on an 11.5 mile trip to Warner Place, Loughborough and the G.C.R Engine Sheds. The route took us through 6 villages in Leicestershire’s beautiful countryside even in the depths of winter.

Everyone arrived safely without any mishaps, and we parked in line for the mandatory Photo shoot, at this point Mervyn Mitchell obliged with his wide angled lens, against a back drop of Railway coaches. (see next page)

Because of the Cold the group split, some going directly to the Station Buffet whilst the remainder headed to the Engine Sheds. Various main line passenger and goods locomotives were being lovingly cleaned by volunteers, both in and outside the sheds. Inside the largest shed we saw a number of Engines in various stages of repair and maintenance. We were allowed to roam freely amongst these old loco's and inspect the work that was being carried out on these old work horses.



My party then also headed to the Buffet for some inner warmth, after which we visited the small Railway museum (on the platform) before heading back to our machines for the shorter return journey to Rothley Station via Switherland Reservoir. A total distance of 20.5 miles all under beautiful clear blue sky, this proved to be a great first road run to start of our 2009 season.

Our sincere thanks go to Mike Stanway and Geoff Labbett for organising the day, also to Mrs Mary Simpson for providing soup plus back up vehicle.



## Valentines Day + 1 Run 15/2/09

Carl Squirrel

Despite a very dubious weather forecast there was a good turn out for this run, Roly even managed to put in an appearance having gone AWOL from his Army duties ! Once again Debbie had exceeded herself with her catering and everyone who had braved the elements and ridden to the starting point at Framlingham College were grateful for the tea, coffee and refreshments laid on for the early arrivals. Debbie's own Yamaha FS1-E was on display inside the college and received many admirable looks and comments, unfortunately she wasn't able to ride it on the run as it hadn't been Mot'd and Taxed at the time of the run.

Unusually the machines present were all mopeds apart from Laurence Coate's Honda C90, a sign of the times perhaps ? but there are sure to be many other types of machines at future Pedalers' events. Despite a light drizzle everyone was eager to get started on the first run of the year, as Pedaler's tradition dictates there was a different route from last year and we set off for Blaxhall ship in the opposite direction to 2008, riding on some of the narrowest lanes that Suffolk has to offer the group of 14 riders rode together at a nice steady pace, but Geoff Daw's Garelli Bimatic was an early victim on the first hill and seized and rider and machine had to be rescued by Maureen in the following recovery vehicle, everyone else stayed together until we got to the A12 crossing where we lost the Runabouts of Terry Keable and Neil Ridgeon.



## Valentines Day + 1 Run, contd.

Undeterred we carried on the route until we got to the Ship where we were greeted by.....Terry & Neil who, having local knowledge, had taken a detour to avoid a long hill ! As always the hosts of Blaxhall Ship made us very welcome, Mark Gibb had faith in the Pedaler's members and had thoughtfully booked us a number of tables in the dining area so we just had to sit down and fill our faces with fine Suffolk fare and drink didn't we ?

After the luxury of the Ship we set off on the remaining leg back to Framlingham, once again Terry -this time in the company of Colin Clover- took a different route as he feared 'Beltslip' on a section of deep water that was shown on the route sheet, an entertaining ride followed on the wet and muddy tracks, I apologise to everyone following me on my sidecar outfit, I'm afraid years of racing off-road on sidecars takes their toll and slipping and sliding sideways up a road becomes second nature when conditions allow !! As we approached Framlingham from the highest available route we could see the College with a mile to go, and we were soon back at base where Debbie had once again laid out a magnificent spread of homemade cakes and biscuits which were eagerly devoured especially by Terry who certainly doesn't suffer from 'Beltslip' on a personal level !

Eventually we managed to get everyone to leave the fine venue and shut the doors of Framlingham College to the East Coast Pedalers for another year. Many thanks to Maureen Bloys and Richard Layton for following on as breakdown recovery vehicles. Even more thanks to Daphne and Michelle for helping the wonderful Debbie with the catering and washing-up.

Runners and Riders:

Billy Doy - Norman Nippy, Ray Gibb - Honda Camino, Colin Clover, Mick Sudds - Puch Maxis, Dave Arnott - Victoria Vicky, Alan Bloys - firebreathing Moby, Geoff Daw - Garelli Bimatic, Brian Barley - Tomos A3M, Mark Gibb, Roly Scarce, Jon Ottignon, - Honda PC50s, Terry Keable, Neil Ridgeon - Raleigh Runabouts, Laurence Coates - Honda C90, Carl Squirrel - Honda PC50 sidecar outfit, Debbie Doy - Yamaha FS1-E (Static Display).



