

The

Buzzing Club



Volume 28

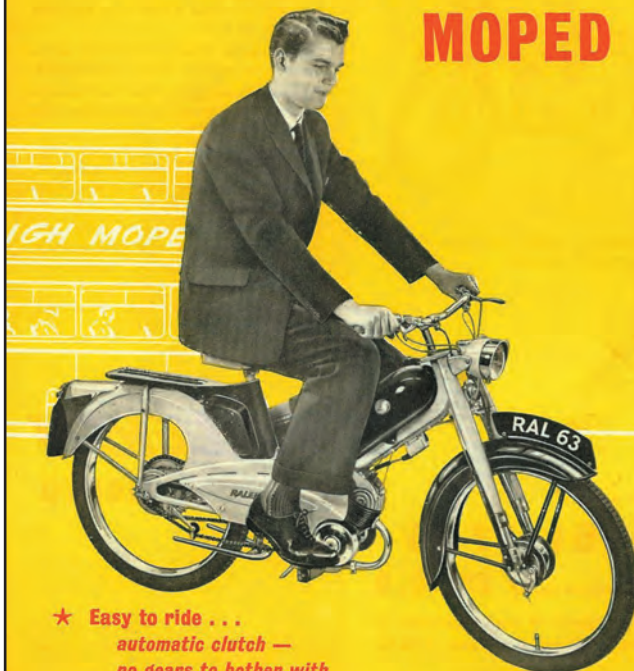
Number 3

June 2009

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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 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** 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,

How nice it was to see “The Gang”; Rory, myself and dear old Stan in the photo published in April’s issue of Buzzing. Stan and I used to ride at the VMCC events, he on a Cyclotracteur and me on the first motorised bicycle, the 1898 Werner. They were halcyon days.

LE CYCLOTRACTEUR

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SALON DE L'AUTOMOBILE, SALLE 9, STAND 12.

As I recall on the first 1976 run, I believe the Cyclomaster belonged to Stan and because of the 18cc power of the Lohmann we took it in turns to ride it, the course was quite hilly and much LPA was needed. The only fuel the Lohmann would run on was a paraffin and oil mix. Another rider who was there was Tony Pickering on my Mini Motor, which also appears in the 1980’s photo on page 26, Buzzing April, in the foreground. I still have that Mini Motor, it is much the same except for a “Comfort” mattress saddle. I also still have my Magic Wheelers badge which I treasure, it reminds me of the days we spent on magic machines and with conderful comrades, many of whom are now gone but remain a memory.

Above, original advert for the Cyclotracteur (courtesy Franck Méneret) and right, the first clip-on cyclemotor unit, the 1898 Werner, a truly diabolical machine.



Letters- contd

I suppose I was fortunate to have ridden so much during this era and at the time I busily collected as many unused new cyclemotors as I could, some of which I still have. I once bought five new Lohmanns from Holland at £15 each (all now gone) and found VAP 4's, Cymota's Cyclaid's and so on. It is a sad reflection that members today seem to ride mopeds, I still ride my Mini Motor and Power Pak but my other machines- Excelsiors, Werner, Rex, Ariel etc. are now resting in museums. On another matter, can any member help with locating a complete carburettor, model 6L1, for a 1950 45cc VéloSolex, or possibly a complete engine. Best wishes to all

Tony Twycross



(above- Tony Twycross's Werner with his 1905 Rex behind)

Dear David

I recently had a phone-call from somebody called Richard who has a Lohmann which is missing the throttle valve and needle. I've verniered and sketched these items and taken photos and dimensions and tried to send them to him but the email bounced and I have no phone number. He is believed to be from the Portsmouth area and work for a firm called Cambridge Garage. If anybody can tell him to recontact me I can send him the information he requires.

regards

Philippa Wheeler

Letters- contd

Dear David

I apologise for not writing before about the VMCC photograph in the December Buzzing. Life has been a bit hectic recently. Rory is quite right, it was the 1981 VMCC National Cyclemotor Run and I was there with my friend and fellow NACC founder Simon Whitehead. To Alan Knight's comments, we had just left school. I was 18 and Simon 16 years old. During the course of that journey, Simon and I discussed founding a cyclemotor club independent of the Vintage Club as neither of us could afford to join the VMCC. The result of that discussion was of course the East Anglian Cyclemotor Club, later to become the National Autocycle & Cyclemotor Club.

Andrew Pattle was not at that run as he had not yet entered the "cyclemotor scene". I believe that he rode with us to the 1982 run however. He was an old man of 29 at that time..... The photo shown on page 26 of the April Buzzing is not the first 100 Miler. That event was held from the Little Chef in Long Itchington in 1982. I well remember Andrew Pattle and I riding a somewhat gutless Powerpak and tandem over from Stowmarket. We got to Warwickshire OK but were too exhausted to complete 100 miles the next day ! I don't think the VMCC Cyclemotor Section runs moved over to Southam until 1984 or 1985. Incidentally, the other person looking at Stan Greenway's Rex in the EA Cyclemotor Run photo is also Simon Whitehead.

It's good to see so much of the VMCC Cyclemotor Section in Buzzing. So much of the early interest in old cyclemotors was due to their members and they haven't really had a voice since the VMCC closed down their own magazine. I think I must read more about the Cyclemotor Section in Buzzing than the VMCC's own newsletter !

Regards,

Andrew Roddham

(Andrew also sent a second letter, as follows)

Whilst I echo David Mawer's comments that the February Buzzing is one of the best for a long time, I must protest about the inclusion of his comment on "revolting" Suffolk. Suffolk itself is not revolting and, despite scaremongering rumours, the former NACC Suffolk Section never revolted. Some of its members tried to orchestrate changes in the Club through democratic means but that is not, by any stretch of the imagination, a revolt. David's comment is totally unnecessary and adds nothing to the magazine or the Club. It serves only to further alienate those with connections to that area. I am shocked that the Editorial Committee saw fit to allow its publication. If David had been referring to any other area section than Suffolk, it would never have been published. I am afraid it shows that the NACC Committee still considers any derogatory comments to be quite acceptable, provided that they refer to the former Suffolk Section and its members. I will also add that am not and have never been a member of the NACC Suffolk Section but write merely as a independent observer.

(Opinions published in Buzzing are those of the writer, not those of the NACC committee or the Editorial committee. Andrew Roddham is a committee member of the East Anglia Cyclemotor Club, formerly known as the NACC Suffolk Section. And it's Richard Mawer, not David)

Dear David

“The so-called Myford cyclemotor engine”. I feel compelled to write to help those seemingly bewildered by the origin of the Myford cyclemotor engine intended for home construction. The engine was actually designed by Dennis Jones of Long Eaton in Nottinghamshire, I became acquainted with him a few years ago after being introduced by Ivan Rhodes of Velocette fame. Dennis unfortunately died last year after suffering from Alzheimers disease.

He was a brilliantly talented engineer gained from his training and employment at Rolls royce, after winning a rare RR Premier Apprenticeship and working throughout the hectic WW2 years developing Merlin and Griffon engines under the direction of Lord Hives. His stature within the company was demonstrated by I believe it was again Lord Hives, who stated at an annual employees meeting “...that the company had built (so many?) Merlins this year and a supercharged two-stroke racing motorcycle engine...!”

Dennis aspired to racing motorcycles and built his first special, an OK Supreme-powered machine using his own frame, shortly before the War. His first engine design was a futuristic flat-four cylinder supercharges two-stroke drafted out during 1940 while working at RR. Its racing career was scuppered by the ban on supercharging after the war. After leaving RR, Dennis set up his own engineering business “Cue and Jones” in Long Eaton, building motorised invalid carriages for an NHS department. I understand the company still survives today.

Dennis built many other racing engines, from single and various twin-cylinder 250cc DOHC four-strokes to a four-cylinder 500cc DOHC machine which was his final swansong. This was a fantastic achievement for home-built machinery and the four looked very similar to the then-current Gilera and MV fours. I remember it running at Mallory in the early 1960's (I think it was) when it was placed sixth in a heat. It suffered from a lack of development due to a shortage of funds. To get back to the cyclemotor, Dennis had a brother who happened to be a foreman working at Myford and this is how the cyclemotor came to Myford's attention and was later adopted as a construction project after Dennis designed and built a very professional-looking prototype.

He had many other very original ideas and one of his most successful was what eventually became a modern best-seller “The Ski Boat”, which he designed and promoted initially on local waterways, though I doubt he made much money out of it. He possibly did better out of his advanced braking systems sold to Boeing and other aircraft companies. An amazing man and a very highly skilled and talented engineer!

