

The

Buzzing Club



Volume 28

Number 4

August 2009

MOTOBÉCANE

Modèles Octobre 1949

Marcel CORNU

17 et 25, Avenue Jean-Jaures
DIJON

Pour l'usage de Tous!...

Mobylette
Bicyclette motorisée

PUISSANTE
SIMPLE
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Moteur 2 temps — cylindre 49 cm³ — cylindre aluminium chromé — distributeur étanche aux silencieux d'aspiration — pot d'échappement démontable — réservoir 1 litre 600 — dispositif de désaccouplement du moteur pour la marche au bicyclette — commandes groupées sur une seule poignée tournante — roue arrière à roulements annulaires — rayonnage renforcé — pneu ballon blanc de 400X50 C — Aclavage et allumage sur contact magnétique — transmission par chaîne vélocité — poids 28 kilos — vitesse 30 km. à l'heure — consommation de 7% sans pédaler — consommation 1 litre 200 aux 100 km.

LE "PONEY 50" SE CONDUIT
ÉGÈREMENT COMME UNE BICYCLETTE,
se déplace, qu'on accorde en
aise, et la grande puissance de
son moteur additionnée, avec pé-
dalier, les plus durs passages en
plaine comme en montagne.

SANS PERMIS DE CONDUIRE - SANS IMMATRICULATION
LE CYCLOMOTEUR "PONEY 50"
TYPE A. C. 22 (Bicyclette à moteur de secours)



Comporte tous les perfectionnements techniques créés par Motobécane et qui en font une véritable petite moto et un véhicule économique idéal — cadre tubulaire éprouvé en laiton — position et une stabilité parfaite — fourche élastique à paraffinage très souple — deux puissants freins à tambour sur-
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49 cm³ avec cylindre alliage léger chromé fonte manganésif d'acier inoxydable parfaitement équilibré — commande et l'usage — vélocité au démarrage
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— direction vélocité de 50 — éclairage opère phare, allumage par contact magnétique.

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est formellement autorisé sans aucune restriction d'importation et ne peut être considéré que comme un moyen de transport économique et sûr et qu'il est de plus en plus répandu. L'achat
est formellement autorisé sans aucune restriction d'importation et ne peut être considéré que comme un moyen de transport économique et sûr et qu'il est de plus en plus répandu. L'achat

ATELIERS DE LA MOTOBÉCANE SIÈGE SOCIAL - 14-16, Rue Lesoult - PANTIN (Seine)

1000000 de France - R. C. Seine 213 246 B



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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 October 2009 issue of Buzzing should reach Buzzing Prod. at the address above by Friday 18th September 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 previous page).

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 Sjælland's 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 previous page 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 a huge number of photos in addition to those published in Buzzing, as well as many 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....

News from HQ

The Library

The number of requests for information seems to suggest there's an ever-increasing interest in the little machines we all enjoy so much. Before I took on the library I was aware that a big variety of small bikes had been made, but I had little idea the subject was quite so vast. I must say a big thank you to everyone who has sent me valuable and interesting items for us to keep on record. Keep it coming!

Alan Hummerstone

Buzzing Production

I received a bumper number of Run reports to publish in this issue of Buzzing, for which many thanks. As a result of this cornucopia of material I've had to split some of the longer reports into two halves, with the first part now, the second part in October. Apologies for this, but there were lots of other important articles to include and space was tight! Keep it all coming please, I'll find space for all your contributions sooner or later, what a pleasure it is to have so many reports to publish.

Dave Beare

Events News

La Solexine' XI 2009 du 4 au 11 Août

This year the 11th Solexine arrived in Cornwall from 4th to 11th August. About 30 French (and some English) Velosolex riders landed at Plymouth on Monday 11th August 2009 and were 'bussed' to Truro where they stayed at the Rugby club. They then travelled to Helston RFC and spend two nights there exploring the area. Thursday 5th August, saw them travelling to St Just RFC where they spent three nights and Velosolexed around West Cornwall. Sunday 9th August saw them traveling back to Redruth RFC for the night and then 'bussed' back to Saltash for the final night. At the request of the participants the camping was at rugby cubs in the area, who rose to the challenge magnificently and with amazing generosity.

The French/English Velosolexists were delighted to meet and travel with like-minded people. For more news on this event contact Ian Andrew 01626 773776 or email: slipknot01@btinternet.com. We hope to have a report in the next issue of Buzzing.



Letters to the Editor



Dear Bob,

*(This letter was sent to Membership Sec. Bob Jeffcoat but is of interest to the electric bike fraternity within the NACC)...*Many thanks for the Membership card, in your slip you ask about any interesting bikes, well, the answer is yes and is 21st Century stuff! I am a semi-retired Marine Engineer and whilst in Xiamen, China, last year, I needed wheels to get around the shipyard so looked at the Chinese electric bike market. These fellows have been at it for years, powering bikes with lead-acid accumulators and they move all sorts of stuff with them! I looked at what was available and found a light-weight bike powered by a 250watt hub motor (*not now legal for road use in the UK- see Ted Bemand's report in April 2009 issue of Buzzing- Ed*), nothing new in that but it was powered by Ni-MH batteries, so I bought one. See the website- www.chinalbh.com/pro2.asp?id=168 .

When selecting the model I chose the lightest bike I could find at 20kgs, I would have preferred a bike with gears so gentle pedalling could assist the motor, on this bike the gearing is too low. Since returning to the UK the bike has been tied up in my garage, I've checked the batteries and they still hold a charge, so I will endeavour to get it on the road for nipping to the shops, but it's not the same as a PC50 and SS50, or a VéloSolex! I might look at moving the hub motor to a different frame and wheels, if I could arrange some sort of gears.

best regards,

Fred Redmond



Letters- contd

Dear Dave,

Since buying my first Mobylette in 1996 and meeting a very knowledgeable artist who showed me a copy of Buzzing, I was hooked. Several bikes etc. later and no longer being so committed to stock-car racing, a decision was made to do more with the bikes. The C2C looked to be a logistical nightmare from Norfolk. Chatting to Martin & Sharon after a very cold Not the Hangover Run, they said they had gone to Alston at halfway, then rode to the start, did the run and then rode back to Alston. The seed was sown. At this stage Alston could of been the centre of the moon for all I knew. I sent off for the entry form which said return before your mates talk you out of it. As a Billy No Mates this didn't happen, so off the form went, with a New Hudson autocycle entered. 4 Days

holiday booked. No turning back now. Not used to hills in Norfolk and struggling on a Corgi, which slows down just at the sight of an incline, I'm thinking something with gears would be better. Out came a Puch 3-speeder. Petrol tank cleaned, treacle scraped from carb, new rear tyre, new reflective number, MOT sorted. Took on a run and was impressed, "not".

As the insurance was due got 8 bikes insured including an NVT Easy Rider which was last taxed in 1984 & failed an MOT in 2006

"rear light does not illuminate immediately when switched on", wriggled wires, pumped up tyres, MOT sorted, took on a run, impressed. Attended 2 camping weekends then a week on standby for work, suddenly it was panic mode, sod it, load up and see what happens. This started as a short note to thank every body I met on the C2C, must get back into the juggle of a garden before it rains again. Happy pedalling



Dave Watson

We have been asked by Andrew Roddham to correct comments published in June's Buzzing.

"As well as never having been a member of the NACC Suffolk Section, I am not, and never have been a committee member of the reformed East Anglian Cyclemotor Club. I have joined the EACC since it was re-created but I had no part in its re-formation or running. For most of the time since it was reformed, I have been living abroad anyway. From what I've found out about the EACC since joining, the description of it as merely the old NACC Suffolk Section is a distortion of astounding proportions. Anyway, it's a mathematical impossibility - the EACC is well over 10 times the size of the old NACC Suffolk Section, is (probably) the second largest cyclemotor club in the world and has members all over the UK, not just in Suffolk. As I wrote in my letter, I am an independent observer to these events and the attempts to portray me as something else (I assume because I do not support the Committee's position) is a further comment on the attitude of the current NACC Committee."

regards, Andrew Roddham, member #101

According to the EACC website, after the EACC AGM on 16th November 2008 a committee meeting was held where Andrew Roddham was appointed as Club Publicity Officer.

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

As promised in June's issue of Buzzing, we have a few more photos sent in by Brian Aplin to celebrate fifty years of Aplins of Bristol serving autocyclists worldwide since 1st of June 1959. The business has never changed since it opened at 395-397 Bath Road, Bristol BS4 3EZ.



Above- Aplins shopfront in 1960 with a tempting line-up outside. Difficult to identify many of the bikes on display but at least one NSU Quickly and an autocycle can be seen, plus a number of scooters.

Left- Motobécane's Berliet articulated lorry outside Aplins premises in Bristol, unloading up to 80 Mobylettes per delivery.

(contd. next page)



Above, a photo from the early 1960's outside Aplins shop. Brian Aplin (with glasses) is standing in the lorry doorway next to the French driver who had driven up from Pantin. The gent standing on the ground is Motobécane's rep from France who liaised with Brian regarding order quantities. This was necessary because UK lighting regs were different from the rest of Europe, so runs of special lighting units had to be made for Mobylettes ordered by Aplins that met UK type approval specifications.