## Fruit Cake Frolic (South Staffs Season Starter)      Bob Jeffcoat

"Fruit Cake Frolic"...what pictures does that phrase conjure up?....Visions of lightly clad nubile doing things with sultanas?... You couldn't be more wrong! Picture instead, seventeen thickly clothed enthusiasts, bravely battling the elements, to complete an undulating country course. Though the morning had dawned with clear blue skies and bright sunshine, by the time we started off the clouds had collected and the first spots of rain were beginning to fall, and it then got progressively worse, until, eventually, it gradually began to improve.

The route took us past snowdrop-clad verges, chocolate box type cottages, though a small splinter group did happen to try an early diversion of its own, but were rounded up by Bob Terry and shepherded safely to the lunchtime destination, where their refreshment time was somewhat reduced! The afternoon section was visually excellent, the weather by now having dried up, somewhat, and Boscobel House was passed, bathed in spring sunshine.

Everyone, thanks to Mark Adams recovering my double-punctured Nippy, eventually, completed the course, to enjoy the well-earned, traditional slice of Liz's gorgeous cake, served by the immaculately turned out Bob Terry...

.Delicious.



Our Thanks go to Bob Terry for a lovely route, Liz for the scrummy cake, the participants for the excellent company, Margaret, Andy, Hazel, Rhys, and Dave for devoted back-up.

All round, an excellent start to our season!

Riders were Mike Stott(Piaggio van), Ian Harris (BSA Beagle), Paul Jephcott (Velocette LE), Ian Chisholm (Puch Maxi S), Bill Danks (Francis Barnett), Josie Stanley (Moto Guzzi), John Aston (Honda ), Mark Adams (Saracen) Paul Harris (New Hudson), Glyn Udall (Triumph), Bob Jeffcoat (Norman Nippy), Keith Walker (Honda 90), Stan Watters (MZ 125), John Fielding (500 Bullet), Alan Jinks (Raleigh), Nigel Howells ( Norton Commando).



## East meets West

Ted Bemand

At the Wirral Wobblers January meeting Jim Bartlett and Eddie Dewe mentioned that the East Lancs. 'Granada land' guys had a pub meeting in mind and kindly suggested the new Wirral section might be interested in joining them. And so it came to pass, that on probably the sunniest Sunday so far in 2009 we meet up. The Pike and Rake is a regular motor biker's watering hole near Chester. As well as the dozen or so 'buzzers' there was a gathering, (or should that be a 'throbbing') of the local Harley Davidson boys and girls. A pleasant half an hour was spent swapping memories and experiences.

It seemed rather sad when the Harley's finally growled off down the road. Jim and Eddie suggested that, as we had such nice day it might be a good opportunity to explore some local lanes and venues, with a view to planning an official joint Wirral/Granada run latter in the summer. As the other option was sitting around watching the Sunday drivers go past, we opted to explore the lanes!

## East meets West contd.

Due to the differences in performance/reliability (some machines had been recently acquired) our routes diverged. Jim on his Mobylette covered more ground than Eddie on his Ariel 3. We found that whilst pretty, some roads were really poorly maintained with pot holes, (I noticed the ‘Bowen’ autocycle had bottomed its front forks and dented the mudguard).



For a few miles I followed Marcus Hasted on his latest acquisition, an ‘oily rag’ original Austrian Puch. The machine was as quiet as a mouse with laryngitis, omitting a wispy trail of blue smoke. However, it struggled to make 20mph, suggesting a decoke was needed. I eventually passed Marcus, the Yummy not happy at 20 mph. I caught the Bowen up, the Villiers 2F engine crackling firmly like an old Norton. Next came the Quickly, sounding like a demented bee on the run down to Stretton water mill, where most of us regrouped. In the hour we were on the road we probably covered twenty miles or so. Back at the Rake we exchanged ideas. The surrounding countryside pressed all the right buttons and so Jim and Eddie will be setting out a route for an official joint Wirral/Granada event later in the summer. All we need now is a catchy little title for the run!



## Wirral Wobblers “Pied Piper” Run 27/2/09 Ted Bemand

Following a few winter ‘pub meets’, founder member Mike Daly led twelve of the ‘Wobblers’ on their first formal run into the wilds of west Wirral on 27 February. As we were travelling ‘au natural’ i.e., without a route card, Mike was leading on his Honda and I was ‘tail end Charlie’ on the Yummy FS1. This ensured any stragglers ‘stayed on message’ as the politicians say!

A dry, crisp afternoon provided some superb views over the Dee estuary, backed by the North Wales hills. The buzzing and rasping, as the little two strokes struggled up the only hill on route was ‘symphonic’, complimenting the smell of hot two stroke oil. As they picked up speed on the decent a wisp of blue smoke marked their passing, ah... the benefit of the rear gunners post! We covered probably only seven or eight miles on virtually traffic free back lanes, but it seemed like we had slipped back forty years. Strangely, we seemed to attract other machines... (hence the title!) Somewhere along the way a guy on a sporty looking Puch moped slid into our little convoy and followed us all the way to the Harp Pub, our final destination.