Yours faithfully

John Goodall

(Thank you, John, for setting the record straight re the Jones/Myford cyclemotor engine after Derek Scott's letter and enclosure from Motor Cycling magazine, January 22, 1953. Myford first publicised the “Myford” engine in 1952 as a working, part-sectioned display on their trade stand at the Model Engineer Exhibition of that year. It was driven via the cycle wheel and a hidden electric motor and was shown primarily to demonstrate what could be done in the way of advanced engine construction with the aid of a Myford M.L.7 lathe. At the time it was said that castings and parts would be available to constructors ‘in due course’, but it seems doubtful if this ever came about. What a pity, it could have been one of the most powerful roller-drive clip-on cyclemotor engines ever devised and a great tribute to Dennis Jones.)

News

It's a RUM do....

The Register of Unusual Microcars will be holding a weekend of microcar nostalgia in celebration of the 100th edition of Rumcar News, on 25 and 26 July 2009. The event will be invitation only for 200 guests and 50 cars and takes place at School House Farm, Boarden Lane, Hawkenbury, Kent TN12 0EB. There will be a road-run on the Saturday for road-worthy vehicles. Chris Thomas, the Organising Committee chairman has asked that we let the NACC membership know that if they would like to attend the event they should contact either Jean Hammond at School House Farm or visit the RUMCars website for this event at www.rumcarcelebration.co.uk. where there is an application form. Chris Thomas has asked any member who might be interested in displaying their car to contact him, as there are only 50 places for cars he may have to be selective.

WSBK riders choose VéloSolexes

Several top World Superbike riders took a break from their usual race routine in Assen as they got to grips with Solex bicycles in the run-up to the Dutch Round of the championship which took place at the Assen TT Circuit during the weekend of 24-26 April. Noriyuki Haga (Ducati Xerox), Ben Spies (Yamaha World Superbike), Jonathan Rea (Hannspree Ten Kate Honda) and Ruben Xaus (BMW Motorrad), together with Dutch World Supersport contenders Barry Veneman (Hoegee Suzuki) and Arie Vos (Veidec Racing RES Software Honda) were the riders chosen for the pre-race media event for the fourth round.



49 cc machines before posing for photographs and conducting interviews with the national and international media present.

Following a greeting from the Mayor of Assen, the riders went around town on the

Help!

An NACC member sent in a contribution a few months ago about purchasing and life with a Leopard Bobby moped. In transferring this from one computer folder to another I managed to lose it! Could the contributor please send me (Dave Beare) another copy? I'd planned on including the story in this issue with pictures from the NACC Library, but idiocy dictated otherwise. Sorry!

International Classic Motorcycle Show- Bonhams sale on 26th April 2009

Some interesting results from the Bonhams sale that took place on the Sunday of the Stafford Show. Lot 260, a c1952 complete but nothing-special New Hudson autocycle (at least it had side-panels), frame no. ZE 1399, sold for £460 inc. 15% (withVAT) Buyers Premium; lot 262, a pile of bits purporting to be a BSA Dandy staggered to £69 inc. etc.- lot 263 was a 1957 Sun Hornet 98cc which made £230 inc; a 1972 VéloSolex 3800, frame 3813528 made £253 inc. (lotta dosh for that one); lot 265, a 1977 Mobylette 40V moped was a snip at £58 inc. (Ian, where were you?) while lot 267, a nice 1963 Mobylette in black with UK reg made £345 inc.

Bonhams sale at Stafford, 26th April 2009 contd.

Star of the tiddlers for sale was a 1950 Power Pak, no. 2502, in a ladies cycle frame, which sold for £4,140 inc. Yes, that's four thousand one hundred and fourty quid. Might have had something to do with the transferrable number that came with the Power Pak, MAR 108. No doubt a posh trattoria owner's Merc is now wearing that registration.....the only hope is that the Power Pak was passed on to someone who will use it once the number has been stripped off.

Solex Museum in Holland

Our spies in the Solex Club de Belgique have discovered a small but interesting museum dedicated to the humble VéloSolex. It can be found on the main road of a small place called Colijnsplaat, between Goes and Zierikzee on the island of Noord Beverland.

Owners Nico Beckers and Else de Jonge open the museum every Saturday between 10.00 and 14.00, the postal address is Voorstraat 6, NL-4486 AK Colijnsplaat, Holland. telephone is 06 51312925 and their email address is Beckers@zeelandnet.nl

Got to be worth a visit if you are ever in that part of the world.



The “Derringer” moto-hybrid cycle

Ian Clover kindly drew our attention to a website advertising these rather extraordinary machines, from the USA naturally. We can do no better than quote the intro on the website:

“Derringer is the neo-classical interpretation of a 1920's era board-track racing motorcycle, but that's not all. This revolutionary moto-hybrid was conceived as an exciting new option in highly-efficient transportation. Derringers can be human propelled, propelled by via engine power, or propelled with the assistance of engine power. While under power the pedals can also remain stationary, allowing you to operate in the style of a traditional motorcycle. Capable of fuel economy ratings that can exceed 150mpg, Derringers are the first product to take the compromise out of environmentalism, clearly evidenced by the number of customers who purchased a Derringer along with an in-home display stand.”

“The Derringer was created by world-renowned designer Adrian van Antz, whose clients range from celebrities including Brad Pitt and members of the Royal Family, to design-forward companies such as Sony, Reebok and Hewlett-Packard. Heralded as a genius by Sony, his extraordinary creations have been featured in publications ranging from Forbes to Variety and on television shows seen around the world. When he set about a revolutionary class of efficient personal transportation, he envisioned the perfect urban vehicle as the missing link between his Ducati and his Schwinn**.....and so it goes on, pages of stuff along the lines of “ ...he set out to create a product that was cool.....the athletic image of the board-track inspired him.....pedals, originally only used to start the engine, could now create a hybrid drive system.....above all, it’s design was pure...”



(photo courtesy of Derringer Cycles, 7954 West 3rd Street, Los Angeles CA 90048)

Yup, they just reinvented the moped, with added gestures to the Greens. Power is by Honda 49cc 4-stroke, drive is by “GGB gearbox (whatever that is) with centrifugal clutch, automatic-style operation”, braking by 70mm front drum and rear coaster brake. No doubt it will save the planet when all the Hollywood glitterati ride a Derringer rather than hop in the limo to head down-town.

So go on, be the first to turn up at an NACC run on a Derringer and stun all your mates who have those dreary Mobylettes, NSU’s and Puchs, this is just as retro and probably a darn sight more reliable with Mr Honda’s motor. For further details check out Derringer’s website at www.derringercycles.com. You can even buy ‘Apparel’- they do a nice line in T-shirts with drawings of your moto-hybrid cycle or the motto “Does This Bike Make My Butt Look Fast” printed on the back. Oh, yes, forgot to mention the price, a snip at £2,385 plus import duty, VAT and shipping.....

**Schwinn is the American equivalent of Raleigh and produced the classic ‘cruiser’ style 1950’s cycles.

80 years young- the British Two Stroke Club celebrates

“The inaugural meeting of the BTSC in the Spring of 1929 was held at the Jolly Farmer public house in Buckland, Surrey, where one and all were delighted to hear that England’s most famous two-stroke authority, Prof.A.M.Low, had consented to act as President. A large number of Directors actively engaged in the production of two-stroke engines and machines also gave their patronage to The Club, the inspiration for which had come from prominent competition rider of the time, Mr T G (Tommy) Meeten, who became the Club’s first Chariman. For many years the BTSC was based at TG’s motorcycle shop in Dorking and subsequently at Meeten’s Motorcycle Mecca at Shannon Corner, New Malden, Surrey.

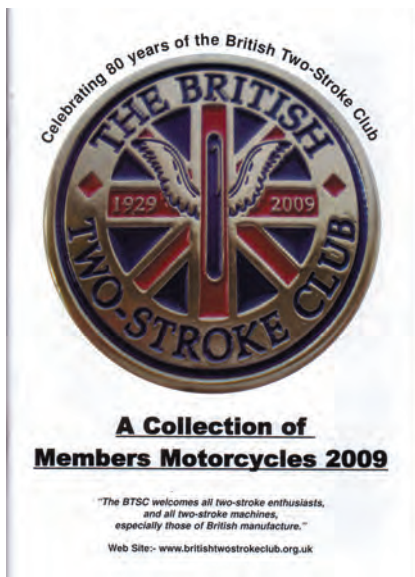
That meeting was shortly followed by a most successful rally at Ranmore Common near Dorking, Surrey. The Club’s first Touring Trial on June 30th 1929, known as the Coast Trial for the Goddard Trophy, attracted an entry of over fifty. That autumn saw the running of the Enfield Cup Trial in Buckinghamshire, for a trophy kindly presented by Royal Enfield.

In November 1929 a successful Rough Riders’ Ramble was held on military ground. The last event of the year being the Dickson Super Sporting Trial for a cup presented by our Founder Secretary, Mr G L Dickson,- the BTSC was ‘on its way’! After the Second World War the BTSC resumed, it still ran competitions but now had more emphasis on the social side. The Club went through a lean time in the 1960’s but a revival took place in the early 1980’s as a result of the increased interest in old motorcycles and their restoration. Today we have over 600 members who enjoy restoring and riding two-stroke motorcycles from all over the world.”