European News

The Calais-based Solex Club Spirales members celebrated their 15th anniversary in real style on the weekend of 30-31 May, with a 50 km run from Fiennes to Calais and back on Saturday. An evening BBQ was held at Fiennes, where we are reliably informed that over 150 litres of beer were downed- well, it was a hot weekend! Sunday began with a communal breakfast, then a run out from Fiennes to Wissant Plage and on to the German-built Mimoyecques 'Canon de Londres' base, site of the most extraordinary slave-labour built underground gunnery silo. From there the route wound back to Fiennes and yet more food and drink, then out again to Belle and Houlefort, before a final return to base for the 'verre de l'amitié'.

Over one hundred Solexistes from France, Belgium, Germany, Holland and Britain gathered to help Jean-Maurice and his team enjoy a memorable event, 'our' team being Stuart Hall, Peter Jones, Basil Bowman and Christopher Walmsley of the NACC. They were even on the telly, with a regional crew from France 3 recording everything. Machines were in the main Solex 3800's, lots of 5000's, fewer but still numerous 2200's, 1700's and 600's; a Micron, a Westhock and a Chopper!



Above, Solexes as far as the eye can see, lined up at Wissant Plage. Look at the weather- don't you wish now that you'd gone too?



Left and below, en route, by the Canal du Nord and a country byway, perfect Solex country. Below left- Jean-Maurice wastes good wine on the saddle of a white & chrome 3800. Posh or what.



Left- the Barbiesolex, with matching Beetle. Above- le Diable lui-même.



All photos courtesy of Benoît Menard, with many thanks.

End to End News

Frank Brzeski

Cast your mind back a year- an intrepid team of NACC members where just completing an epic run from Lands End to John O’Groats. Fourteen riders, three back up crew and WAG’s made up the unusual caravan that wound its way along the highways and byways of Great Britain, during one of the wettest Augusts on record. Since then, in rough chronological order: -

January. The NACC End to Enders (an elite group) where awarded the “Cock O’ The North” shield by the Land’s End – John O’Groats Association. This is awarded to motorcyclist on machines 125cc or less. It was decided by the End to Enders that we would enter for this award collectively, and we were successful.

April Stuart Metcalf (an NACC End to Ender) with his wife Jill cycled from Land’s End to John O’Groats in 17 days, no mean feat. Stuart and Jill where accompanied by their daughter’s in-law. Stuart has also walked from Land’s End to John O’Groats!

May Stuart Metcalf set off on his fourth End to End in a run organised by the VMCC. This time Stuart rode a 98cc Excelsior Consort, the run took six days riding with a days rest in the Lake District. To do the End to End is a major achievement, to do it twice is tremendous, but four times is an extraordinary accomplishment. To think that Stuart did three of these trips in less than twelve months! Stuart, I doff my cap to thee.

July The “COCK O’THE NORTH” shield was presented in January at the Toorrak hotel, Torquay, but nobody from the NACC was able to receive the award. I was later able to receive the trophy on behalf of the NACC End to Enders. The Land’s End John O’Groats Club (run by the company that owns Lands End) adjudicating panel awarded me the President’s Trophy, the second trophy they have awarded me, the first was in 1998.

August Derek Ashworth is 71, he must be, as we celebrated his 70th on the End to End last year. Happy Birthday Derek!

PS- By the warm fire side of the Cumberland Hotel in Alston, the half way stop of the 2009 Coast to Coast there where murmurs “Side to Side” mumble, mumble, “Lowestoft to that sticky out bit in Wales . .”

Get your Sae, Leave Pass and Wallet ready, and watch this space!



Run Reports

East Coast Pedalers Breck Farm 6-7/6/09 Dave Arnott

Breck Farm is a small working farm in North Norfolk roughly situated between Weybourne and Holt, it has a large camping field and is unusual in allowing proper bonfires, so it's ideal for a weekend away. A suitable venue for the East Coast Pedallers first weekend event. Kick off time for the first run of the weekend was 5p.m.on the Saturday evening, allowing plenty of time for setting up camp and settling in. Some of the early arrivees ventured out into nearby Sheringham and to the local Military museum in the afternoon to get a feel for the location and to stock up on provisions.

At 5.00 pm. all the riders had assembled ready for the road run, 9 from the campers and local Autocycle support from Keith's New Hudson and Brian's Bown. The first section of the run was the steep (yes, I know Norfolk is flat but we were very close to highest summit in Norfolk at 105 metres!) descent from the campsite down past the M&GN (Midland and Great Northern / Muddle and Go Nowhere depending on who's telling you) Steam railway station at Weybourne. The run then continued along undulating and twisty back roads across Salthouse and Kelling heaths, the scenery changing from heath to thick woodland to farmland, with snatched views of the North Sea until we reached the village of Cley on the Norfolk Coast, then through the exceptionally narrow streets and along the coast road to the village of Salthouse, parking next to the duck pond. This was the stopping point for the local chip shop, all items cooked to order and they even managed to rustle up Haggis and chips, Norfolk cuisine at its best.

The wrapped meals were carried for another couple of hundred yards to the beach car park where they were eaten whilst sheltering from the force 6 north easterly gale. The stones of the sea defences showing recent breaches where the waves had broken through and flooded the marshes , The coast road at this point is regularly flooded and has been covered by over 5 feet of water in winter when a northerly gale and high tides coincide. Weather conditions didn't allow for the normal holiday pursuits of sandcastle making and paddling so the riders headed further along the coast road into Weybourne village and started ascending the steep hill back to the campsite ,

The first victim of the day was Dave Watson's single speed Corgi, ideal for flatter terrain but not for hillclimbing and with no pedals then LPA couldn't be administered so it had to be pushed up the hill. Back at the campsite new NACC member Tony Austin was pleased with the performance of his AV32 Mobylette, never having run for more than 4 or 5 miles without problems it has obviously happy in the company of others as it ran faultlessly.

The bonfire was lit with a little help from the ECP lumberjack section and a stack of pallets and Dave Watson provided the evening entertainment in the form of a 'Challenge Anneka', Anneka Rice in this challenge being replaced by Carl Squirrel who had to get a severely 'neglected' Honda Express running after 29 years of inactivity. The 1980 tax disc was proudly displayed. Amazingly after 30 minutes the little Honda was smoking its way across the field piloted by each of the campers in turn. A decision about its future was now at stake as Carl had no interest in taking it home and after a late night discussion it was donated to Neil Ridgeon who intends to use it to woo his local barmaid so she would fall more easily for his charms. No greater need has a man of his moped.



The campers were now split into two sections; those who are happy drinking from cans and liqueur salesmen's free samples in front of a bonfire and those who prefer the comfort of a warm pub. After a few hours apart the two sections rejoined (with no animosity) and resumed chatting around the campfire.

The Sunday morning dawned with more cloud and the forecast of rain but the riders were soon suited up ready for the 11 o'clock off. Luke Booth's reliable Levis started off ten minutes early to allow him to descend the hill at his own pace, minimal braking in the damp being his reasoning. At this moment the rain started and a couple of the Pedalers started taking a interest in four wheeled transport, however sense prevailed and with waterproofs in place we all set off. The route for the Sunday was all along the A149 coast road to Wells next the Sea via Holkham Park. This run is all along a section of road used by many of East Anglia's Classic car and bike clubs as a favourite route for a Sunday jaunt.

We passed through the villages of Cley (again) Stiffkey, Morston and Blakeney and onward to Holkham, the delay in setting off meant the Levis had arrived in Holkham park before we had, so after regrouping we assembled outside Holkham Hall, which has been the stately home for the earl of Leicester since the 1700's.



(to be continued next issue)

Coast to Coast 27-28/6/09- or, A Honda PC of my Bottom....

Keith Morrison

Take three lads from the leading UK tourism resort of Eastbourne in the warm south of the country, transpose them to the northern territories on finely honed Honda PC50's born before 1974 and you have a boys weekend worthy of celebration. In 2005 three mates from the local council embarked on a mad dash to rescue a heap of Czech engineering from a fate worse than death in deepest Scandinavia. They saved an olive drab Jawa capable of use as a skidoo, driving all the way to Sweden from the south of England whilst listening to a solitary Johnny Cash CD, and then returning home to convince their wives that it had really been sheer hell. Since then, the trio had muttered much about another "hellish" venture, but without finding the right catalyst. Some 4 years later however, drinking deeply from flagons of foaming Sussex ale, the idea of a new escapade was born, but we (The Swedish Three) had a problem. With one ex-wife looming, one somewhat quizzical of our true motives and one who knew exactly the ruse we were pulling, we had to find an angle for the next mission. Enter Charity work! Who can refuse? Alongside Norman's madcap idea of joining the NACC's Coast to Coast run we would raise funds for a local charity, the JPK Foundation. And traversing the Pennines on a motley collection of ancient and diminutive steeds couldn't possibly be viewed as a pleasure, could it? The wives witnessed the "vehicles" and immediately recognised that the whole scheme was utterly ridiculous. Perfect. By May 2009 it was game on!



Norman Kinnish, the Silver Fox, fettled three unpromising Honda PC 50's that we had sourced from eBay just days before. Chris, the bearded wonder and ancient Bentley restorer (both he and the car are ancient), dozed knowledgeably whilst I, Cumbrian Keith, the significant junior of the group, bore accusations of chipping my nail varnish and, as a child of the late 1960's, not knowing that I'd been born.