## “Pied Piper” Run contd.

Also, a couple out on their electric bikes tried to follow us, but were eventually beaten on the hill, the superior power of the mopeds left them puffing gently up the gradient. Incidentally, I lent my Torq electric bike to a friend who went ahead and bagged a couple of tables at the pub. The Torq’s battery just lasted the afternoon, covering in total approx. fourteen miles. An old Lambretta scooter was waiting at the pub, the owner probably surprised to find so many strange machines at his watering hole!



We had no breakdowns and all agreed it was a memorable start to our section, roll on the next outing, the charity ‘Egg Run’ on 29<sup>th</sup> March. On this event we have been promised, due to being ‘tiddlers’ a start at the front of the field of 7,000+ (approx. two acres!) of motorcycles. Pole position and we (the Wobblers) didn’t exist six months ago!



The photo alongside from Peter Moore (thanks Peter!) has nothing to do with the Wirral Wobblers or anything else to do with the NACC- I had a bit of space to fill up. It’s a Puch publicity shot of an MS50 being admired by indigenous people from Papua New-Guinea.

The tall pointy-thing resting on the handlebars is a penis-sheath, it’s length denotes a prosperous wearer as he can afford a moped. An ideal photo for a caption competition, don’t you think?

All entries for inclusion in June’s Buzzing in plain brown envelopes please.

# Nostalgia time- I was there

Printing the line-up photo of the 6th Annual Cyclesmotor Run of 1981 in February's Buzzing seems to have prompted an enthusiastic opening of photo albums amongst NACC members; Roger Worton sent in the two photos reprinted below for your enjoyment. The first is believed to be the first VMCC 100-mile run, starting at the Bowling Green in Southam in 1982? In the foreground is Roger's NSU Quickly VKO, with two members of the Cam family standing in the middle background and what looks like Philippa Wheeler on the left in a light blue top, blowing her nose!



The next photo was taken in the 1980's in a car-park adjacent to the Stowmarket museum, preparing for an East Anglian run. Stan Greenway plays with his Rex with Richard Rosenthal looking on and Bev Crook in the background in front of the fence. Mainly cylemotors.....



Over to you- any more historic photos of men with beards and cylemotors you'd like to share with us? Send them in, we'll carefully scan them and return your originals by post.

# Electric bikery

Ted Bemand

The article in the December Buzzing from The Broad Sheep magazine (no, I've no idea what they get up to either!) reporter Samson Ickx got me thinking. Not what Samson had been smoking (his article had a pungent whiff of flower power about it) but if, as Editor Dave had suggested, 'electrics' could be the way of the future, I thought some hard facts may be useful. Samson mentioned he had been loaned an eZee Torq battery assisted bike. I have owned such a machine for approx 18 months. (Incidentally I understand other Buzzing readers own 'electrics' so I am not the only 'sparky' in the Village). My bike is a Mk.1 Torq. It has a switch to override the electronic speed limiter, enabling a top whack of 24 mph when off road (on latest Mk 2's this is not possible). However, allowing the motor to pull more 'amps' seriously reduces the range.

First the legal bit, Battery assisted bikes, also termed 'Pedelecs' must meet UK spec's and these are currently being re-jigged to match Euro regulations, hence the removal of the Torq mk 2's off road capability.

Bike must be less than 40 kg inc. battery, early lead acid battery models just about made it under the limit.



Top speed under battery power 15mph, motor power ceases above that, so unless you have turbo charged legs that's it! Maximum constant motor power; in Europe 250watts, in the UK 200watts, motors typically can intermittently pull 400ish watts under certain conditions. But other things, like range, will suffer. Batteries; usually 24 or 36 volts, with a capacity of about 10 to 16 amp/hours. (note, battery volts or A/H are not part of the regs.) Motors; can be front or rear wheel, or bottom bracket à la Vincent Firefly etc. Old motors were the relatively bulky, brushed type whereas new versions are electronic 'Hall effect' with associated mini computers to manage power requirements.

Satisfy all the above regs. and you can ride a pedelec once you reach 14 years old (not long to wait then Mike...) no tax, insurance or MOT hassle, and unless you have turbo legs, no Mr Paparazzi with his little camera to worry about. How do they work? Usually the bike is fitted with some form of pedal movement sensing device. This enables power to be fed gently into the driving wheel, balanced to the pedal effort applied. At the moment many bikes have a throttle, enabling a powered takeoff without any pedalling, and the ability to cruise, again without pedalling. So, three modes are currently advertised, pedal only; pedal and motor assistance; and throttle only (this latter mode will likely disappear under the new regs, so if you want a throttle option bike, get it now. *(This would include the electric E-Solex- DB).*

The capable travel range is therefore: mode one, as far as your legs can carry you. Pedal and motor mode, probably 20 to 30 miles. Motor only, 10 to 20 miles. These are very rough figures dependant on fitness/weight of rider, hilly terrain and capacity & age of battery. (Voltage is not critical, higher voltage just means physically smaller motors). Heavier bikes/scooters such as the E-Solex electric do not benefit from the exemptions. Electric scooters like the Vectrix certainly do not, being capable of 62mph with the acceleration of a small motor bike and a range of 40 to 70 miles.