To celebrate, the BTSC have published an 80th Anniversary Book which is a photo compilation of 80+ current members bikes and it makes fascinating reading. One of the earliest entries is John Harris’s 1923 McKenzie with 169cc Hobart 2-stroke, single-speed and belt-drive. That year it completed the 881 miles from John o’Groats to Lands End at an average of 18mph and climbed the Grampians and Shap at 15mph with little pedal-assistance needed.

Amongst ‘our’ kind of bikes are Keith Ollis’s 1950 Bown 98cc motorcycle with Villiers F1 power, Graham Long’s 1954 Excelsior / Villiers 4F 98cc with two-speed hand-change and Harry Sylvester’s fab 1957 72cc Moto Guzzi Cardelino. Especially notable is the high percentage of BTSC members bikes powered by a multitude of Villiers engine types.

The BTSC committee are to be congratulated on continuing the tradition started in 1929 and running a well-organised, fun club for members. From a cyclemotorist’s point of view the BTSC will be remembered for organising some of the early 1950’s Cyclemotor Trials in conjunction with the ACU, when Prof. Low could be seen crouched over his sound-measuring equipment that recorded noise from participants machines. Italian machines always got a high score!



50 Years Service to Autocyclists- half a century of Aplins in Bristol!

Brian Aplin celebrated fifty years of Aplins of Bristol serving autocyclists worldwide on 1st of June 2009, the business has never changed since it opened in the former premises of a cycle shop at 395-397 Bath Road, Bristol BS4 3EZ. In those days Brian remembers “we took over a bicycle shop which had come to grief trying to sell autocycles as well as bicycles and when we opened our entire stock consisted of two new NSU Quickly’s inherited from the former owner.”

“During the years we were active as distributors of autocycles and mopeds we sold, serviced and provided parts for Paloma, AutoVap, Victoria Vicky, the Raleigh RM1 with that Sturmey Archer engine, Mobylettes, the Phillips Panda which had a hand clutch and 3-speed box as well as Pandas with the Villiers 2-speed unit, Kerry Kapitanos, the lovely Laverda 50, Hercules Corvette and Capri scooters. When Raleigh introduced main dealerships for their mopeds we became distributors for the old County of Avon and also sold Mobylettes from Motor Imports, before they gave up in May 1978. After that we imported Mobylettes direct from Motobécane in France by the lorry-load, 80 at a time. The last ones we sold were the 51VSB and 51 SU models with reed-valves which were very quick machines.

I spent some time in Nottingham working at the Raleigh factory, in the warranties section, where we dismantled, checked and repaired where possible warranty claims for dealers. In the early days the RM1 Sturmey Archer engine main bearing would wear out in just a few months, that engine design lasted about five months before in desperation Raleigh began using Motobécane motors, because the company’s reputation was suffering badly and they were losing a lot of money. In those days I learned all there was that could go wrong with any Raleigh moped. When Tube Investments took over Raleigh they immediately shut down the Motorised Division with just a few days warning. All the remaining stock of RM6 parts were used to build up a last run of Raleigh Pop mopeds, all painted black.” *(More photos of Aplins will be published in August’s Buzzing)*



Left, an impressive Mobylette line-up outside Aplins shop and adjoining houses in Bristol, having been delivered by an articulated Berliet lorry direct from Motobécane in France. The lorry trailer was divided into two levels, upper & lower, with 40 bikes on each level.

Run Reports

The Sadoldgits Run 3/5/09

Peter Moore

“10 for 10.30 start” said the event notice. I rolled into the car park at the rear of the Tadcaster Leisure Centre at about 09.40 hrs. to find almost everyone else already there, the Copmanthorpe Complimentary Catering Company busy serving hot drinks and bacon butties out of the back of two vans, the redoubtable Marion checking everyone in, and Sherwood handing out route sheets which looked suspiciously like those from two years ago! Not that it would matter since no one took any notice then, and were not likely to today. A case of “follow anyone who looks like a local”!

A quick look round the car park, and chat to friends old and new, and out with the camera for a picture of each of the machines showed the Bernardi Buzz to be the machine of the day – with three examples, followed by two Quicklys, two Cyclemasters (or at least one, plus one pimped-up example – mid-engine, 14 speed, etc., etc., - you know the script), plus a Puch Maxi S, a Raynal Autocycle, plus an Italjet Class, - but the manufacturer’s prize goes to Honda, with a PC50, a Melody, a Camino, a Dream 50, and Sherwood’s Stepthrough the size of which I did not note, but at least this one was of pure parentage! There were visitors from Lancashire, Suffolk, Tyne/Tees, and a Scottish exile – and all were made welcome. The Copmanthorpe Cyclemotor Company even provided the Italjet for me to ride – generosity indeed.



Above- Peter Crowder’s amazing 25cc Cyclemaster-powered Rudge with 14 gears and a rev counter (foreground) with Mr. Casper’s Honda Dream 50 on the left, Peter Gosling’s Honda Melody, Philip Crowder’s more conventional Cyclemaster and Peter Moore’s borrowed Italjet. A typical eclectic mixture of NACC-type bikes.

After faffing about with camera, helmet, and a quick lesson in control layout and starting procedure, I look up to find the car park empty – but on riding round to the front of the building, there are the others, motors running waiting for someone, anyone, to take the lead. We set off, almost all together, and ride up the road to Boston Spa where we make the first right turn, and it is probably here that we lost the two Bernardi mountain bikes. They arrive at the Shoulder of Mutton lunch stop in Appleton Roebuck about half an hour after the rest of us, having had some “technical problems” with the cycle side of one of the machines – but they had followed Sherwood’s official route, in their own time. They had looked over the hedgerows, admired the countryside, the villages, and noted the unmistakable smell of money!

As for the rest of us, there was no peloton, more two or three groups who would separate, and reform and only loosely follow the intended route leaving Dave Casper and Sherwood with plenty to do riding around looking for lost sheep and guarding junctions. It seemed to me that you couldn’t go far wrong if you visited every village with two names – Boston Spa, Thorp Arch, Acaster Malbis, Acaster Selby, Appleton Roebuck, Bolton Percy. What is it with these Yorkshire people?



Sherwood’s route kept us mainly on minor roads, with plenty of opportunity to take in the glorious Spring countryside, - and the sun shone. Someone had even been out in the night and built a nice new bridge to carry us serenely over the murderous A64. I spend some time following the Grumpy pilot of a Cyclenmaster with a whiff of castor oil, having previously been passed by Grumpy Junior on the flying Rudge Cyclenmaster Special, his Lycra leggings flapping as the wind rushes in through the torn knees – evidence of exuberant cornering on his many Wharfedale test runs, perhaps. I catch him up later as he has stopped at the roadside. “Problem?”, I ask. “No. Waiting for Grumpy” he replies. “Do you ever call him Dad, or Philip, even if only on a Sunday?” I ask. “No!” he replies “Even the kids call him Grumpy Grandad!” And shortly, Grumpy arrives, all stubble and smiles with not a cross word to be heard – just to confuse me!

So – to lunch. Everyone piles into the pub for steak and ale pie, I hang around outside taking photos and having a look over my ride for the day, and, of course, talk to strangers! Three men wander up, having a weekend together, plus wives, having first met 37 years ago. “Whoa, two Quickly’s – unbelievable! I had a Phillips Gadabout too. Are you a Club? Are you on a rally?” I give them my copy of April’s Buzzing and point them toward the website. Three new members, - or just a passing rekindling of enthusiasm? Time will tell.

The Sadoldgits Run 3/5/09 contd.

Into the pub for a hurried meal and a shandy, plus an update on the last Granadaland meeting. I should have been there – it sounded interesting! Outside again to find everyone fidgetting to be off – and then we are away for the short run back to Tadcaster. It doesn't matter how many times you go out for a quiet ride on your own, or how fervently you determine not to race on a Group Run, the temptation is overwhelming! I bend the elbows, drop my head, and wind open the Italjet's twistgrip and storm past the Raleigh Cyclemaster and the Puch Maxi S, but as the Rudge Cyclemaster Special swarms past me, its rider flicking the stubby clutch lever and changing gear after gear to keep the 25cc motor singing in a 5000 rpm rev band, letting the tortured clutch take up the drive, I call out "How fast?". (The Italjet speedo gives up around 40 kph). He glances at his digital readout, factors in the cross wind, does a quick mental vector calculation, and calls out "25.7!" into his backdraught.



Left- David Bell's Bernardi at rest. No less than three Bernardi's took part in the Sadoldgits Run. Some looked distinctly non-standard and were fitted with disturbingly large carburettors. David Bell's also sported a reverse-megaphone racing exhaust which would have made a French Mob-chop owner very proud.

