

The

# Buzzing Club



Volume 29

Number 1

February 2010

**BRITISH BUYERS WANT  
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The advertisement features a silver moped with a license plate 'HCM 100' set against a background of a stylized Union Jack. The text is bold and black, with 'ORDER NOW' in a slanted box. The brand name 'Her-cu-motor' is prominently displayed in a large, bold font, followed by the slogan 'THE BEST mo-ped FOR MILES' in a smaller, italicized font. At the bottom, the manufacturer's name and location are listed in small print, accompanied by a small logo.



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

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### **Committee Members**

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Josie Stanley, Ian McGregor

Please send an SAE (an IRC from Europe, 2 IRCs from outside Europe) if you need a reply when writing to Club officers.

General enquiries via email, please contact [info@thebuzzingclub.co.uk](mailto:info@thebuzzingclub.co.uk) Buzzing is published on the 20th day of February, April, June, August, October and December. Articles, letters & adverts for the April 2010 issue of Buzzing should reach Buzzing Prod. at the address above by Friday 19th March 2010.

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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](http://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. Application forms can be downloaded from the NACC website. 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 NACC AGM** came and went on 6th December, a detailed report will appear in the next issue of Buzzing, you all received a copy of the AGM agenda with your copy of October's Buzzing so you know what was up for discussion. A few changes took place within the committee- our Secretary for the last three years, John Lipscomb, resigned his post due to far too much work and changes in his personal circumstances. Thank you John, for all the effort you put in for the Club. We have a new Secretary, John Aston, who is also our Shows Coordinator, and welcome a new committee member, Josie Stanley, also a VMCC local area member. We thought you might like to see who we are so took the photo below of most of your 2010 NACC committee.

Left to right- Librarian Alan Hummerstone, Treasurer Liz Butler, ex-Secretary John Lipscomb, Chairman David Casper, Events Secretary Bryan Norton, new Secretary & Shows Coordinator John Aston, Transfers Secretary Ray Butcher and Regalia Secretary Ian McGregor. Missing- Historian David Beare (taking the photo), committee members Josie Stanley and Derek Ashworth.



At the 2009 AGM Chairman David Casper announced the introduction of the new **Chairman's Award**, which will be given in recognition of outstanding contributions to club members and the NACC Club itself by a local Section. The 2009 award went to The East Coast Pedallers Section, ably run by Carl Squirrel and Roly Scarce, who have contributed a huge amount of time and effort to organising local runs, camping weekends, excellent stands at local shows and to broadening recognition of the NACC throughout their region. A well-deserved award and congratulations to all who helped and participated with the East Coast Pedallers!

Right- Carl Squirrel

and Roly Scarce, founders of the East Coast Pedallers NACC local Section and deserved winners of the 2009 Chairman's Award salver. This award will be given annually to organisers or leaders of local NACC Sections.



**NACC Publicity Officer.** This committee position has become vacant so if any member would like to apply for this important role, please write to Chairman David Casper as soon as possible. We'd like to see the position filled before the start of 2010's season of events and shows. Chairman's address is on page 2.

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## 2010 NATIONAL RALLY

This year's National Rally is being hosted by the South Staffordshire Section and will be held at Wolverhampton Rugby Club on the weekend of the 21st – 22<sup>nd</sup> August. Wolverhampton Rugby Club is situated rurally on the Staffordshire / Shropshire border and has previously hosted annual rallies for two leading national vintage motor cycle clubs. There is plenty of camping space together with good club house facilities and hot food will be available throughout the weekend. More details including costs and a booking form will follow in April's edition of Buzzing, but in the meantime make a note of this date in your new diary, and if you have any queries please contact Bob Terry on 01902 842198.