After sourcing the bikes, a tent, a rock band, a tour bus and a booking in Alston we were ready to go. Ready that was as long as Beardy Chris (Red PC 50), enjoying his seventh decade on earth would promise to perform his famed striptease act for the Alston Annual Ladies Darts League. Sorted!

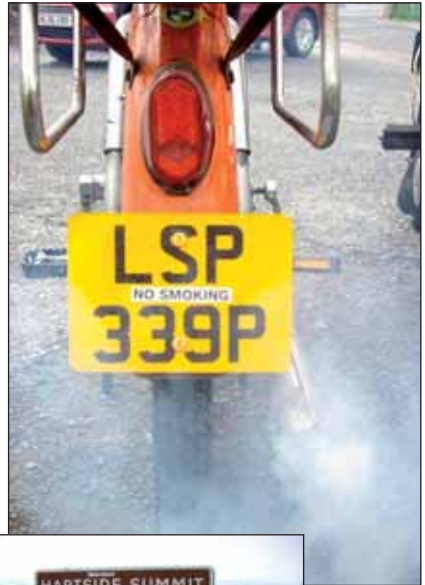


We arrived Up North in a drizzle and fog fest, binned the camp site on Friday night and stayed in Sedgefield where we undertook a beer survey. Next morning at Blackhall Rocks we conducted a spot of bike fettling and then consumed bacon and eggs on an industrial scale. As the morning unfolded strangely attired folk appeared from the fog accompanied by a variety of ingenious mechanical beasts. “You’re not from round here boy are you” the whippet-owning riders were heard to cry. We set off from the start near Hartlepool in the mist heading for a pub which had recently been closed, so we were instructed to follow signs to the Truck Museum: “At the tj tr, r/o s/o tj tl” - easy peasy we thought. As the junior partner, I wore attractive Wickes DIY goggles which immediately started to eut into my splendid Romanesque nose although my manly blue machine was promptly shown to be slower than the slightly camp orange and red chariots of my elderly compatriots. Everything conceivable had been taken into account. We even had a fourth team member who knew at all cost to stay behind the slowest rider and listen out for the mobile phone.



When the pedal on my bike fell off at the third roundabout there was no panic and Beardy Chris and I stood relaxed and confident of aid. As the tour bus streaked by in a haze of road mist and fumes we knew that the journey had really begun! Apparently we were to indicate who we were to our tour bus and they would have identified us – three blokes, none of us below 12.3 stone and two of us 15 stone plus on a cornflower blue, tango orange and faded red (pink) bike and yet our driver apparently wasn’t “tipped the wink”. It rhymes with anchor we all said shaking our heads in disbelief! There is so much to say and many stories to tell, but truth is we had a ball. Our support driver burnt out the clutch on the route to Alston due his mile-long herding exploits with a flock of sheep. The Chinese landlady of a Victorian Inn in Alston was as memorable, as was the beer, the banter and the torn lycra. It was a stunning two day trip during which we never even saw a bear. Wiggy (Beardy Chris), apparently, took a tumble from his racing snake on Day 2, but neither we, nor anyone else saw it. He avoided pitching the tent on the Sunday evening however “due to the injuries that I sustained” although he seemed animate enough later that evening in St. Bees when many of us met for an excellent evening meal and where Peter Crowder and I were recognised as probable brothers and the yarn went on long into the night.

A Honda PC of my Bottom contd..



We had a great time on the Coast to Coast, and wish to thank fellow participants and organisers for their kindness and fortitude. We meanwhile have currently raised £1000 and made some good friendships. We haven't sold our bikes as we promised the wives, and on the strength of the trans-Pennine Buzz, we have looked at a possible Newhaven to Dieppe, to Calais to Dover Buzz of our own in 2010 – all are welcome – and our charity work continues. Anyone who thinks they can give a pound to our cause please visit www.justgiving/hughjars/, or stick a quid in the post to David Casper, NACC Chairman, 7 St. Nicholas Road, Copmanthorpe, York YO23 3UY

11th Odiham Run 28/6/09

Colin King

QUESTION .How many N.A.C.C members does it take to make a happy day?

ANSWER. 28.

28 riders and their machines enjoyed the quiet lanes and beautiful weather on this the Thames Valley Group's 11th Odiham Run and once again it was squeezed into the society calendar between Royal Ascot and Wimbledon. We might not have had the Strawberries or the elaborate hats but those two events really suffer from the lack of oil drips, blue smoke and the synchronised elegance of I.p.a . For the second time the route included the Tunworth Loop and I would imagine that this will now become a regular feature due to its popularity though the original route will always be there for those wanting a slightly shorter ride. It was good to see that everyone completed the run on what was a hot day and it was also nice to see some interesting cyclemotors taking part including Nasseti Pelegrino, Itom Tourist, Vincent Firefly, Trojan Mini -Motor and Motamite . Alan and Robert Hummerstone took home a trophy each for bringing along and completing the run on two of the rarer cycle motors, the Nasseti and the Itom. Robert also brought along his helmet mounted video camera so we now all look forward to the premier of his run compilation movie. The winner of the riders free draw was Peter Jones who once again took home the Odiham Run T shirt. It was encouraging to see first time riders and others making enquiries which will ensure the future of these likable events. I would like to apologise to anyone that missed out on the Sunday Roast, this was arranged months ago and confirmed two weeks before the event only to find on the day a shortage owing to a classic car event at the pub .



The photo on the previous page shows some of the participating cyclemotors on the Odiham Run, and what an interesting line-up. First is Lorraine Carter's Vincent Firefly, next is Derek's Mini-Motor, then Alan Hummerstone's Itom Tourist, Colin King's Motamite (how long has it been since we last saw one of those in action!) and Robert Hummerstone's Nasetti Pelegrino.

RIDERS & MACHINES: Derek Bentley- James Comet; Peter Lawson- Puch 3 speed; Gilbert Smith- Mobylette; Bob Goodwin- Jawa; Peter Jones- VéloSolex; Bev Crook- Bown Autocycle; Andy Day- Excelsior Autocycle; Ralph Thompson- Norman; Tim Bunting- VéloSolex; Alan Hummerstone- Itom Tourist; Sylvia Norton- Mini Maxi; Bryan Norton- James Autocycle; Chris Moffat- Yamaha Passola; Robert Hummerstone- Nasetti Pelegrino; Mark Hunt- Puch Maxi; Dennis Iles- N S U Quickly; J Tylee- A J W Pointer; Dougie Cox- Honda PF 50; Peter Royston- Honda Camino; J Sayers- VéloSolex; R Parkins- N S U Quickly; Dick Cooper- Raleigh Coopermatic; Bernard Marlow- Honda PC50; Tim Russell Smith- Mobylette; Lorraine Carter- Vincent Firefly; Derek Carter- Trojan Mini-Motor; Ian McGregor - Honda PC 50; Colin King- Motamite.

We hope to see you all again at the Silchester Saunter but be aware that we are using another pub this year (*The New Inn, Heckfield, Hants RG27 0LE*) though the route and MidWay Café will be virtually unchanged . Safe riding .



VMCC Banbury Run 21/6/09

Several NACC members with dual nationality took part in what has become the premier Veteran event in the VMCC calendar, Alan & Robert Hummerstone and Lorraine & Derek Carter amongst others. photos courtesy of Gilbert Smith.



VJMC Uttoxeter Show 4-5/7/09

John Aston

Turning up to a new venue to set up a club display for the NACC can be a bit daunting, but as usual the members of the club were great, from the superb bikes on display to the people who helped set the stand up, and the honour of winning the People's Choice trophy for Robert Casper's bike. My thanks to all, especially Jo Stanley for all the help and support she gives me, and Hazel Clarke and John Fielding for all their help over the weekend, and of course Taz the bike guarder! Robert Casper's Nasetti Brunetta cyclemotor receiving the Peoples Choice award, below, from Mick Grant and Mick Walker. (photo courtesy Ian McGregor).



Left, another view of the NACC Uttoxeter Show stand, with David Casper's Honda Dream 50, Ian Chisholm's newly restored Raleigh Wisp, a nice Honda step-through and the award-winning Nasetti Brunetta.

(photos Ian Chisholm)

Festival of 1000 Bikes, Mallory Park 11-12/7/09 DB

The NACC were cordially invited to host a stand at the VMCC's flagship weekend event, so we did it in style and broke out the new club marquee which enables us to put on a good show whatever the weather conditions. Just as well because it proved every bit as treacherous as last year with periodic torrential rain, but we and the bikes stayed dry and clean! The 16 machines on display were an excellent example of what we do best, a diverse range of all kinds, from autocycles to mopeds and three-wheelers. Pride of place went to John Aston's immaculate New Hudson on Sunday, when he was awarded the VMCC trophy for **Best Post-War Bike** by Colin Seaton, the VMCC President (see right).

Philip Robinson brought along a fascinating Raleigh/NSU Supreme moped with a Quickly engine, mountain-bike wheels & brakes, a unique fast and comfortable moped. Peter & Alan Whelband had their James Comet and Raleigh Runabout De Luxe on show, both bikes were ridden to the circuit.