And then we're back at the Leisure Centre, loading up and disbanding just before a shower cloud arrives. A Good Day, and well worth the effort by Sherwood, Dave, and The Team. Marion's Official Record gives the Runners and Riders as follows:-

Raynal Autocycle-Tom Norman; Rudge Multi 14 sp Cyclemaster-Peter Crowder; Raleigh Cyclemaster- Philip Crowder; Union Bernardi (with trick bits!)-David Bell; MTB Bernardi-David Hitch; Multicolour MTB Bernardi-C Gowton (sorry Christine, Caroline??); Italjet Class-Peter Moore; NSU Quickly-Ron Bond; NSU Quickly-Ray Parkin; Puch Maxi S-Alan Green; Honda Camino-Colin Cook; Honda Melody-Peter Gosling; Honda PC50-Carl Squirrel; Honda CB50V-Dave Casper; Honda C50(?)-Sherwood Grimshaw.

Moving off to go home, I spy Alan Green getting changed in his Fiesta. It looks as though he's been camping out in it- but one doesn't like to pry into domestic circumstances!

Driving up the road to Boston Spa, I see Tom Norman stopped at the roadside, leaning on a fence, and apparently gazing (with a faraway look in his eyes?) at the sheep in the field beyond. What was he thinking, I wonder?

The Welsh Cyclemotor Run 12/4/09

Dave Beare

Philippa's Run, as it is usually known, has followed the same basic route for at least sixteen years and, depending on the whim of the organiser, goes clockwise or anti-clockwise round the Sugar Loaf mountain. Well, it's quite a big hill. Extra loops are added in periodically to cater for those more adventurous souls riding mopeds with gears rather than the more traditional mount of a clip-on cyclemotor. As we all know, Wales has a plentiful supply of hills to challenge traditionalists and last year's event featured the steepest, longest incline ever ridden up (in most cases it was push up) somewhere outside Crickhowell, which halted even the most powerful machines. Philippa showed some mercy this year and left this out, but we had the option of three extra loops to extend our ride.

Fourteen assorted VMCC and NACC bods assembled in the Castle Street car park in glorious sunshine just for a change, with a strong contingent of South Walians present on a variety of Honda and Yamaha machines, Messrs. Alan and Robert Hummerstone up from darkest Buckinghamshire with an ITOM Tourist and New Hudson respectively, Terry Hopes on his lovely Ariel Pixie, a couple of Raleigh mopeds and an NSU Quickly. Paul Jeffcott? (sorry, can't remember your exact name) put us to shame by riding all the way from Birmingham to Abergavenny on his Velocette LE, doing the long route and then riding home again "because it's such a lovely day". Nothing in my shed was a) roadworthy and b) had a current MOT so I cheated and took the New Era (Chinese clone of a Honda CG125) as it at last has a nice shiny new 09 registration to go with the L plates.



If all the extra parts were ridden a total of nearly 40 miles was available and many entrants took advantage to enjoy some superb riding on rural byways. One of the more challenging parts was what is now known as the "Cwm Milaid loop" which seems at first to be a series of steepish farm tracks going up one side and down the other of the Grwyn Fechan river valley, but proved to be worth the detour for the superb scenery. Several encounters with loose ewes and lambs on the way meant caution was the order of the day. The final run back to Abergavenny down the A40 was rather busier than the byways, not helped by it being a Bank Holiday weekend, but this didn't detract from a superb day out in warm sunshine and with good company. Thanks Philippa!



Left- Mr Jeffcott's lovely Velocette LE came all the way from Birmingham by road and went back again the same way. Below- Terry Hopes with his rare Ariel Pixie, the rest nearly all rusted away.

Riders were: Barry Cooksley- Honda PC50; S Butterfield- Honda 90; John Tylee- AJW-Pointer; J Mockett- Raliegh moped; Glyn Jones- Yamaha 80; George Egan- Suzuki F250; Dennis Iles- NSU Quickly; Robert Hummerstone- New Hudson; Terry Hope- Ariel Pixie; Frank Cropp- Peugeot 102; Alan Hummerstone- ITOM Tourist; K Griffiths- Yamaha T80; D Beare- Chituma New Era.



Betty's Tea Rooms Run 19/4/09

David Flye

A fine day and a splendid turn-out of riders; two Wirral Wobblers, and a squad from S Staffs, plus us, gave 14 on the road., all ready for a 56 mile run. The route is a mixture of lanes, and "B" roads with a few long straights for those who wish to clear the soot out. Starters were :- D Flye, Honda Cub 90: John Aston, Honda Cub 50: Peter Mellor, Honda CT110 (Australian Postie): Josie Stanley, Moto Guzzi V50: Paul Harris, New Hudson A/C: Bill Danks, Raleigh Runabout: David Berth-Jones, LE Velocette: Ted Bemand (WW), Yamaha FS1: Mike Daly (WW), Mobylette: David Eyre, Mobylette: John Parsons, New Hudson A/C; Bob Terry and Liz Butler shared a Triumph T110: Andy and Margaret Shaw ran the safety car.

Early starters hurtled off, determined to find their own way, but John Parsons had bad luck, a broken cable caused him to retire after 5 miles. Most of us met up at Whittingham Castle, and carried on for the final 2km. The standard of food at Betty's remains high, and the prices low; big patio tables allowed general conversation. The run back was uneventful, and general consensus was very favourable. Many thanks to the riders who had travelled some distance to attend, you all helped to create a good day out.

Wow, did it rain! Six potential riders huddled in the bar, consuming coffee and bacon butties, until the general consensus was “ Well, we are here, better get on with it”. David Tipton had to retire, he had made a great effort to ride in and attend in that rain, but the dreaded tummy bugs took hold.

The final rider line up was :- John Aston, Honda Cub; Josie Stanley, Moto Guzzi V50; Paul Harris, New Hudson A/C; Peter Mellor, Honda CT110; Myself on Honda Cub 90. Well into the ride I confused the route with another which had been used, and added 3 miles to the run out. The diversion was considered a success, so it will be added for the next occasion. The clouds did clear, and we had about 2 hours of breezy sun; a couple of planes got off the ground before we headed back, and then the clouds rolled in and repeated the mornings performance. No machines were harmed in the making of this run, but I am not sure about the riders!

So - how about machines for Cleobury? More details from - David Flye, 01743 248951.



Stafford Intl. Classic Motorcycle Show, 25-26/4/09

The South Staffs Section together with Shows Coordinator John Aston put up a superb stand with a dozen very varied bikes on display for the first Stafford Show of 2009. A number of improvements to the stand décor made it even more attractive, with new lighting NACC banners and carpet tiles setting off the bikes nicely. John Aston & Josie brought John’s superb 1951 New Hudson 2F autocyce which they had prepared to such a high standard it won a Highly Commended rosette. Next in the line-up was David Casper’s striking blue 1954 Nasetti Brunetta cyclemotor, followed by a real rarity- Steve Frost’s 1940 Rudge autocyce with Villiers JDL power, and then for something completely different, Ian Chisholm’s newly restored Raleigh Wisp!



One bike drew a lot of attention- Mike Broadribb's wonderful 1954 Rex cyclemotor, again in superb restored condition. On the 'other side' we had Derek Mountford's Motobécane Mobyx foldable moped, Keith Glover brought another rarity in the form of his 1965 Pesaro Motobi 3-speed moped and Dave Beare had his one-owner from new 1965 Honda C110D. John Davies brought his 1956 (German) Triumph Fips from Wales, it was so good it collected the Best in Show Autocycle cup and rosette. Harvey Spencer came with two most unusual bikes, a 1956 Binetta moped and a rare 1958 Dunkley S65 scooter. Harvey was awarded a Highly Commended rosette for the Binetta. The NACC stand was busy all weekend with enquiries from bikers of all types and at least a dozen new members were signed up on the spot!



Above, l to r; John Davies with trophy for Best Autocycle (Triumph Fips) and Harvey Spencer & John Aston, both winners of Highly Commended rosettes with the Binetta and New Hudson.

Right- another New Hudson, this one from about 1945 and with the Isle of Man registration GMN 670, was for sale "unrestored" (no, really?) on a stand in one of the halls at Stafford. Asking price was £150 and it went on the first day.

A couple of other bikes up for sale inside (there are hundreds at stalls outside); a scruffy VéloSolex 3300 was priced at £185 (it was still there at the end) and a 1971 Garelli 50cc 4-speed moped in good condition which can be seen behind the New Hudson in the photo- it had a sticker price of £650 and sold by the end of the Show.



The end of March heralded the annual Easter 'Egg Run' on the Wirral. This is a charity motorcycle rally covering approx.25 miles across the Wirral peninsular, ending with the handing over of the Easter eggs/collection boxes at Clatterbridge Hospital. It's quite popular, this year about 10,000 (or, according to a farmer rider I spoke to : 'three acres') of motor bikes filled the car parks and surrounding lanes of the hospital. As the tiddlers of the event, the Wirral Wobblers had negotiated a front of the grid start at New Brighton ! However a certain Velo Solex and a Yammy FS1 having a bad hair day had other plans. I was booked to ride Mike Daly's Yammy, but a problem with the electrics kept it in the repair shop (and me without a mount) until Jim Bartlett kindly offered me the use of his Mobylette.