And now the performance. There's no easy way of saying this but put simply, there's virtually none! Jeremy Clarkson's electric tooth brush has more grunt than the average pedelec..... well almost. 250 watts (1/3 hp) make's even a ½ hp VeloSolex seem powerful, my old 4bhp Honda step through becomes a super bike after riding the Torq. Don't get me wrong, the Torq (at approx. £1,300) is probably the fastest, street legal battery assisted bike.

Perhaps a bit of my own 'electric' history would be useful. I have owned three pedlecs. The first, a steel framed, lead acid battery Thompson, 40kg of tank-like transport- pedalling was like working out in the gym Then came an aluminium Peerless, light smart, very comfortable. But a 24 volt small capacity NiHi battery meant it moved like a sedate old Rover 90. The Torq is the best, it's very good, with throttle and leg power I get away from the lights quite briskly. Road junction crossing are no longer a gamble, no more wobbling across before some parent in an overpowered 4x4 on the school run licks me off the road, at least now I have a fighting chance!

However, to judge performance in terms of Moped acceleration/speed is unfair. Compared to a leg powered bike (for the record, good quality, fit legs can also develop about 1/3 bhp) a pedlec's motor power enables the rider to get through traffic more confidently, less wobbly and therefore more safely.

For many riders, the power assisted commute to work makes the pedlec a viable option to the car, certainly in London.

For me, with a bit of a heart problem it enables me to get some exercise without being whacked when I meet a hill, or by

that school run 4x4. Unfortunately there's a down side and it's serious. OK, electrics are cheap to run/ recharge, if a little slow (5hrs for the Torq), but the real price killer is the battery. Modern Lithium batteries, similar to Laptop/mobile phone etc. batteries, are very efficient and less than half the weight of the old sealed lead acid batteries, but they are expensive, very expensive. As my lithium Torq battery approaches two years old it's showing signs of deterioration. The range is now probably ten miles using pedal/motor assist. A new battery is approx. £400.00. (I must say the allegedly longer lasting new 'improved' batteries should survive three years plus). However, if you think that is bad consider the Vectrix owner. When his/her Ni Hi (an alternative to Lithium) battery fails, a replacement currently costs £4,000.00. Yes, four thousand pounds! For a machine that is in effect a 125cc scooter.

(contd. next page)



## Electric bikery contd.


You could buy a brace of new engines for the average scooter at that price. And remember, this is just for the 'fuel tank,' you still need to put electricity into it every 25miles. With the current green/low energy drive electric cars are being promoted, I reckon if you scale up the Vectrix to a 1.3 litre small car, the battery would be about £40,000!!! Perhaps I exaggerate, but you get my point. Oh, by the way, the lithium battery for the US Tessler Electric sports car is £90,000 according to Top Gear. I don't think the batteries for the Toyota Prius are in that price range, but then they only 'back up' a smallish petrol engine and may be subsidised by Toyota. In five or perhaps ten years time we will be all running electric cars (according to the experts). Perhaps this would be a good time to buy some lithium mining stock as the amount of accessible lithium is pretty limited.

PS, there is another way. Remove the expensive battery and put a Hydrogen fuel cell on the carrier. But I reckon Mr Chancellor would them call it an engine and we would be back to tax, insurance, MOT.....and that's what drove me to 'electrics' in the first place!

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**Finir Discharge Pass Au Moteur Electrique!**

Anybody interested in electric bikes not already put off by Ted's assessment can ride or see a multitude of machines in action at the 2009 Tour.

For those interested in electric scooters, cars or even vans, the Battery Vehicle Society is a good place to start. Lots of practical advice on conversions, what's the best technology, costs, problems etc.

Just Google  
[www.bvs.org.uk](http://www.bvs.org.uk)  
for more info.



# Big Betty

Colin King

At some time on the 25<sup>th</sup> August 1950 a gentleman from Leigh-on-Sea bought a pair of Motomites from his local dealer, Ticketts of Southend . They were registered as EHJ 917 and EHJ 918 . For whatever reason EHJ 917 was only taxed until December 31 that year it was then taken off the road whilst EHJ 918 continued to be taxed for a further two years until December 31 1952. For 55 years they lay together virtually unused in a local shed, until, via members of the VMCC Cyclemotor section and the NACC they arrived in my shed . Help from John Taylor of the Kithead Trust and our own David Casper insured that this pair of engines would be allowed to retain their original registration numbers which was a real thrill as both sported 1950s sign written letters and numbers on each side of the petrol tanks



Ones carb was missing but apart from that these very low mileage engines just required new HT leads, fuel lines and plugs. EHJ 917 had its tank removed and a handful of nuts and washers placed inside followed by a cup full of petrol and with the tap removed and a thumb placed over the hole the tank was shaken vigorously. This was precautionary as the tanks interior did look quite clean and small amal aluminium in line filter was fitted to catch any small particles left behind .