Peter Barwell took his Mobylette SP94 TT out for ten laps of Mallory but sadly the ignition timing slipped. Robert and Alan Hummerstone also rode and had a great time on an



Itom Tourist and Cucciolo respectively, until the Itom cried enough. Brian Brimson brought four fine bikes, his 1956 New Hudson, 1954 BSA Winged Wheel, a 1962 Mobylette BG43 "Fietster" with roller drive on the rear tyre (really) and his Sachs Spartamet, while Rob Hirons showed a superbly restored Corgi. Colin Statham's Raleigh Runabout, Roger Simpsons' NSU Quickly S" 3-speed & 1957 VéloSolex 1700 and Colin Staghall's Garelli Bi-matic rounded out the conventional machines.



Robert Casper's prize-winning Nasetti Brunetta was attracting attention and at least one visitor offered me good money for my original-condition, warts and all Honda C110D.

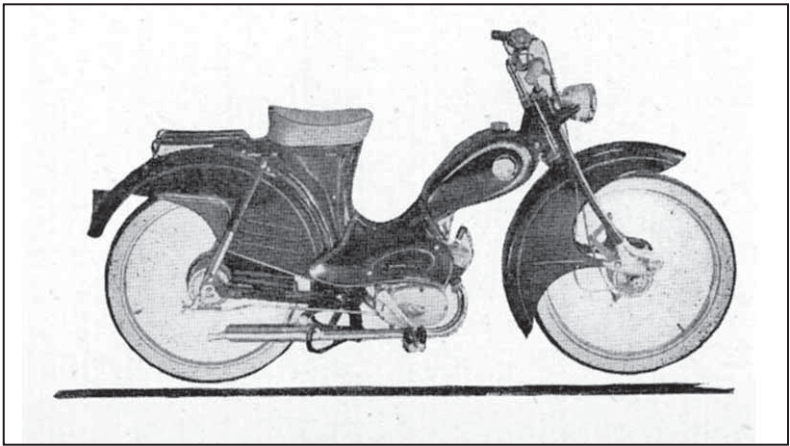
One of the weirdest bikes (or rather, trike) was Mark & Ray Gibbs' "Hondariel", an Ariel 3 with Honda 50 Cub power which set off round Mallory at great speed, though looking rather alarming on the bends! Mike Stanway and Geoff Labbett arrived on Sunday with a couple of Mobylettes, a 40V and 50V respectively.

Thanks to all from the Leicestershire Section who made us welcome and put on such a good show, it was a great weekend despite the rain, wind and mucky Portaloo's!

Testis de le Leopard

David Westwood


It was back in 1957 and I was seventeen when Dad lusted after an NSU Quickly. Sadly the price of a new one was beyond his reach and he settled on a new Norman Cyclemate which was much cheaper at £44. It was not a good choice, it was always difficult to start and constantly whiskered or oiled up the plug. Looking back, the Cyclemate always ran rich and 'four stroked' unless pulling uphill. It probably needed a smaller main jet but I was ignorant of such things then. Nevertheless, it enabled me to ride my first powered two-wheeler; oh the power of that mighty 32cc Cyclemaster engine with its intoxicating two-stroke aroma. I became an avid reader of 'Power and Pedal' and began visiting the various moped dealers round Birmingham. The Lambretta moped interested me but it was the Heinkel Perle that really impressed me. The machine I really wanted though was a Zundapp, I can't remember the model but it had a larger engine around 80cc and was sans pedals. A mate of Dad's was selling his 'Leopard Bobby 5', was I interested? As soon as I saw it I was captivated by its smart black and grey paint scheme. It boasted alloy rims complete with white-wall tyres and full width Sachs hubs. Unfortunately the rear Sachs hub was in a box and had been replaced with a Phillips Gadabout one which was to become an Achilles heel. Everything about the bike suggested quality when compared with Dad's Cyclemate and it came complete with leg-shields and screen. I had to have it.




It was mid-winter when I collected it and rode home on a freezing Sunday morning. Dad trying to keep up on his struggling Cyclemate. For some unaccountable reason I took it apart and transported it to my bedroom where every component was carefully cleaned and polished. Once Spring arrived and the Leopard in one piece again I was out every weekend with lengthy rides all over the Midlands, even as far as the Welsh Marches. The front brake barely inspired confidence but the replacement rear would easily lock the back wheel. Not really an ideal set-up but at seventeen I was immortal. I soon became a dab hand at controlling rear wheels skids. A good job really, one day the back wheel suddenly locked, I fought the skid for ages, my short life flashing before me as I ended up in the gutter on the far side of the road. My mac on the rear carrier had become loose and had wrapped itself around the back sprocket. Rather than worry my parents I pretended it had been lost...

When my family went to Brixham for their annual holiday I rode down, main roads all the way. I remember nearly coming to grief outside the Horlicks factory in Somerset when I nodded off and had trouble pulling my wheels out of the gutter.

These are the Lively Leopards



BOBBY 5 **BOBBY 6** **BOBBY 3**



BOBBY 5. *With swinging link front suspension and swinging-arm rear springing.*
Price 75 gns. incl. P.T.

BOBBY 6. *De Luxe model with special tubular frame, telescopic front forks & swinging-arm rear suspension.*
Price 85 gns. incl. P.T.

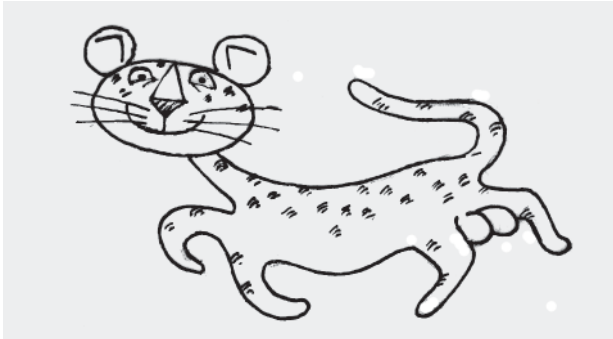
BOBBY 3. *The lightest of the Lively Leopards. Special steel tube frame and super sprung mechanism.*
Price 68 gns. incl. P.T.

I made it after 12 hours riding, arriving to my relieved families' welcome. On the final day when starting the bike by kicking it over I'd not realised that the pedal was in the braking position, thinking the compression had suddenly improved I used my full weight. Bang. The rear Phillips brake cam had sheared. Oh s**t. By luck Dad had a mate who'd retired and was living near our caravan site. The luck continued, Dad's mate had a mate with a workshop. That evening the broken cam was drilled through its length, a steel rod inserted and brazed together. With my moped assembled I could feel it wasn't going to work but I assured my worried parents that all was well. I set out on a busy Saturday facing 180 miles of main roads with only a p**s poor front brake, brake fade became an exciting challenge. I made it back although my underpants suffered badly.

The following summer saw me touring Devon and Cornwall and of course visiting Land's End. I rode the little Leopard almost daily through every every kind of weather and apart from the odd plug change it never once broke down, not even a puncture.

Testis de le Leopard contd.

I once, out of interest, actually tried to pedal it. I made about 100 yards before my lungs and legs failed. The Sachs two-speed engine was reliable apart from shedding several rollers off its primary chain. I managed to obtain a Sachs manual and was amazed at the large number of special tools needed. To replace the primary chain I needed a special extractor, I managed to make one using a gas pipe elbow which by sheer luck had the same thread. I also replaced the little end bush and piston rings, both probably unnecessary. It always gave around 180 mpg and despite a large mileage the Continental tyres still had a decent tread, mind you they had the grip of a wet tea-towel! Still, although I came close to losing it at times I never actually dropped it. I slowly became more interested in scooters and eventually traded in my Leopard Bobby 5 for a new BSA Sunbeam 175cc scooter. I should have bought the 250cc twin but that's another story.



And the testis? I was apprenticed in a large commercial art studio and I'd painted the cartoon Leopard used by the makers onto each side of my 'Corker' helmet. Some wag at the studio had added a large pair of testicles which went unnoticed by me for weeks until Mother saw them...



I Remember When (1)

Alan Knight

My first example of motorised transport was a 1951 25cc Cyclemaster which was bought, (used rather than secondhand) with the money which the Post Office paid me for work leading up to Christmas 1953. In those days sixth formers at school were regularly employed to help with the Christmas rush; this gave a double benefit of money- about £9.10/- per week and my first experience of how the British worker earns his daily bread. This Cyclemaster was an early one and had neither back pedalling brake or lighting coils, The mysteries of the two stroke engine were rapidly revealed as problems arose which I was forced to solve, usually at the roadside, to enable me to get home. On the morning of my motorcycle test (on a 250cc machine which, if successful, would have permitted me to ride a 1000ccs Vincent) the engine would not run.

I lived in Newbury but the nearest test centre was in Reading which was about 18 miles away, after much fiddling about I discovered that the rubber grommet which insulated the very thin HT lead as it emerged from the crankcase was allowing the spark energy to escape before it reached the plug. Today we expect materials like synthetic rubber to do what it says on the tin, but this machine was built only six years after the War had ended and materials were in short supply.

After this technical struggle I reached Reading and presented myself for the test, which was then based in a small office almost opposite Simmonds brewery and about 40 minutes later I was the holder of a pink failed certificate. What had happened was that the examiner had walked through the back of the office and came out into a road in which I had been told to “ride round the block” and, unknown to me, he then leapt out from behind a car to carry out the emergency stop instruction. On a slight down slope and with an oily back rim I did not stand a chance and he had to jump out of the way as a self preservation routine.