And so, an hour before the start Mike and I rendez-vous'd at the local Sainsbury car park to meet up with Vince Reilly on his VeloSolex. With my rear carrier loaded with half a dozen Easter eggs kindly blagged (sorry, donated) by Sainsbury's we set off for the half hour ride to the start. We had barely made it across the car park before the Solex chuffed to a stop. The throttle cable had become detached from the fiddly little clamp on the carburettor. 15 minutes of frantic pulling with my mini leatherman pliers did the trick but the throttle cam opening link on the carb. was damaged and very reluctantly we had to leave Vince to load the Solex back into his van. With Mike on his little Honda cutting a path and the Mobylette following at combat speed, we just made it to New Brighton for the 11am start.

However, there was no way we could work our way through the 10,000 deep throng to our allocated pole position. I came up with a cunning plan. The bikes occupied three quarters of the roughly horseshoe shaped promenade road, (the last bit being the start area). So we cut our motors, dismounted and wheeled the bikes nonchalantly across to the crowd lined section of road, where the bikes would soon be emerging towards us! 100 yards before the start line we came upon the Mayoral limo escorted by half a dozen motorised Mr Plods. As they swept past we turned our mounts around, just in time to see Marcus Hasted fly past on his little Honda. By the time we had kicked the bikes into life he had gone and in fact we never saw him again that day. We joined the mêlée, the throb of the big American Harley's blending with the yelps of the high revving Japanese fours. The chance of us two meeting our fellow Wobblers in the 10k throng was slim. However, some time latter we came upon Lol Henderson on his Powerpack (later photographed by the local paper as probably the smallest powered machine on the run) and Darren Jones, who had ridden his brilliant self-build 2 stroke clip on mountain bike all the way from North Wales.



We were blessed with superb weather (for March!) thousands of people lined the route and many children in the local hospitals benefited from the eggs and funds raised. The Wobblers had a great, trouble free run (other than Vince, who met us at the end) and we will certainly be back next year.

The South West Lincolnshire NACC Section had its best ever attendance of riders on their run to Wymonham Mill on May 17th. Thirteen people turned out with a variety of machines including Peter with his Cheetah which he has refurbished over the winter. Despite two bikes needing attention to minor mechanical problems en route everyone completed the course successfully. The weather on the day was not good but I don't think this stopped riders and friends having an enjoyable day. Our next run to the Bubble Car Museum is on July 19th and all are welcome. Please note that the start point is at the Royal Oak pub at Long Bennington just off the A1.



Above, David McKenny's Honda SS50, with Vince Shreeve starting his Puch MV50. Right, Peter Lawson's Puch Cheetah.

Riders and their bikes: David McKenny Honda SS50, Michael Green New Hudson, Peter Lawson Puch Cheetah R60, Richard Gates Raleigh Runabout, Alan Sharp Aprilia Sonic, Vincent Shreeve Puch MV50, Mark Astill Raleigh RM5 Supermatic, Archie Bryson Batavus HS50, Bob Webster Honda NF75, Bill Cotton James Captain, Harvey Spencer Binetta, Peter Smith Yamaha QT50, Les Gobbett Honda PF.



The Yorkshire Tun, 5/4/09

Whilst sitting in front of a roaring fire one cold winter's evening someone suggested 'why don't we organise a hundred mile run'. From this suggestion grew the idea of the 'Yorkshire Tun', not the mileage but the amount of beer that could be consumed whilst planning the run. The idea was quietly forgotten for some time until it was decided last summer to do a practice run to see if this was a viable idea. Instead of three laps of the same route three separate routes were planned varying in length from 32 to 40 miles. Ride all three and you covered 106 miles, or give up and head for the nearest pub after the first lap.

So on the 5th of April, the nearest Sunday to the 1st, sixteen riders eventually found their way to the start of the first `Yorkshire Tun` at the Café @ Bistro at Thorpe Arch near Wetherby. It was a dry, sunny, morning although bitterly cold with icy roads after a hard frost. Early arrivals included Carl Squirrel and Roly Scarce, John Aston, and Paul Harris. By 9.30am John, Carl, and Paul had all set off on the first 40 mile leg of the route. Tom Norman and John Shaw were the next away with John riding his MV Augusta, a beautiful little 50cc Liberty Sport. Peter Crowder and father Philip `Grumpy` Crowder turned up with a van load of Cyclemaster`s, with Fred Richards `Croxa` and Dave Stevenson`s Sunbeam `Mini-Motor` completing the cyclemotor section. Sensible local section members turned up on a variety of Honda models, easy to ride, reliable, and guaranteed to get you to the pub on time. Soon the car park was deserted and the long wait for the return of the first riders back began.

We didn't have long to wait as Philip Crowder soon appeared pushing his Cyclemaster that had given trouble within the first few miles. It appeared that a full tank of petrol had been devoured by the `big carb` fitted to his Cyclemaster. A lengthy and troublesome carb strip to repair the flooding carb resulted in those fortunate to be present finding out why he is called `Grumpy` as they were treated to a lesson on how to swear like a true Yorkshireman as the repairs were carried out on the errant machine. Eventually the `spare` Cyclemaster was dragged out of the van and Philip continued on his way.

By now the first riders were back from their first 40 mile leg and after refuelling, petrol for the bike, bacon rolls for the riders, the second leg was then tackled before most riders took a break for dinner



Top- Fred Richards starts up his Russian-made Kroxa; above, Paul Harris sets off on `Higgins`, his New Hudson while (right), Martin Tordoff gets going on his Honda ST 90.

(all photos courtesy of Josie Stanley)

The Yorkshire Tun contd.

Some riders never got any further than this, deciding that supping ale and talking about how far they had ridden was far more important than the last 34 miles. At this point the final rider Colin Cook turned up to start the run. Having left his home in Ormsby at 8am Colin set off to ride to the start on his newly rebuilt Moto Guzzi 'Zigolo' to cover the 50 miles in time for the start. Unfortunately the bike had other ideas and took Colin by the scenic route through Helmsley, Pickering, Malton and York, a distance of over a 100 miles. Well at least that was Colin's excuse for arriving late.



(Above, Philip Crowder's 'Scotts of York' butcher's bike; right, Peter Crowder, wearing a large information sign on his head, aboard the Rudge multi-gear Cyclemaster)



By early afternoon most riders had completed the full distance or given up and gone home. Carl Squirrel however was having none of that, having covered the full route on Debbie's FS1-E ("I'm running it in for her") Carl changed over to his Honda Novio to ride one of the routes again to accompany Roly who couldn't, or wouldn't, read the route notes for that leg.

Most agreed that the event with its format of a choice of distance and different routes had been a success and a repeat for next year is being planned. Of the sixteen riders taking part, ten covered over a hundred miles with the combined mileage covered by the riders totalling 1305 miles. Perhaps we should rename the event as the '1,000 Mile Run'. The Yorkshire Section would like to thank all those members and helpers who came along to support this event, especially Josie who took the photos, Marion for admin duties, Robert the van driver, and Taz for guarding the bikes at dinnertime.

The following is a list of riders who took part and the (mileage) they rode,

John Aston, Honda 50 Super Cub, (106); Sherwood Grimshaw, Honda NF75 (72); Paul Harris, New Hudson Autocycle (106); David Casper, Honda CB50V (118); David Brearley Honda NF75 (106); Martin Tordoff, Honda ST90 (106); Peter Crowder, 25cc Rudge Multi Cyclemaster (106); Philip Crowder, 32cc Cyclemaster (72); Carl Squirrel, Yamaha FS1-E/Honda Novio (148); Roly Scarce, Honda PC50 (106); Ray Parkin, Honda Express (72); Fred Richards, Kroxa (40); Tom Norman, NSU Quickly (106); John Shaw, MV Liberty Sport (106); Dave Stevenson, Trojan Mini-Motor (75); Colin Cook, Moto Guzzi Zigolo (40) plus there and back (200)

Memories or Memoirs- an Association with Two Wheels

Les Jones

(First published in the British Two Stroke Club magazine "The Independent" and reproduced with kind permission of the club and author Colin Atkinson)

My first ride on two wheels came at 14 years of age, around 1945, when two workmates sat me on a very old ladies bicycle and pushed me off down Union Road, Nottingham. At the bottom of the hill I hit a Price's bread van causing a nose bleed, much to our foreman's annoyance as I had to lay down for an hour or so. One of my fellow workers then sold me an Elswick Hopper cycle cheap. It was his sister's bike, a single speed model. I had this for about a year. While I had the Elswick I was paying some weeks towards a Hercules with a 3 speed gear and dynamo lighting. Then later on at about 18 years of age I got a Humber with a 4 speed gear and dyno hub, a very nice bike which was royal blue in colour. At 20 years of age an accident at work caused me to curtail my cycling when I was six weeks in "dock" (hospital). I then thought about getting a "pop-pop" Vincent Firefly cyclemotor attachment (RTO 542). Insurance for this was one pound a year, with petrol costing four shillings and eleven pence per gallon and road tax seventeen shillings and six pence per year - my, how things have changed since those years!