While it was satisfying to find a spark on turning the engine it was decided to change the condenser as the original barrel type degrade through age even if not used. This provided the first problem as the magneto refused to leave its long time buddy ,the crankshaft end.

## Big Betty- contd.

The use of the correct 3 stud puller simply stripped the threads out of the Bantamag and a 3 legged puller tried without luck , so the engine will be used and any condenser problem re addressed when it occurs. One of the joys about recommissioning the Motomite was the fact that in the late 1940s down in Bournemouth at GYS engineering the designers had decided against fitting internal engine seals but simply trusted in their skills to allow a metal to metal fit in order to hold in the “puff”, so no need to strip the engine in order to replace seals which by now may well have perished, which was good news considering the stubborn magneto . The tank was filled with 25.1, a slightly oilier mix than I would normally use, but after 58 years off the road and the prospect of it being virtually unused this was being treated as an engine running in, later using modern oils the mix will be in the region of 33.1.

The day to start up EHJ 917, which by now had gained the name Big Betty, was an exciting one . With the front wheel clear of the ground by the precarious means of its wheel nuts resting on two blocks, a squirt of Easy Start into the air filter and the wheel spun resulted in an encouraging cough. More Easy Start was squirted and again the front wheel spun this time the old dear managed a couple of coughs.

After several more squirts and spins the engine was running, the choke off and the engine began responding nicely to the throttle. The exhaust not in the confines of the shed was memorable, being somewhere between an Atco motor mower and a TigerMoth.



Now garlanded with its first MOT certificate and a fresh tax disc Betty has been introduced to the lanes of Wiltshire and a howl through the village , she is running well and will no doubt improve as the engine is gently bedded in after its half a century of slumber. Hopefully the sister machine will soon be on the road , to have both EHJ 917 and EHJ 918 romping along together after 58 years shed bound is an exciting prospect .

## Motorised Moulton

Gerry Wallis

*(Gerry sent a letter to Alan Hummerstone a while back detailing progress on his project, together with a few photos reproduced below)*

Dear Alan,

On your advice I wrote to Paul Hornby and he did send me Alexander Moulton's full patent applications and this was a great help. As promised, have enclosed photographs of the project so far. Am still getting some teething problems, but nothing too serious- it seems that one solved creates another. As you can see, I have used a chainsaw motor with a centrifugal clutch. This means a pull-start instead of a pedal-start, hence the centre-stand welded on, robbed off an old Raleigh.

Quite how I go about making it legal for the road, I don't know. Will keep you informed of progress.



## A Moment of Madness

Bill Wilkinson

I consider my motoring days as having started when I purchased a new Minimotor and fitted it to a sports bicycle in 1951 (see Buzzing February 2005). But some three years previously, in a reckless moment of youthful enthusiasm and technical ignorance, I bought a worn-out wreck of a motor cycle and struggled for several months to keep it on the road. However, it is as they say, an ill wind and I got an unparalleled course in practical engineering out of it and, before I got rid of it I managed, on a lucky day, to pass my driving test. (Note: I took the test twice, having failed the first time, probably due to the fact that I nearly ran the test examiner down. It was near the end of the test so, when he sent me round the block, I knew he was going to leap out and raise his hand for the emergency stop. While I was gone however, he moved back a corner so that, when he jumped out, it took me completely by surprise. I stood on the footbrake, the back wheel locked and the machine slithered to a halt, coming to rest with front wheel almost between his legs. Needless to say, I avoided that manoeuvre at the next test and passed.)

## A Moment of Madness contd.

It was 1948, three years after the end of the Second World War. Rationing was still in force and would be for years to come, commodities were in short supply and production of motor vehicles was recovering only slowly. One of my friends was lucky enough to have a new motor cycle and a couple of others were content with second-hand pre-war models. Being fairly impecunious and waiting for call-up to National Service, I could only look on in envy and pedal around the town on my bicycle. I avidly read motor cycle magazines and books and dreamed of the day when I might be able to afford to take to the road on a powered machine, so I was in a highly receptive state for anything appropriate that might come along.