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S.B. (Tipton)

30,000 MILES "My CyclMASTER has travelled over 30,000 miles and is still giving excellent service as is my wife's machine, purchased a month or so after mine."
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My Grandparents lived in Woolwich, South East London, and I used to visit them using the CyclMASTER, however, on one trip the taper pin securing the small chain sprocket to its shaft on the secondary chain came out and the sprocket jammed the back wheel. This meant that I couldn't even pedal the bike home without first removing the wheel and engine, taking out the sprocket and then putting it all back again. This happened on the hill rising out of Maidenhead on the A4 from where I did then cycle the whole lot back to my home in Newbury. This failure was probably a good thing because the bike ran more freely than if I had just pulled the clutch in and pedalled off.



WHY PEDAL ?

With CyclMASTER—easily fitted to your own bicycle—you pedal only to start and to give slight assistance on steep hills. The engine-in-a-wheel takes over and carries you along at 20 m.p.h., at a cost for petrol—even at today's price—of under a farthing a mile (i.e. 230 m.p.g.).

CyclMASTER

THE MAGIC WHEEL THAT WINGS YOUR HEEL is supplied, in polychromatic grey, complete with special wheel and tyre, safety back-pedalling hub brake and dynamo lighting. Easy payments can be arranged.

In 1956 when I was an apprentice at the National Gas Turbine Establishment (NGTE) (Never Get Too Energetic) we attended the Royal Aircraft Establishment (RAE) (Racing Automobile Establishment) technical college and we all lived in an apprentices hostel near the Queen Hotel in Farnborough. During the Suez crisis of 1956 to enable us to obtain petrol coupons for our motor bikes, we bought many cyclomotors so that we could use their petrol rations in our other machines. At the end of the petrol shortage we decide that we would try and run some of the cyclomotors for 24 hours on the Rushmoor Arena, at the time used by the Army for driving instruction and vehicle testing. We ran CyclMasters and Power Paks for about 8 hours with lots of minor mechanical problems, but what stopped us in the end was oil running down the spokes of the CyclMASTER and rotting the inner tubes. I cannot remember what happened to the Power Paks but I guess that the team running them got fed up and just went home long before the CyclMASTER gave up. After all, a PowerPak had been driven round the world as a publicity stunt so their reliability was already proven.

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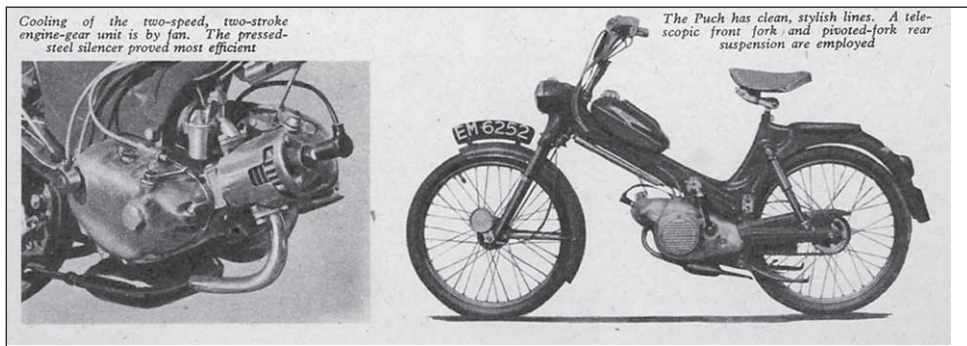
There is no doubt in my mind that having one's own simple mechanical transport is a great way to learn and avoid having to rely on the garage trade who, just when you need assistance, might not be there. The only problem today is that with so much electronics, problems cannot be solved just by looking. As a final submission by a mechanical engineer, just remember that there is no such thing as an electrical failure, all failures are mechanical even with electronic devices.



I Remember When (2)

David Warham

Two years of double morning paper rounds, Saturdays humping potatoes or other heavy vegetables at the local greengrocers, Sundays car washing and lawn mowing; birthday gifts taken as cash. All this industry was in the sole pursuit of gaining my own motorised transport the moment I turned 16 years old. Not for me the rarefied Japanese exotica of the Fizzie or SS50, I wanted a Puch MS50 with the dual seat and the vaguely motorcycle type tank. Through a pen pal in Holland I had a means of supply for parts and tuning gear as these were common and cheap on the continent. Locally proved to be quite a good hunting ground for old Puch mopeds as there was a bicycle shop dealership that had been in service for many years. I had placed adverts in local paper shop windows "Puch Moped - local young enthusiast seeking cheap old Puch Moped or parts for renovation", I put my home number and also agreed with the shop owners that folks could leave messages for me to collect - cannily I realised that some old folks did not like to use the telephone. Within a few months I had collected 3 complete bikes plus many cardboard boxes of old spares; all of which cluttered up my parents back yard until my mother objected and I relocated to my grandmothers back garden.



The old shed became my workshop; hard standing to the side was bike storage under an old green tarpaulin liberated for a nearby lorry park. My grandmother never objected but probably enjoyed me being around a bit more than I had been previously. I had the model I wanted plus some slightly newer models with better engines although to my eyes were less appealing with their modern squared off headlights and angular styling. Once I had the cash I needed for the expensive insurance and other necessary expenses, I dropped the Saturday job and spent the time at my Grandmothers refurbishing the Puch. It was stripped to individual nuts and bolts and every part received my attention. the frame was stripped and repainted in burgundy red as there was a tin of that coloured 'Valspar' paint in the shed.

(contd. next page)

Being unsure of the durability of this paint I added some coats of polyurethane varnish over the top which proved to be an excellent way of achieving a really good shine. The wheels were polished over and over until the rough/rusty finish disappeared - spokes included and then more of the exterior grade varnish applied over the top to keep out the weather. I had played with model aero engines for many years as this had been a passion of my fathers so 2 stroke engines were nothing new to me. The size of the parts seemed huge but this made working on them much easier than my tiny model engines. From the various engines I chose one that proved to be almost new, it had a chrome bore and the 2 speed gearbox I wanted. The engine was rebuilt following careful instructions that my pen pal had translated from an article in a Dutch moped magazine. The head was matched to the barrel with grinding paste, and additional base gasket was cut from proper gasket paper bought from the local car accessories shop, the carburettor jet was increased along with raising the needle and discarding the original air filter. I managed to construct my own huge filter housing that sat in place of the missing toolbox side panel and connected to the carb by an old radiator hose. The instructions called for an expansion chamber exhaust to me made up and for a time this completely stumped me until I remembered that my Boys Brigade Captain as a sheet metal worker. he agreed to make the chamber but said he could not make the header pipe, we agreed to use an original exhaust pipe header and cut away the silencer. It was delivered in a week and looked like it could sink the Titanic being made from heavy gauge galvanised steel with all the joints rolled and pinched together rather than being welded - it was a work of art. I painted it with a tin of heatproof alloy paint from the local hardware shop. So just two weeks before my 16th birthday the shining burgundy red Puch MV50D rolled out of the workshop and after some persuasion from the pedals burst into life in a cloud of blue smoke.

I had the documentation complete and had even pushed it the 3 miles to the local bike shop to do the MOT and pushed it back again afterwards and two days before my birthday my provisional moped licence arrived in the post. My birthday fell on a Thursday and my parents presented me with a new helmet and gloves - ever concerned for my safety. They also conspired to keep me home that evening for a family birthday tea, not wanting their offspring's first foray onto the roads to be at night. I had a plan; for my birthday weekend I was heading off into the wide world to see what lay over the horizons and out of range of my previous cycling forays. For luggage my old cycling panniers had been pressed into service and a new support frame made to fit the bike, I had a tent, sleeping bag, cooker and a little cash and now the means to get away. I had practiced packing and repacking the bike with all my gear until I had the ropes all cut to the right length (sash cord from my fathers workshop, the ends bound to prevent fraying) and no amount of tugging would dislodge the packs. (to be continued in October's Buzzing.)

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In city traffic, the 2nd gear will be found most useful; the 1st gear is able to take steep passes of up to 14% uphill gradient with full load and without pedalling; the 3rd gear makes for comfortable and economic riding when touring with the motor at low revolutions range. Easy-to-change gears, correctly graded and reliable in all operating conditions—these are the great advantages of M.S. 50 V.

In addition M.S. 50 V is fitted with fan cooling. In 300,000 PUCH mopeds and scooters, this type to be found in operation. M.S. 50 V has always stood the test. The fan cooling all over the world—from the far North right to the Tropics—has always proved the test. The fan cooling is prerequisite of the power range of the motor: it is to be fully used under the most exacting conditions of high mountain rides and during continuous rides with full throttle on the flat in the 3 gears.

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and now, more Run Reports...

Nedging Hall Vintage Fête 12/7/09

Mick Sudds

A splendid turn out of riders and a fine day weather-wise saw the NACC (East Coast Pedallers) attend this bi-annual event for the first time and it was a most successful and enjoyable day. We were lined up with a real mixed bag of other exhibits that included motorcycles, steam engines, vintage cars, tractors and the many other transport related items that turned up on the day. Added to this was the craft, cake and trade stands and of course the really beautiful setting of Nedging Hall and gardens, which really set the fete in an overall perspective.