I passed my Group G test on this, which allowed me to ride motor cycles up to 500cc and after a few months I joined a local cyclemotor club which had a dozen or so members. Ray Richardson had a Power Pak, which was faster on the straight than the Firefly and there were also about three Mini Motors and a Cyclemaster amongst the membership. A good mate of mine, Eric, whose father owned a cycle shop at St Ann's Well Road, had a Mosquito unit- a quite nippy 38cc job. On a Sunday we would often take a run out to the Lighthouse Café at Gunthorpe and on May Day 1954 we were on the road to Gunthorpe with me on my Firefly. We were running along at about 25mph and it was raining cats and others. I was riding along with my feet resting on the Firefly's petrol tank when, yes, "ding-a-ling-a-ling", a Wolseley 6-80 pulled alongside and stopped our little group. "What do you think you are doing", said a rather large constable to me. "Trying to keep my feet dry", I replied. "You will be reported for riding in such a position as to not have proper control of the machine", he said - and I was, although I got away with a caution.

I then thought that I would get a Power Pak Synchronomatic model but subsequently found out that although it was indeed good on the straights, when it came to hills, oh dear!, heavy pedal assistance was required. I rode this in a 100 mile trial in pouring rain on one occasion and I must have pedalled the thing around most of the route. It was not very long before Ray Richardson had got himself a Ducati Cucciolo "Little Pup", a 48cc OHV four stroke model. His bike was a Britax with sprung front forks. I thought to myself, "I have got to have a Duke as well" - and by late 1954 I did. I sold the Firefly and chucked in the Power Pak to pay for it. I fitted it to the Humber with Webb sprung forks on the front. The club was still going strong and each month we would meet up at the Bay Horse public house for a "noggin and natter". I kept the first Ducati for about two years before changing it for the later M55 version, which was fitted to a Britax cycle. I can remember taking part in a trial up near Rossendale, Lancashire on this bike. It was called something like "Five Counties". It was rough and by lunchtime my engine was coming loose in the frame. (a chap with a BSA combination had knocked a hole through the bottom of his sidecar by then). I came back on the train that time, with the bike in the guard's van.

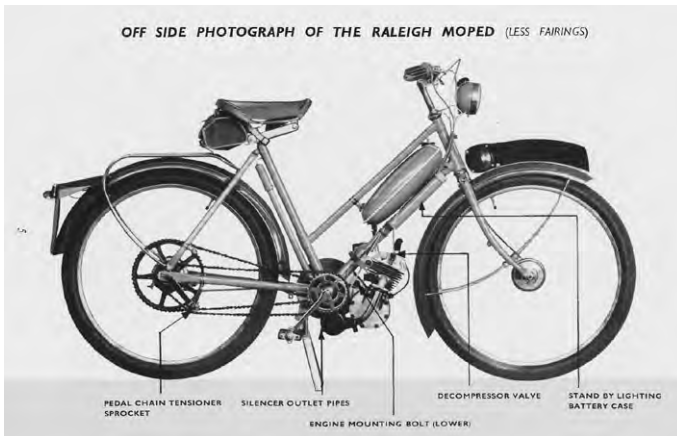
One year I thought that I would have a go at the ACU National Rally on the Ducati and decided with Ray Pratley (former BTSC General Sec) that we would ride round together, with him on a 98cc New Hudson autocycle. That year the destination was Morecambe and while coming out of York the Ducati ran out of sparks (only the week previous I had been to Skegness on it, just for a run you understand, 160 miles without any problems). A phone call to Jack Jebson, a dealer who we all used for our cyclemotor needs at that time, got him out of bed. He said, "make your way to Selby and I will come out to you" - and he did. He made us a welcome brew before starting back to Nottingham with the Duke fastened to the back of his car, with Ray and myself taking turns to ride the New Hudson. The Ducati got some new points and a condenser and that was that, all fixed.

1956 moved into 1957 and I was starting to think about scooters. I would have liked to get a Durkopp Diana (and eventually in 1961 I did get a Diana Standard, all black with red trim) but my purse at that time did not stretch that far. In the end I settled for a Terrot VMS3, a 125cc two-stroke with pre-selector gears. The Terrot was a small scooter with direct lighting and I kept it for less than a year. Riding in the "Scoot To Scotland" event and starting at Kenilworth in Warwickshire, I was "on time" at the Grantham time check but "out of time" by the time I got to the Harrogate check in Yorkshire, so I lay on the grass and had a kip - like the two youngsters in the current Vauxhall advert. I was not sorry to see the Terrot go when I sold it on, as it did have its faults. Meanwhile I was still keeping up my interest in clip-ons and mopeds and at this time I also had a grey Raleigh Mk 1 model (829 DTO), made here in Nottingham.



Memories or Memoirs contd.

I thought that I would have another go at the National Rally on it. Starting from Nottingham I made my way to Derby, then Leicester, Coventry and so on, reaching Stroud by about midnight. By now the engine was clanking and rattling like anything and coming up the hill outside Stroud I was walking beside the bike as they were quite useless up hills (In fact Raleigh stopped making them after a year or so and imported re-badged Mobyettes instead). I got as far as Shepton Mallet and it was by now about 4am. All I can remember from then was a “bang” and I was on the road, together with the badly bent bike. I got to the side of the road and found that I had a cut above my right eye and a badly twisted ankle and thought to myself, “I need help”. Around the top of the road came a large truck type van and fortunately he stopped, put the bike in the back and got myself in the front and set off at a good pace. About half an hour later we landed up at Taunton Accident & Emergency. He helped me into the administration and said, “got a patient for you”, then away he went (I found out later that he had gone about 20 miles out of his way to rescue me). I was soon seen by a doctor who said, “stitch the eyebrow, strap up the ankle and send him home”. Home, over 200 miles away. About 8am another doctor took a look at me and said, “we will keep you in for a day or two”, and they did. On the Monday a local cycle dealer came to see me. He asked if my insurance was fully comprehensive and when I told him that it was he said that they would fix the Raleigh and send it back to Nottingham for me when it was done, as they had to get new forks, etc. sent from Raleigh. On the Wednesday I was discharged from Hospital and made my way home via Bristol Temple Meads to Nottingham, with the bike coming back about two weeks later.



The following year in 1962 I was again taking part in the National Rally, on an NSU Quickly this time (AAU 541B). All went well till the evening and I thought that I was in with a good chance with only about 200 miles to go. I left Horncastle in Lincolnshire, making my way to Caister then on to Market Rasen, but about an hour after leaving Horncastle the Quickly

developed a wobble. “Puncture”, I thought, but the tyre was still hard. I got back on but still got the wobbles, another look revealed a broken spoke, then another and yet more broken spokes. Another National Rally at an end. I got the Quickly as far as the Newark control, left it with them and got back home. I then had it picked up by carrier and had the wheel rebuilt with stronger spokes by Frank Holmes, my friend Eric’s father. I got rid of it soon afterwards.

In 1963 I was at it again with another go at the National Rally. For this year I chose to ride a 49cc Puch. and this time it was the flywheel on the engine that came loose and chewed the stator up as I got to Boston in Lincolnshire.

That's it! I thought to myself, no more of these stunts, I part exchanged it in for a Diana Sports scooter and that was the end of my efforts on small capacity bikes, on the ACU National Rally anyway. Not quite the end of small bikes altogether for me though. A bloke at work was selling a Raleigh Supermatic RM5 moped and asked if I was interested at a fiver. A bit of work and a new tyre and cables and it passed its MOT. I rode it down to one of our BTSC rallies at Crown Meadows, Evesham and on the way back, yes, it conked out near to Brinklow on the old Fosse Way. I collected it on the following Wednesday, got it repaired and sold it for £25. Then I bought a James Captain for £10, which just needed the seat recovering, sold that one and bought a Raleigh 2¼ hp motor bike, made in Nottingham. Eventually I swapped that one for a Redwing Panther with chariot sidecar. These are just some of my exploits in the two and three wheeled world.

Les Jones - now 76 years young!