Now there was, in our town, a father and son motor cycle repair business where, on a Saturday afternoon, all the local enthusiasts would gather to show off their hardware, discuss their technical problems and re-live motor cycling experiences. This was not a brightly lit, well-appointed emporium where you might buy a new motor cycle. This was a corrugated iron shed at the edge of a muddy field where you might get your elderly machine repaired or where you might find some otherwise unobtainable spare part in a fleet of old vehicles, rusting in a barn nearby. And it was from this collection, that the old gentleman of this business offered me a motor cycle for £10. The machine in question was a 1932 Francis Barnett 150cc two-stroke which he assured me was in running order and backed up with the log book. I never knew how many previous owners there had been, but it must have been a lot as the log book was not the original.

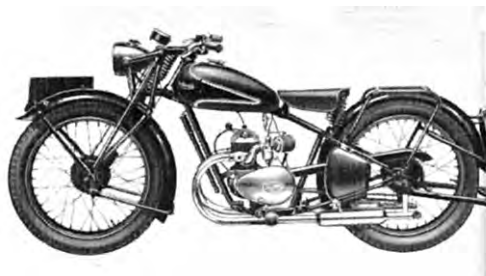


I took my father to view the vehicle and, while he was not keen, he said it was my money and if I decided to buy, we would do our best to keep it going. This was very heartening as, although trained as an accountant, my father was a very practical man with a passion for what today we would call home improvement or DIY. Over many years, he had amassed a wealth of materials and odds and ends that he thought might come in useful for his repairs and had retained smaller items in a number of boxes. And some unusual items had found their way into this collection. As a boy, I would rummage through these boxes down in the cellar, looking perhaps for a matching nut and a bolt, and it surprised me how often the same gold tooth (my father's) and a glass eye (definitely not) came to the surface.

With the condition that the bike was delivered to our house, the deal was struck. and ten pounds handed over. Close examination revealed it to be in worse condition than we had previously thought but there was little we could do about it as the relevant sales documentation was rubber-stamped with the phrase 'as seen and approved.' The vehicle had to be bump-started as the kickstart shaft had sheared off probably due to over-vigorous kicking.

This was clearly our first task, so we opened up the gearbox, took out the kick-start quadrant and the broken shaft and had it welded up at a local garage. As I recall this cost some £4 which shocked me, being just under half the price of the bike itself. Well, at least now we could start it easily.

(Right- a 1948 Francis Barnett 125cc Merlin lightweight, similar to the pre- war 150cc owned by Bill Wilkinson.)



Despite the poor condition of the machine, I had no difficulty in insuring and taxing it. In those days, insurance proposals in respect of old vehicles, were required to be supported with an 'engineer's report' Some companies

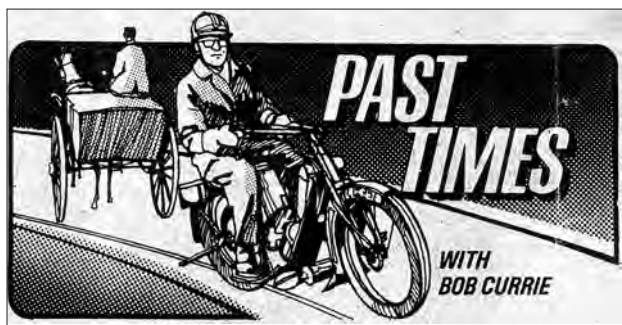
required answers to specific questions regarding the vehicle's condition, but the company I chose was happy with the statement that the vehicle was roadworthy, signed by someone claiming to be an engineer and on a piece of company headed notepaper.

With the kickstart fixed, we next addressed the rear wheel which was distinctly wobbly. On opening it up, we found the cups and cones, similar to those on a bicycle but heavier, to be badly worn, the cups and cones being heavily grooved and the balls pitted and rusty. An attempt to tighten up the arrangement resulted in the balls pushing one of the cups into two concentric pieces. There was nothing we could do to repair this but, at this time, we found a London company – the name Pride and Clarke rings a bell, and we were able to get actual replacements despite the age of the vehicle. Everything had to be done by post, so there were long delays which we spent addressing other problems. The brake cams were hideously worn and distorted but my father restored these by filing to a symmetrical, but reduced size (he always said you could make anything with a file). He then measured the circumference of the cam and found a short length of mild steel tube of about the same internal circumference, which he heated up in the kitchen stove and hammered to a shape which would sleeve over the original cam. To ensure the two pieces were firmly fixed, he sweated them together using phosphoric acid which he told me was a good flux for soldering iron or steel.