The NACC stand had a 15 machine static line up with a special guest of “Tom Thumb”, who had bought along his 1:10 scale die cast 1958 Honda Super Cub. He had managed to park it on the clubs table underneath the gazebo and this machine drew many admiring glances. Apparently Tom is only a temporary member according to Carl who invited him along, wonder what he will turn up on next! The ride out later in the day saw 10 members make the 18 mile round trip to the near by Buxhall Granery Crafts and Museum which is a real hidden treasure-trove of old farm machinery and related transport items, all are viewed under cover and entry is free. Also on site is a cafe and rest area and the owner Peter Jordan, whom we saw whilst we were there, was very interested in our machines and extended a very warm welcome to us all.

Early afternoon saw us back on site at Nedging and taking time to view some of the many exhibits that were on show, as well as talking to many people that were interested in the NACC and our varied machines on display. Thanks go to Marshall Gooderham at Nedging and Carl for making the day run so smoothly and of course Peter Jordan. Also to all members who attended, especially Dennis Iles up from Wiltshire for the weekend.



Riders and their bikes: Dave Watson/Puch 3 Gear, Carl Squirrell/Puch GP, Debbie Doy/YamahaFSI, Neil Ridgeon/Raleigh Runabout, Alan Bloys/Mobylette, Geoff Dawe/Garelli Bymatic, Dennis Iles/NSU Quickly, Colin Clover/Brown, Dave Ablitt/Excelsior, Mick Sudds/Honda Novio

North Wilts Section Runs

Geoff Brooks & Richard Woodbridge

North Wilts Red Bull Run 19/4/09 The first run of the year with sunny weather and a good turnout. Thanks to Chris Dabinet who travelled 40 miles from Warminster to show off his Honda Novio which had been in a Bristol Basement and not run for 30 years! My favourite, Alan Burton's Suzuki M12 which must have been one of the first proper sport mopeds. John Tylee rode Dennis Iles' AJW, newly repaired after being stolen. He had to pay to get his own bike back from the pound. Riders were; John Ewart- Honda SS50; Dennis Iles- NSU Quickly; John Tylee- AJW Pointer; Alan Burton- Suzuki M12; Rod Western- Mobylette; Geoff Brooks- James 98cc, Chris Dabinet- Honda Novio; Steve Natt- Puch Maxi 2-spd. Thanks to all.

The Swindon & Cricklade Railway- 14/6/09 Unfortunately a very poor attendance, only five which was a great shame as we met up with the Swindon Moonrakers section of the Vintage Motorcycle Club, who were celebrating their 40th anniversary. The railway have a new extension open and run steam trains on Sundays. It is part of the old Midlands & South Western Junction Railway. The usual crowd turned up and also John Ewart who came from Gloucester with his Honda- many thanks John. Nothing much to report and am pleased to say no breakdowns.

Riders were: Dennis Iles- NSU Quickly; Geoff Brooks- James 98cc Comet; Lee Boswell- Puch; Steve Natt- Puch Maxi 2-speed; John Ewart- Honda C90.

Many thanks to all- our runs are now on the NACC website and shortly we will have our own page in the Sections listing with a few photos. We would like to organise something in the south of Wiltshire, so if anyone has any ideas for a possible route please let Richard or Dennis know.

North Wilts Run from Prince of Wales PH- 19/7/09 Rain all the time, does it never end! A good turnout in spite of not getting any phone calls on Friday or Saturday. Three new riders- thank you for coming Alan Herd on a very low-mileage (1300) Honda C90 Cub, Ralph Thompson on a lovely Norman auticycle and David (?) Skinner on a Mobylette. No problems except some got lost due to the rain smudging their route cards and, I suspect, some misted-up glasses! Special thanks to Bob Goodwin who rode from Reading in the rain on a 30+ year-old MZ 250, nice to see one of these still running. Riders were: Ralph Thompson- Norman auticycle; alan Herd- Honda C90; Roy Siddall- NSU Quickly; Alan Hummerstone- Power POak; Robert Hummerstone- Itom Tourist; Dennis Iles- NSU Quickly; John Tylee- AJW Pointer; Geoff Brooks- James 98cc; Steve Natt- Puch Maxi 2-spd; D Skinner- Mobylette; Bob Goodwin- MZ 250. Many thanks to all.

PS- at the time of writing (21.7.09) the Prince of Wales is shut down, please ring Richard on 01793 770862 to get the up-to-date situation & if you wish to come to our meetings.



Hacheston Bygones Rally & Run 28/6/09

Carl Squirrel

A very hot day at this superb venue but that didn't stop the Pedalers from turning out in force, 13 members brought along a fine selection of 23 NACC type machines, including no less than three 3- wheelers, amongst which was new member Guy Bolton's very interesting Puch Maxi tricycle and Mark Gibb's Honda C50 powered Ariel 3 both machines attracted a lot of Public interest.
(contd. next page)

Hacheston Bygones Rally & Run contd.

The hot weather put off several members from going on the Road Run to Rendham White Horse but 8 riders braved the heat and set off at about midday, 10 minutes later a phone call back to base calling for a spare machine to be shipped out to Mark Gibb whose Ariel/Honda hybrid had lost drive, a PC50 was taken out and Mark continued on his way . Apparently a nice lunch and a very welcome pint was had at the White Horse and our intrepid riders were soon back at Hacheston fighting for the shade under the ECP Gazebo.



As always our machines had crowds flocking over them, Debbie's FS1-E in particular was creating a lot of comments. The day ended with a Raffle and certain members of the Pedalers - ie Roly - did very well winning several very nice prizes.

Riders who went on the Road Run : Brian Barley - Tomos, Billy Doy - Norman Nippy, Mark Gibb - Ariel/Honda 3 + Honda PC50, Roly - PC50, Rod Fryatt - Honda PF50MR2, Luke Booth - Levis, Colin Clover - Sun lightweight , Karl Terry (Day member) - PC50.

Static Entrants - Terry Keable (complete with broken foot !) - Raleigh Runabout, Guy Bolton - Puch Tricycle, Mark Gibb - 'Breck Farm' Honda Express, Debbie Doy - Yamaha FS1-E, Ray Hatt - Puch Maxi, Colin Clover - Raleigh Wisp + Bown, Luke Booth - Clark Scamp, Ray Gibb - NSU Quickly, Neil Ridgeon - Raleigh Runabout, Carl Squirrel - Puch Grand Prix, Dutch Spec PC50, Honda PC50 Sidecar, EAST COAST PEDALERS - 'Track Spare' Honda Novio.



Despite a dull morning eleven members turned up to ride in the South West Lincolnshire Sections second event of 2009. Frankie Mistrettia came to introduce himself as a local club member and we hope that he comes along with his bike in the future. The outward journey from Long Bennington to Byard's Leap was grey but dry. Lunch at the Byard's Leap cafe and the bikes caught the attention of visitors. Carl Squirrel's Honda PC50 and sidecar probably drew the most interest, and nobody said "I used to have one of those". Then a trip down memory lane in the Bubblecar Museum next door to the cafe. Some of these little cars are beautiful (Berkley), all are interesting but many were dreadful rides. My brother had a 198cc Villiers powered Bond Minicar in British Racing Green, honest. Flat out about 35mph, incredibly noisy, chewed chains and front tyre. I can't remember if it had electric start but it didn't matter because you could put your foot under the bonnet and use the kick start! No reverse of course. You just cranked the front wheel (and engine unit) right round at a right angle to the car and it turned on the spot. My brother traded in his Bond for a Mini.



The return journey was almost uneventful until we were about two miles from home when the heavens opened. We had just entered Dry Doddington.

Thanks to all the riders for their attendance. They were:



David McKenny Honda SS50, Richard Gates Raleigh RM6, Carl Squirrel Honda PC50 combination, Peter Lawson Puch MS50 3 speed, John Redding Puch MV50, Archie Bryson Batavus, Alan Sharp Aprilia Sonic, Adam Cooper Piaggio Ciao, Vince Shreeve Honda CB500/4, Peter Barwell Yamaha FZ1, Mike Green New Hudson Autocycle.

Thanks also to the proprietor of the Royal Oak at Long Bennington for the use of their field.

Route 66 and All That! 12/7/09

Bob Jeffcoat

At ten-o'clock, we mounted up, the air was turning blue;
Which isn't too surprising, it's what two stroke engines do!

Down country lanes, with verges green, and skies well-patched with blue,
We looked for guiding yellow dots, it's what South Staffs group do!

The first break from the saddle, was Millmeece, where all the few,
Could whet their parching whistles, it's what cyclemotorists do!

From there we off did set again, this time the course was new,
But, still, the yellow dots were plain; it's what Keith Walker had to do!

This time of year, the countryside is at its best - to view,
But after nearly forty miles; Lunch break – it's what we do!

The Star Inn welcomed us in style, as for the loos we queue,
And served us mountains of good food, it's what good landlords do!

Eventually, us being replete, we set off two by two,
Fed and watered, fully fit, it's what two-wheelers do!

Down leafy lanes and tree lined roads, the Dots did guide us through,
At Norbury Junction we stopped for tea, where Bargees do it too!

All too soon, some may say, the end came into view,
A lovely route, a splendid day, and now our Thanks are due –

Keith Walker for the route itself, and then the back – up crew,
All in all, a well-oiled team, it's what South Staffs group do!

The distance covered on the day, was seventy miles, plus two,
Route Sixty-Six, plus ten per cent – 'bout what we usually do!

Thanks to Margaret and Andy for back-up, Liz for “administration” and Glyn for recovering Eddie's Byke...there were 16 riders set out, but two had to retire with technical problems, and Eddie's clutch flew to pieces just after lunch! (he thinks he has a spare at home).