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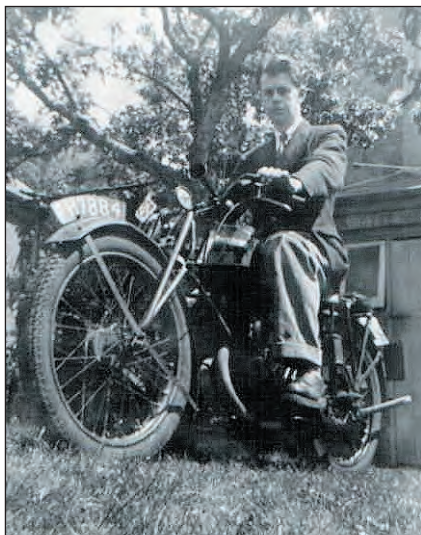
A Moment of Madness

Bill Wilkinson

(continued from April's issue of Buzzing, where Bill was describing the lengths he and his father went to keep what was a very second-hand 1932 Frances Barnett 1500cc 2-stroke motorcycle on the road)

The front suspension was a parallel linkage moving against a coil spring, and there was considerable backlash here due to two short vertical struts with their securing holes worn oval. These we could not replace but in the garden we had an old wheelbarrow with a mild steel frame, of rectangular cross-section, from which suitable lengths were cut and drilled. To me, these looked better and stronger than the originals. Interest in this area drew our attention to a horizontal shaft in the front fork linkage, firmly seized in its bronze bearing and being chafed at each end with any movement. It took us a week to free the shaft using home-made penetrating oil, frequent warming with a blowlamp and an improvised drift.

The clutch, we found, could not be completely disengaged so that, while at a Halt sign or the traffic lights, I had to have both feet firmly on the ground to prevent the machine from pulling away. This we found to be due to ball bearings missing from the clutch race causing the clutch to run slightly eccentric. We replaced the balls without trouble but were unable to obtain the correct cork inserts. Eventually we bought oversize corks and cut them down with a razor blade. Surprisingly, in such a worn machine, the engine gave little trouble and started easily. That is, until one Saturday morning. I was in a town some twelve miles distant and was about to drive home for lunch when the engine refused to start. The bike had a large toolbox which I kept well-stocked with tools and appropriate spares, but on this occasion nothing would get the engine to start.



A Moment of Madness contd.

Luckily the town was served by the railway with a station nearby so, I telephoned my father to meet me at the other end and I joined the bike on the train. Back in our home town, together we pushed the machine some two to three miles home, arriving late in the afternoon exhausted. That for me was the turning point, and I would have happily consigned the bike to the local rubbish dump. But hope, as they say, is a poor supper that makes a good breakfast and my father told me to forget the bike and go to the cinema, which I did. We would look at the bike in the morning.

But by the next morning I hadn't changed my mind. I just wanted to be rid of the bike. By now, I could see faults looming that simply couldn't be fixed. The gearbox output sprocket was so worn that, without frequent and critical adjustment, the chain had a habit of jumping off the sprockets. This sprocket was irreplaceable and with much more wear, it would be incapable of retaining the chain. I was worthy of something better than this I decided and, if I couldn't afford it now, I would wait until I could. My father agreed but pointed out that we still had to fix the machine before we could sell it. So we opened the back door and looked at the bike where we had left it leaning up against a wall. And immediately underneath on the concrete path and about midway between the wheels was a small damp patch. My father touched it with his finger. 'That's petrol/oil mixture.' he said, 'and its come from the crankcase. You've lost crankcase compression – that's the trouble.' So we took the engine out of the frame, removed the cylinder, split the crankcase and made a brown paper gasket. After lunch we started to reassemble the engine and by evening we had it back in the frame and running..

After some weeks of relatively trouble-free motoring, during which I passed my driving test, I advertised the motor bike in our local newspaper and sold it to a young lad for the same as I bought it – i.e., £10. I warned him that it was old and his work would be cut out keeping it going, but he said it was a challenge and I couldn't argue with that. So he went away happy. Although he lived locally, I never saw the old machine on the road again, but that was not the last I saw of it. A couple of years later, I visited a bungalow some miles distant in response to an advertisement for a photographic enlarger. I was ushered into the dining room and as I waited I happened to glance out of the French windows. There, at the end of the next door garden, were the mortal remains of my old steed. Just the frame of the old machine with the number plate FH 7884 still attached to the front mudguard. With his customary wit, my father had the last word. 'Now', he said in solemn tones, 'may it Rust In Peace.'



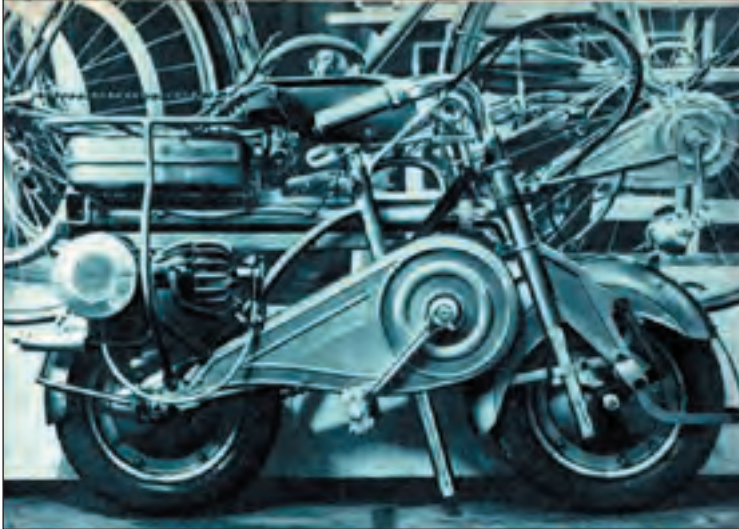
Motominima

Peter Moore

I found the following image (on the next page) during an idle crawl through Google images the other night- I must try harder to get a life! It was on a German website- www.tomsgarage.org/oldtimer/roller, which gave a date of 1952 and an Italian firm called (surprisingly) Minimotor and which said the Motominima was collapsible in 20 seconds. I was too tired to translate more, although there wasn't much. (see next page for what there was....DB)

(Robert Hummerstone pressed a printed copy of the same thing into my hand at the VMCC Cyclomotor section Welsh Run which had some of the text web-translated as follows....)

“1952 brought the Italian company Minimotor to the Kleinstroller Motominima on Markt. Der scooters were fold upable and in only 20 seconds. Is from the handluggagelarge to wish portable dwarf, whose carrying handle over the saddle is recognizable, by 3 capstan-head screws a life-large scooter made, that at working reliability nothing remaining leaves and with only 30kg the weight.”



In these Politically Correct times poking fun at misguided attempts to translate texts into English is frowned on, but the results are often real gems. A “portable dwarf” sounds interesting....The following few passages are from an Instruction Manual for a Chituma-New Era 125 motorcycle (Chinese clone of Honda’s CG125)

“Notice for driving. 1) Make the engine’s temperature grow. 2) When the engine work at idle speed, release the clutch and press down the gear pedal, make the Gear change to the first gear. 3) Rotate the grip of controlling oil valve slightly to increase the speed, release the clutch lightly. When the motorcycle can run forward evenly, You can slow the engine’s rotation speed and release the grip of controlling oil valve and at the same time you rotate the clutch press down the gear pedal and make the gear enter into the second gear of you Want to make the gear change to other gear, please do the same then repeat the opration (3).”

Maintenance instructions are also clear; “Replace engine oil- Divulge all the oil When the engine is not in the cool state completely. 1) Twist out the oil ruler cover, 2) Place a plate under the engine, take off the oil-sean.”

“Operation of oil valve- check if oil valve is closed and opened freely when you turn steering bar, check whether voyage of air valve is between 2-6mm.Adjustment of Brakelight- Brake swith is on back of engine, if the light turn to shine too slowly, you can adjust the nut to A direction.”

NACC National Rally 2009

**21-23 August 2009 at Sacrewell Farm, nr.
Peterborough, Cambs PE8 6HJ**

Campsite booking form

Welcome to the third running of our National Rally!

The weekend will start on Friday when you arrive and make camp, there will be a Saturday run to the Nene Valley railway and in the evening a subsidised BBQ. The Sunday event will be a run around the Cambridgeshire byways organised by John Redding.

Bring your bikes and have a great weekend camping, or come along and just do the Saturday or Sunday runs. We have number of pitches reserved which will be allocated on a first-come, first-served basis. Only 4 pitches available with hook-up (+£2.50 a night). Camping costs £6 per night per adult. Please fill in form below and post together with cheque (made out to NACC) for the total amount to:

**John Aston, 1 Honesty Close, Clayhanger, W.Midlands WS8 7RE
(any queries call 07891 857655)**

Name..... NACC membership no.....

Address.....

.....Post code.....

Tel..... email.....

Camping required Friday night 21 Aug (yes or no?).....

Camping required Saturday night 22 Aug (yes or no?).....

Attending Saturday night BBQ?.....

Electrical hook-up required (yes or no?).....

Electric bikery encore-

Alan Hummerstone

A couple of years ago, just for the craich, the VMCC Cyclemotor section held an electric bike run. We decided that pretty well anything manufactured by Mr Sinclair was harder work than just pedalling. I was on a Sinclair shoebox, while Norman Smith was on the later, smaller, but equally not very good Sinclair affair. Tony Brown's 24 volt Cittibike was O.K., but the real hit was John Burton's home made machine built from a discarded bike, a discarded wheelchair motor, and a discarded uninteruptable power supply battery. You can see from the picture that John had cleverly used a Sturmey Archer in the front wheel, giving him three speeds for the motor. I tried it, and it went very well. Total cost to John, absolutely nothing; proper re-cycling.