The brass bush that carried the brake cam through the rear brake plate, was severely worn and this was fixed by drilling to an oversize diameter and sleeving with a piece of suitable brass tube. Finally, we had to take the wheel itself to a garage to skim off concentric ridges in the brake drum. By now, we had the machine on the road but the mudguards rattled, particularly at certain speeds in specific gears. My father said that the mudguards had their own natural rate of vibration and if suitably excited by the engine vibrations, would crack aggravated by the brittle, age-hardened nature of the steel. It was necessary to increase the stiffness of the mudguards by securing them firmly to the frame. In fact, both mudguards did have cracks from the rolled edges in. I could see no way of stopping this but, my father simply drilled holes at the most advanced points of the cracks and they went no further. (to be continued in June's issue of Buzzing)



## Wheeze! As I pedal for the finish...



24th January 1981- report by Bob Currie in *Motor Cycle Weekly* on the 5th Annual Cyclemotor Run

“Anxiously, I peered at the speedometer dial, as the needle crept up inexorably; 11mph.....12..... 13.....right to the heady heights of 20 with (God, and gradient permitting) at least another two to come. Is there a thrill to match this headlong dash through the sunlit summer scenery? Well, yes, I can think of a few - but let it pass. Cyclemotor maniac Stan Greenway was the man to blame. “Come and try our fifth annual cyclemotor run”, he coaxed. “Totally deserted lanes and hardly a pimple in the whole route. I’ll bring along a Cyclemaster for you, and I promise to have it running like a Swiss watch.”

Stan’s spare Cyclemaster appeared a strongly-built affair (and with my weight it had to be) featuring one of those twin-top tube Mercury frames built in Dudley especially to accept the self-contained 32cc Cyclemaster-powered rear wheel. Hi assurance that the machine had once taken him through the ACU National Rally virtually non-stop- with a bike as low-powered as this, any stop would have thrown him well behind schedule- was comforting. All the same...the National Rally on a Cyclemaster? Takes all sorts, doesn’t it. You won’t remember it, you youngsters, but in the 1950’s there was quite a craze for clipping a small engine on to a push-bike, to produce a sort of do-it-yourself moped. Makers big and small obliged by offering units that mounted in place of the rear carrier or ahead of the steering column, there to drive the front or rear wheel by a friction-roller bearing on the tyre tread. Others clipped in front of the pedalling mechanism, or at the side of the rear wheel. But the neatest- the Cyclemaster, and the BSA Winged Wheel- were complete wheels with the engines built into oversize hubs; remove the original pedal-cycle rear wheel, slip in the Powered package, and poodle off.

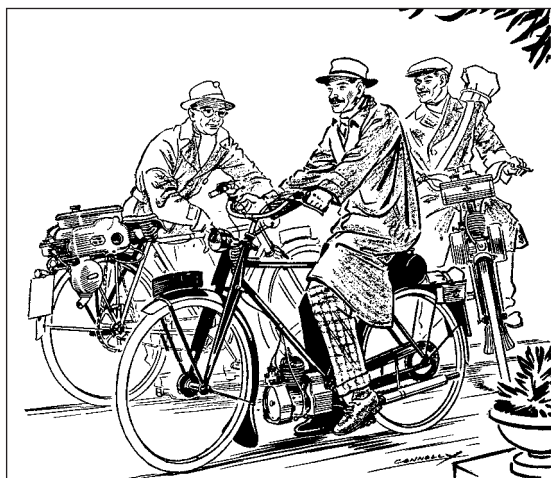
Clip-ons faded out when proper models arrived, but during that short burst of popularity some eccentric machines happened along. Like the Lohmann Diesel (*not a diesel Bob, common mistake, it’s compression ignition, not quite the same thing. DB*) that ran on paraffin, with cable-controlled variable compression ratio and no ignition whatsoever. There was one of those on parade; but rarer still was the Tailwind MkIII brought along by Rory Sinclair, final prototype of a make which never got into production and featuring a double-diameter friction drive roller.

There was nothing regimental about the run. No speed schedule, no one-minute intervals, just a casual wave of the hand- a sort of “Go when you feel like it”. Which is how, in the first mile or so, I found myself leading a little squad of four or five- until Mid-Lancs VMCC secretary David Davies came buzzing by, but David just wanted to get ahead so he could stop and take pictures.”

“I’d lent my camera to Janet Cornelius, whose husband Peter was competing, rather bravely, on a Cyclomaster only completed the night before. The going wasn’t so flat as all that. Not steep enough to stall the wee engines maybe, but enough to bring light pedal assistance into play- and, somehow, the sight of a half-a-dozen riders pedalling gently in unison, engines churning away manfully, is faintly comic. But the bit of Warwickshire selected by Stan Greenway was certainly uninhabited, and had been since whole villages were wiped out by the Black Death in the Middle Ages.