Keth Walker (Honda 90), Bob Jeffcoat (Norman Nippy), Alan Jinks (James Autocycle), Trevor Jones (Bown Autocycle), Stan Watters (MZ125), Bob Ashley (Yamaha), David Flye (Honda 90), Paul Jephcott (Royal Enfield), Mike Stott (Honda 250T), Jon Fielding (BSA B31), Glyn Udall (Triumph “M”), Eddie Dewe (Ariel 3), Bill Danks (Raleigh Runabout), Ian Harris (BSA Beagle), John Hook, (Raleigh), Ian Chisholm (Puch Maxi S)

Powderam Club Stand 11-12/7/09

Roy Best

I nearly called this one The Wet & Windy One 2 but decided the weather was not quite so bad as last year but bordering on being very close. We started the weekend off on the Thursday with John Rowe and son Justin with Steve Hall and me to cut the grass ready for setting up on Friday with many new and old members offering there help in setting up the stand with John's bright yellow Citroen H camper van taking pride of place as club HQ with our marquee as the grub hut. Friday evening came along, me, John and Steve left on our road run to Dawlish and back via Dawlish Warren with Justin on his push bike amazingly keeping up the pace. Steve had a bit of a problem on his Quickly and that was probably down to too much oil in the petrol with a lot of pedalling for him on the way back, I gave him a break near the end as he disappeared on my Honda with a smile on his face.

Sadly James couldn't make the run as his jolly old Honda Acty van engine gave up the ghost on Thursday afternoon which left him unable to bring along all his bikes, he road his Mobylette down on Friday but that gave up on Friday afternoon. Saturday came along and the bikes were set up with all the information sheets being sorted the show was opened, there was a slow start from the public but things livened up as time went on, this was probably due to the bad weather forecast for the day putting them off. Lucky the rain stayed off until late in the afternoon and it never stopped until early in the morning, thankfully we had the marquee to see the evening out.



About ten o'clock all the bikes took our place with us getting very wet again as per last year, John and Justin (our security men) had to tie everything down as things got worse near midnight, thank you to them both. Sunday did not look promising as it was not a good start but things improved and we had a good day talking to people about our bikes and passing out membership forms, hopefully we will see some new people for next year. There was a tremendous response from everyone at the end of the show to take down the club stand and pack up ready for next year, a passer by was grabbed and everyone gave him their cameras to take a group photo to finish off the day. Thank you to you all for bringing along the food, refreshments, bikes (25) and enthusiasm for the week end.

Bikes on display, Francis Barnett Powerbike x 2, Cyclemaster x 2, Raleigh RM6, Garelli Euromoped, Mobylette AV41, Victoria Deluxe Vicky, Ambassador, New Hudson (swan neck), Velo Solex 3800 and 3300, Moto Guzzi Trotter, Powerpak, Cyclaid, Cymota, Honda Novio, Mini Motor, Teagle, Berini cyclemotor, James autocycle, Quickly S2 23, Honda Express, Mosquito, Motobecane X1L

I hope that the ladies of the NACC will forgive me if I address my opening remarks to the gentlemen. We gents often lament that, with rare and honourable exceptions, our partners take no interest in our machines. I have discovered a way of remedying this - a divorce. For the twenty-plus years that I have played with cyclemotors and mopeds my wife took no interest in the contents of my garage but when the day came to divide our assets, suddenly half the bikes were hers. The loss of these machines in the aftermath of a twenty-five year marriage would have been too much to bear and was avoided by ascribing a value to them and settling on half of that value. That's another interesting point – when and if I come to sell any bikes I will certainly ask Aileen to do it for me as her values exceed mine by miles! My manager at work, well acquainted with the financial consequences of the collapse of a relationship, coined a phrase for it - Bikes mean Bucks!

So, settled in a new home with a new partner - step forward and take a bow, Belinda, it's now your name on the travel permits - it was time once again to head for Felleries and the highlight of my NACC calendar. Rando Cyclo 2009 was a bit later than usual due to a long-standing wedding booking in the Salle des Fêtes so the usual village attractions – the *vide grenier*, cycle race and visiting fair, which are linked to the religious calendar being held so many Sundays after Pentecost – were absent.



“Technical problems” turned the 0400 Norfolk Line Dover-Dunkirk ferry into the 0530 Norfolk Line Dover-Dunkirk ferry and I threaded my way through the industrial wasteland of Dunkirk before joining the A25 which is gradually being resurfaced at long last. Stopping at Sars Poteries supermarket to take on stores, I met Christian, the camp site manager, who was quick to dispel rumours of the sale of the site for residential development. That fate has befallen the site at Avesnes where what is euphemistically termed “social housing” now stands. Arriving on site, I noticed that all those years of cyclemotorists being too damned lazy to make the schlep to the sanitation block had taken their toll on the hedge behind our old corner patch.....

(above & right- the usual fettling went on at Felleries)



It had turned up its' roots and was just a mass of dead brown sticks, bearing mute witness to the effects of gallons of kidney-filtered *vin rouge* poured onto it. Further devastation had been caused by a storm which had ravaged the area earlier in the year, uprooting and heaving trees, some of which had been reduced to kindling by Christian and his trusty chain saw. Several of the regulars and one or two newcomers were already there as I pitched my tent by way of a change from the camper.



Friday was the pilgrimage to Avesnes market. Ian was struggling to get his PC50 to go fast enough to stay upright but made it there and back. Bob Redding, suffering separation anxiety from not bringing the sodding bugle, tracked down the bric-a-brac shop full of clutter where the owner, getting scruffier every year, dashed his hopes of finding an instrument with which to torture the campers at Felleries. Laden with copies of *La Vie de la Moto* and fresh strawberries, the return to the site was uneventful and “we” spent the afternoon fettling the Honda’s fuel and carburetion system in an effort to secure Ian a chance of making it round the Sunday course. The chip wagon was in town and warmly welcomed.

An overnight visit to Strasbourg took me out of the fun and frolics on the Saturday but reports suggested that the ride-out to a *vide-grenier* near Trelon was better than the *vide-grenier* itself, a classic illustration of the old adage that it is better to travel hopefully than to arrive. Early in the evening the Brothers Redding and Ian headed for Solre le Chateau where a music festival was in full swing. Dave B and I joined them, forsaking the company of Celine at the site, to find a four-piece traditional band on stage and a line of dancers threading its’ way through the crowd. Bob had been dragged into the fray and it wasn’t long before I felt the call as well. The evening culminated in a bonfire during which a replica of the 1909 Bleriot monoplane was lit. It was a fantastic end to the night. Later, a stroll round the site for a clandestine micturation put me in mind once more of lights-out at Regents’ Park with a soundtrack of belching, flatulence and snoring.

(to be continued in October’s Buzzing.)

Birth of the Mobylette

David Beare

Throughout this summer celebrations are taking place in France and all over Europe to mark the 60th anniversary of the launch of Motobécane's iconic Mobylette. This cyclemotor (for that is what it originally was- a reinforced ladies bicycle frame fitted with a reduced-capacity version of the pre-war Pony engine) became a huge success in Europe by the early 1950's and went on to be sold or made under license throughout the world, with over 14 million finding customers. The name Mobylette, shortened to "Mob" became the generic name for any small-capacity moped or cyclemotor in French. History has it that the Motobécane company decided to produce a 50cc version of the successful Pony small motorcycle in response to the creation by French legislators of a new category of motorised 2-wheel transport, the *cyclomoteur*. This legislative definition was the successor to a pre-war category, the BMA (*bicyclette à moteur auxiliaire*) which was the French equivalent of the British autocycle; an under-100cc engine capacity with just one gear and fitted with pedals.

Right- the pre-war Motobécane ladies cycle model BNX which, much reinforced, served as the basis for the 1949 Mobylette AV3 frame.



On the Motobécane stand at the Paris Salon of 1949 the new Pony took pride of place amongst a number of new established larger-capacity motorcycles. The company had renewed much of its model range since the end of the War in 1945 and orders were flowing in. At the back of the show stand, almost hidden by an office structure, stood a small, somber grey cyclemotor, the AV3. It was evidently not something Motobécane was very interested in publicising as absolutely no information was available on what it was. One man *was* interested- Max Enders, reporter for *Motocycles* magazine and a good friend of Charles Benoît, president of Motobécane. Max Enders had been testing the company's bikes since 1930 and was always scrupulously fair in his assessments, with the result that he was always welcome at the factory.



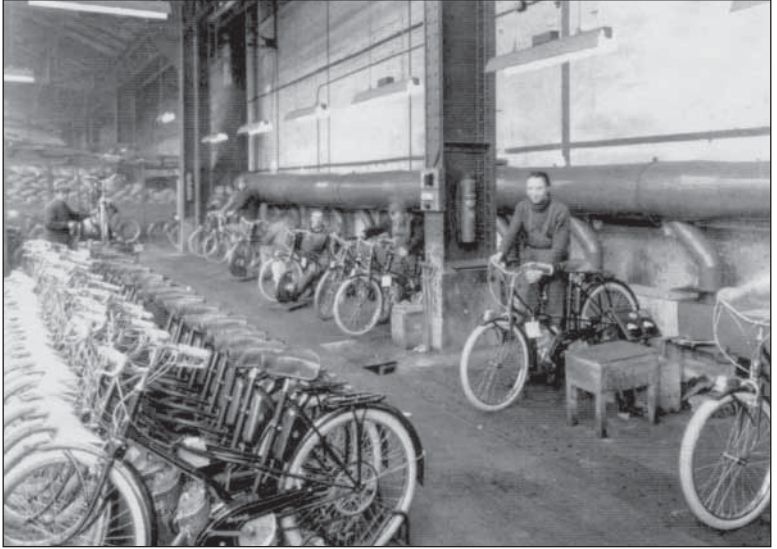
A road-test was requested, Motobécane obligingly loaned what must have been a late prototype or an early pre-production machine and Max Enders wrote a glowing report. This minimalist cyclemotor corresponded exactly to the needs of a country painfully restructuring itself after five years of wartime devastation.