Above right and left-
John Burton's scrap-
yard special made
from bits & pieces.
Top left- Norman
Smith's front-wheel
drive Sinclair

Caption competition-

(page 25, Buzzing April issue)

In April we published a small picture of a gentleman from Papua New-Guinea with a Puch MS50 and wearing his best penis-sheath, and invited entries for a caption to accompany the picture. We received a number of suggestions, most of which were printable, so here they are....

"I've been a bit naughty, I told the DVLA it was on SORN, but actually I've been riding it about. Do you think they'll find out?"

"You wanna see a push-rod? Come over here, I'll show YOU a PUSH-ROD!"

"The guy said he took a wrong turning on the Coast to Coast and turned up here, so we ate him"

"I find a banana leaf is just the right thickness for checking the points"

"...personally I run it on a harder grade of plug in summer with the carb needle in the lower groove and a 50:1 synthetic oil mix, with super unleaded and a 14-tooth....."

"My future son-in law didn't have any goats to give me, so he offered this. What I really wanted was a FSIE."

"Looks like a ready-made exhaust pipe de-coking tool...."

"You wouldn't have a workshop manual in Moru I could borrow...."

"I'm still waiting for the V5 to turn up; have you any idea what it costs to phone up the DVLA on an 0870 number from here?"

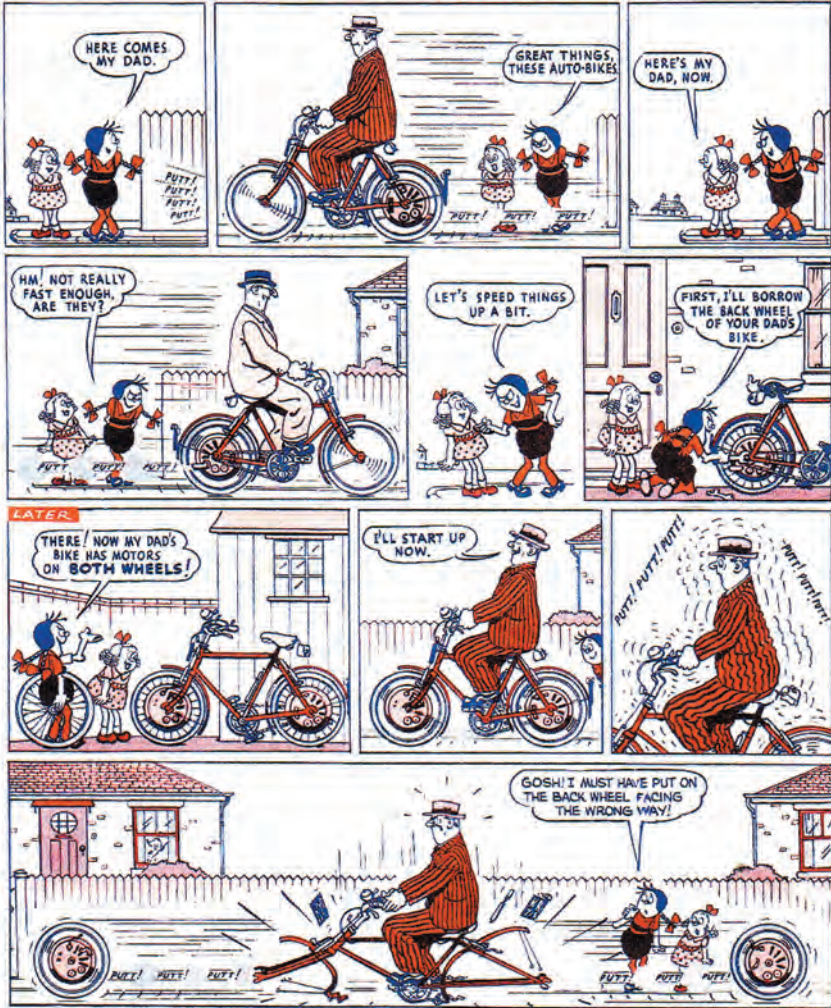
"Do you know how I got my THING to be 8 inches long, I had to have 4 inches cut off."

"...what will the Missus say...?"

Thank you one and all for your wit and wisdom!



SPEEDING THINGS UP!



Classic Beryl the Peril above, from the 1961 Beryl annual. Beryl was a creation of Scottish cartoonist David Law (1908-1971) for The Topper comic, published by D C Thompson & Co Ltd. of Dundee, which first appeared in 1953. She constantly tormented her parents and neighbours and had a best friend called Cynthia and a pet turkey named Gobbler. The Topper merged with The Beezer comic in 1990 but these titles ceased in 1993, so Beryl jumped ship to reappear in The Dandy. David Law also created Dennis the Menace for The Beano in 1951, another title in D C Thompson's stable; Dennis was if anything more anarchic and violent than Beryl, especially when aided by his faithful dog Gnasher. (illustration © and courtesy of D C Thompson & Co Ltd, Dundee & Glasgow)

Chers Amis

Every French Solexiste knows that all Solexes which are not in possession of a carte grise must obtain one by the end of June . Or do they ? Having no less than nine Solexes to register I must admit to have been rather tardy in going about it. However two weeks ago armed with all the documents for a trial run I presented myself at the Sous Préfecture in the town nearest to the place where I live. I was met with blank amazement by the person who deals with the registration of vehicles who claimed to know nothing about such a requirement. When questioned she asked for the cubic capacity of the Solex. When I mentioned 49 cc she replied “Oh don’t bother about it as it is under 50 cc. On being pressed further she disappeared into a back room and reappeared several minutes later and informed me that I must apply to the Fédération Française des Véhicules d’Epoque at Rennes and gave me their telephone number. A call the following morning elicited the reply that registration is not required until next year. Who is correct? I’ve no idea. What happens if I’m stopped by the ‘flics’ for not having a carte grise or displaying a ‘plaque cyclo européenne’ ?

Looking through my books and papers the other evening I was reading about the many access accessories which were available as after market additions some of which undoubtedly added to the day to day usage of the bikes and some which were merely for decoration. The former particularly the use of multiple gears such as the Cyclo dérailleur or the Sturmey Archer hub gear were an undoubted aid in hilly areas whilst others merely served to make your machine a little different from the thousands of others which thronged the streets during the Solex era. What struck me, however, was that in spite of the hugh numbers of accessories which were manufactured and sold at the time, they are very expensive and difficult to find even in France. As those readers who have read these notes over the last ten years or so will have gathered I am not one who values originality above all else but rather someone who uses his bikes for everyday purposes rather than for show. Nevertheless there are one or two items for which I’ve searched for several years which I would dearly like to find. Has anyone got a spare extra fuel tank which fits in the main frame tube of the early models ? I should be so lucky.

It is always a pleasure to see a fine restoration of any vehicle be it a Solex or any other marque. The one shown in the photograph will be recognized as an early 45 cc model of which the owner may be justly proud. Although lacking a rear carrier it is otherwise complete and is now registered and in use. It reminds me that my similar model is in need of a makeover after almost ten years of fairly regular use. An ‘expat’ who lives in Brittany bought a 3800 assembled in France from components manufactured in China. He experienced some troubles with this so returned it to the factory and was given a new one under guarantee. His email to me after his visit gave me the impression that he was quite impressed with the set up at the factory and that, should the early problems relating to poor quality control be ironed out, the prospects for the future look bright.

The window display of a boutique near where I live dealing in clothes for teenagers and young men featured a sad looking but complete and restorable 1700. It was covered with a coating of what looked like pink paint such as is used for interior decorating. Such a shame really as this was someone’s pride and joy when it left the dealers close on fifty years ago. I expect that it will end up as scrap in a skip when the display is changed.

Les Amis 63 contd.

I've been trying to put together a 1400 from various bits and pieces which have been around the workshop for years. The cycle parts have all been painted and assembled as has been the engine. Unfortunately there will always be some snag, in this case a faulty ignition coil. I have several spares of doubtful efficiency so I shall have to take the lot to Jean-Pierre's workshop for checking on his tester. That will have to wait for a week or so as we are off to Toulouse for a few days. Who knows, I might even find something exciting to bring back with me.

Bonne route, Bryan



Above, “Arquarta”, poses with his British-market VéloSolex, the subject of a report *A Pilgrims Progress* published in *Power & Pedal* of May 1953. He describes testing the Solex on the premises of a big cycle dealership- “round and round the petrol pumps I went- one control..... dead easy- it was indeed thrilling to glide up the short slope, free wheeling. It was my first effort solo on a mechanically -propelled vehicle”. His period of ownership was not without incident as his machine suffered a number of mechanical problems, very unusual for a Solex!