It was some little way after Broadwell that we found we had company. A bike race, no less, with silent push-bikes sweeping up from behind and passing with a swish of tyres. “They’re doing ten laps in four hours” explained one of the cycle-race checkpoint marshals. As I said before, it takes all sorts. At a staggered crossroads, Stan had given us a choice. The chicken-hearted could turn left, take a short-cut, and catch up with the route later, to give 16 miles in all. The toughies could turn right and make it a 23-mile total. Me? Cluck-cluck-cluck...! So me and another hatch of chickens ambled gently along tro Sawbridge, there to await the arrival of the braver types. Anyway, one of the group had a fly in his eye, the others reckoned it had overtaken from astern. But it was a nice day for a laze on the road side. And nobody passed by except for a head-down racing cyclist or two. But the others, when they turned up, had a tale to tell. Apparently the extra mileage bit had included a stretch of gravelled three-ply. Tee-hee!

On again, across the main A426 road and making for Leamington Hastings. Only six miles to go, but as we struggled through a string of pretty villages, so the pedals had to be brought into use more and more, and I began to ache in muscles I never knew I had. It was after Frankton that the lane turned upwards. Oh, wicked, wicked Stanley - and after all you had promised! Eventually the speed was down to about 4mph, and even with strenuous pedalling the bike would do no more. There was nothing for it but to hop off and push the rest. Consolation was that the Cyclomaster weighed considerably less than my Triumph. But every hill has a summit and from there it was downhill most of the way to the Three Horseshoes and a general natter with the rest of them as they trickled in. Only two had to be rescued by the breakdown van, and one of those was Peter Cornelius, with ignition troubles. Somebody else had a slipping clutch. But only two retirements from 17 starters wasn’t a bad score. “Coming on next year’s run?” asked the regulars. Ask me again, in a little while, when the need to have my breakfast off the mantelpiece has diminished.”



Chers Amis

The number of the Solex 4600 model produced was not very high when compared with other models in the range. Indeed it was for export only chiefly to the USA and Canada, although some found their way to the UK; consequently it was not available in France. I have never seen one other than in photographs or on the web and the nearest equivalent which I have in my collection is the 3800 Export model by Motobécane which differs in several respects from the 4600..

However, Brian of the website Briansolex is in the process of setting up a website devoted to the 4600 and from what I have seen of it is well worth a visit. Brian would be grateful to receive information from anyone who owns or has had experience of this rather rare bird. Are there any examples still extant in Britain? if you can be of help do not hesitate to contact him. Since finally completing the restoration of the Motobécane model I have given it some use although I must admit to being not too keen on the riding position on account of the ‘apehanger’ handlebars. Parked outside the supermarket a few days ago it was admired by an elderly couple. The husband was enthusiastic and wanted to buy it, offering me 300 euros there and then. Gently I had to explain that it was part of a collection and that I couldn’t part with it.

A glance at the photograph (not a very good one by the way) below of a Solex on display at the MBK concessionaire’s on the Boulevard St. Michel in Paris might lead you to think it was just another early 45 cc model. You would be wrong, however, as this is a very rare Solex indeed. This example has wheels of 550 mm diameter rather than 650 mm and the *col de cygne* type frame reduced in size proportionally. The proprietor explained to me that to the best of his knowledge only two examples were constructed as an experiment in 1946 and the one on display which appears to have had little use, is the sole survivor and is most definitely not for sale. Is there anyone out there who can throw further light on this very interesting and desirable model?





## *Les Amis 62 contd.*

The E Solex is becoming more in view in Paris both on the roads and in concessionaires' showrooms. I had the opportunity to examine one fairly closely when parked outside a café and had mixed feelings about it. Given that the purchase price is 1300 euros which, at the current exchange rate is more or less £1300, seems rather a lot for a supposedly cheap form of transport particularly as the quality of finish left room for improvement. Ideal for riding to work maybe but not my idea of fun.

According to Geoff in Australia the Solex 'Club' is going from strength to strength with its own website under construction. Geoff hastens to say that it is not a club in the true sense of the word but rather as a collection of like minded enthusiasts as it has no officers, no committee and no subscription. Geoff mentions that he has undertaken to write a history of the Solex in Australia and is finding the task much greater than he first thought.

At last I am not the sole Vélosolex owner in the village. A knock on the door a few days ago was from a neighbour who had come across one which had lain unused for a considerable time. He admitted that he knew very little about the marque but was keen to get it in a usable condition. It turned out to be a 3800 Lux model in rather poor condition which will require a fair amount of work before it will be roadworthy. Nevertheless he is keen to carry out the restoration himself but would be grateful for any advice that I could give him. We'll see how it goes.

Recently I was given the plaque shown in the photograph below and it makes a nice addition to any Solex. Although one appears in a photograph fitted to a 1010 I have never seen it listed as an accessory. A pity really as I would like to obtain one or two more.

There are signs that the winter is coming to an end and spring is not too far away. The gardens are coming to life and, although it is still rather cold, I have been out most days on one or other of the bikes. They all seem to be running OK which promises well for the coming months I hope that you will be similarly placed.

Bonne route

Bryan





Well known photo by famous Magnum press agency photographer Henri Cartier-Bresson, taken in the swinging sixties.



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