(contd. next page)

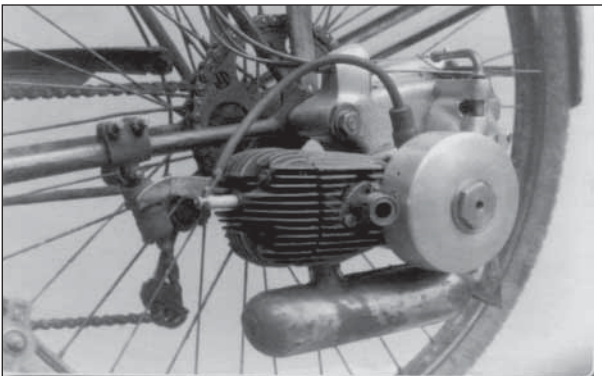
Birth of the Mobylette contd.

Max Enders' report was published while the Paris Salon was still open and Motobécane's staff watched in awe as hundreds of visitors appeared, pushing and shoving each other in order to get a better view of the new Mobylette. Motobécane were caught completely unprepared; no brochure had been printed so in great haste a photo was taken of the display machine by Eric Jaulmes, chief designer at the factory, then quotes from Max Enders' report and basic technical specs were included in a rough and ready leaflet. Orders flooded in, but Motobécane had little spare production capacity and so had to quickly convert the ex- Garin bicycle factory on the rue Hoche in Pantin to be able to begin manufacturing the new Mobylette on a large scale.

Right- end of an assembly-line (probably Pantin, but it might be Kaptein's assembly plant in Holland) where finished AV3 Mobylette's were run up on test-beds to check engine and transmission components were working correctly.



The rest is well-known history; Motobécane became an industrial colossus on the back of that little dark-grey cyclomotor and has always claimed the credit for "inventing" the Mobylette. Except that recently some interesting fact concerning the Mobylette's conception (not the birth, Motobécane was definitely responsible for that) casts some doubts on accepted history, and the Dutch are implicated...



NACC member and Kaptein marque enthusiast Henk van Kessel, his colleague Peter Langemeijer and *Motos d'Hier* writer Patrick Barrabès (grateful thanks to them all for providing info used in this report) have come up with a different view on how the Mobylette came about, and it makes very interesting reading. Around 1942-43 Motobécane engineers toyed with a bicycle motor unit, seen left.

The idea was to offer an ultra-light weight motorised bicycle to sell to hard-up Frenchmen and women. A standard Motobécane *dames et ecclésiastiques* lightweight bicycle, the BNX, was used to try out a prototype 50cc cyclemotor engine bolted to the left rear hub, much in the same way as the post-war VAP 2, 3 and 4, driving the rear wheel by chain. It was given the code name AV2. The prototype proved unsatisfactory, mainly due to the weakness of the BNX frame which twisted readily under power, so it was abandoned. Dutchman Willem Kaptein (below) now enters the story.

In the 1930's Kaptein was one of the biggest importer-distributors of Motobécane motorcycles in Holland and had established a close relationship with Charles Benoît and Eric Jaulmes in France. In 1946 Kaptein and a group of fellow industrialists working in the motorcycle and car industries began meeting on a regular basis to discuss ideas for motor transport suitable for conditions in the financially physically-damaged country. The group met at a Chinese restaurant on Vijzelstraat and later the Café de la Place Stadium in Amsterdam. One idea mooted was the manufacture of a bicycle with auxiliary motor power. Willem Kaptein was also interested in assembling Motobécane motorcycles in Holland with local content because of punitive taxation on imports, which rendered them too expensive.



On a visit to Pantin in May 1946 with a party of other Dutchmen, Willem Kaptein happened upon the abandoned AV2 prototype and by sheer luck, Han Harmsze, Editor of the Dutch magazine “Motor”, was present. Mr Harmsze described what happened- “While we were visiting the Motobécane factory we saw a bicycle fitted with a small motor, languishing in a corner.

M. Benoît distracted our attention by saying that it had been an experiment amongst many others undertaken during the Occupation, saying ‘..we tested it a few times but decided not to continue with it as the frame was too weak for the weight and power of the engine.’ The quality of this 2-stroke with light-aluminium cylinder barrel was excellent. Classic French bicycles are of the sports type with lightweight frames, but once these frames are adapted to cope with heavier loads, as Solex found out, then things are very different. Within the Franco-Dutch customs agreements of the time, importing engines alone was possible.”



As we shall see in the next instalment of this story, to be published in October, that's exactly what happened.

Les Amis du VéloSolex 64 Bryan Hollinshead

Chers Amis

Midsummer's Day, the sun is shining and looks to be going to continue. So, why aren't I taking advantage of the conditions ? Well, if only the weeds and the grass would stop growing and other gardening tasks could be put on hold I would be only too willing to comply but at present other pleasures have to give way to necessity. I recently had a telephone call from Paul Witchard asking about electronic ignition for the VeloSolex . I had to admit that I have very little information to pass on about this subject other than that Motobécane fitted such a system to some of their 3800 models after taking over production from VeloSolex in 1975. A diagram together with a photograph can be found in the book by Frank Méneret and Jean Goyard entitled *Le VeloSolex de Mon Père* which contains a mine of information on all matters relating to the Solex. It would appear that although the ignition and lighting coils are the same as in earlier 3800's the stator back plate is different and the important component is the 'Boitier électronique'. A circuit diagram for CDI (capacitor discharge ignition) may be found on the website Briansolex and although I have some knowledge of electronics it is somewhat dated. I have been aware for a long time of the advantages offered by CDI to motorcycles but would doubt if the expense and trouble would be worthwhile for a Solex. If anyone has anything further to add I'd be pleased to hear from them.

While still on the subject of ignition I'd again like to bring up the subject of condensers which, judging from my own experiences and those of other Solex owners seems to be the most common cause of ignition problems apart from the obvious one, i.e. a faulty sparking plug. Over the years I've bought a number of new condensers from various sources none of which bear a maker's name and are of doubtful origin as they seem to fail after a relatively short time. Presumably none are available of the make fitted as original equipment. By the time these notes appear in print Tim Shields will have carried out his attempt to make the journey between London and Paris in twenty-four hours on his 3800 . A very worthwhile task which I hope will be successful. He did ask if I could suggest the best route between the channel ports and Paris which I was unable to do as I'm not familiar with that area of France. However, I was able to suggest a few ideas which might be of help. I certainly admire his courage.

Needing a tyre to replace a badly worn one on my 2200 I called into the shop of a small motorcycle dealer about an hours drive from where I live. On entering his rather untidy workshop the first thing to catch my eye was a brand new tank for a Norton Commando. When I commented on this with some surprise he took me into a back room, and showed me not one but two Commandos explaining that he always was an admirer of the model and the two in the workshop were kept for sentimental reasons. It was a particularly lucky visit because I came away with two new French made Hutchinson tyres with the correct tread pattern. I mentioned the possibility of obtaining similar tyres to fit my 330 but he answered that there was very little chance of finding any which is a pity as my 330 is one of my favourites and I have to limit its usage on account of tyre wear. There probably are some which are manufactured in Taiwan or other far eastern countries but are of doubtful quality.

Geoff Scott who produces an excellent monthly newsletter on the activities of Solexistes in Australia poses the question which could be interpreted as "when does collecting become an obsession". Putting it another way how do you know when you have sufficient examples of your chosen marque?

Is your aim to have an example of every model which left the factory? I'm coming around to the latter as I'm unlikely to achieve the former option and in any case I haven't the space or facilities. I have nine examples, seven of which are in full working order, one which is in the process of refurbishment and one which requires a full rebuild . Maybe I should turn my attention to the Winged Wheel which has lain under my bench for a number of years lacking a serviceable ignition coil and an air filter.

Unfortunately the local tip has ceased to be a possible source of odd bits and pieces as removing anything from the tip is now banned and liable to a fine. I was particularly upset about this rule recently as I've been unable to find the correct decals for the main tube of my Motobécane export model. There was a frame dumped in a skip complete with the decals and in good condition. However, I was told that I could not have it even though I was willing to replace it with a similar frame from my scrap bin. Anyway the bike is complete and up and running and performing well so I must be thankful for small mercies.



So, once again, I would like to send greeting and best wishes to all Solexistes wherever they are. Get out and enjoy the experience and should your model become 'en panne' spares are still reasonably available even if you have to search a little.

Bonne route

Bryan

(Couldn't resist this little gem from the net- possibly the most powerful Solex ever! Image quality is terrible but that's a Ferrari engine in front of the handlebars... DB)