**Bill Phelps** is a well-known and active member of the NACC Vale of Glamorgan Section in South Wales and has given the Club committee much assistance in drawing up the amendments to the NACC's Articles & By-laws which were discussed at the AGM. Bill is a life-long motorcyclist and enthusiast who owns and rides some very fine machines indeed- the big ones include a 1959 Triumph Tiger 100 with Steib sidecar, owned since 1964; a 1974 Moto Morini 350 V-twin; a 1936 Nimbus in-line ohc four from Denmark; a 1925 596cc Indian Scout v-twin; a 1908 476cc Triumph with Mills & Fulford sidecar; a 1904 Givaudan and a 1902 Clément-Garrard.



As far as "our" kind of machines go, a 1967 Honda P50, a fabulous 1969 Testi 50cc sport moped, a 1955 New Hudson autocycle, a 1974 Honda Camino PA50 two-stroke and a 1962 Triumph Tina scooter occasionally come out for local NACC runs.

Bill is also a longtime VMCC member and has had the honour of being elected President of the VMCC, a post he will be taking up on 11th April 2010. Congratulations Bill from all of us.

(photos VMCC)



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## 2010 NATIONAL SHOWS

On page 17 you'll find a form listing the shows where the NACC will have a stand as part of the Club's national events program. If you have a machine you would like to have considered for display and can bring it on a Friday and collect it on a Sunday, please fill in the form and return it to me, John Aston, at the address on the form. **Please note** the cut off date for show entry is 30 days before the date of the show. Cheers and happy polishing, John.

\*\*\*\*\*

**Transfers Secretary Ray Butcher** has asked that all requests, emails or correspondence concerning transfers orders please, please include a land-line phone number to contact. Ray often needs to discuss enquiries or orders with members before despatching items, he cannot always respond to emails and return calls to mobile phone numbers are costly, so please do give Ray your landline number. Complications are especially common with the multitude of Raleigh moped transfers when deciding which are correct for which model type and so on. **All** orders should be accompanied by an SAE for despatch of transfers, thank you.

# News

Would anybody be prepared to **restore a Mini Motor** that the National Cycle Collection has inherited and want to put on display at the superb museum in Llandrindod Wells, mid-Wales. Interested parties please contact curator David Higman on 01597 825531 directly (not via Buzzing) to discuss the project. Many thanks.

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## CALLING ALL CYCLEMOTORISTS

It would appear, judging by the prices bid on eBay and the hugely daft sums asked by dealers, that the humble Cyclemotor is in great demand . If this is the case how come we don't see many being used on runs? Could it be that their owners feel it's not worth taking one to an event just to be left behind by the majority on Autocycles and Mopeds. So how about a Cyclemotor only run , a bunch of like minded folk on equally powered and charming machines meandering around the byways on a summers day ? Seems very appealing to me and I would hope others too. So, here's the plan. I live in the very beautiful Vale of Pewsey just a few miles south of Marlborough, Wiltshire, which is great Cyclemotoring country and I would be interested in organising a CYCLEMOTOR ONLY run of about 25 miles through this beautiful landscape. There are a couple of lovely country pubs that could host the event and each have camping fields for those wanting to use them for caravan or tent. There would be a commemorative T shirt for the person that travelled furthest to the run and if an excuse can be found a trophy of some sort. At this point, as it is a strictly Cyclemotor only event, we must define what one actually is, well if it's a Ladies or Gents bicycle that has had a "clip on" engine from the 1940s ,50s or 60s attached to it, then it's a cycle motor. Therefore no Autocycles, Mopeds or VeloSolexes [Sorry Tim !]. This might seem a bit tough but the strength of such classic events as the Banbury and Pioneer runs can be put down to some fairly strict rules of entry. One dedicated run a year shouldn't be a problem. No date is set but late this summer or spring 2011 could be used depending on the interest shown and fitting it in with what is already a crowded events calendar. For the event to go ahead enthusiasm from others is needed and I would suggest a minimum of 12 people saying they would like to join in would set the wheels of organising such an event in motion. So it is up to you, if the idea appeals contact me on 01672 562901 or email at [cieio@hotmail.co.uk](mailto:cieio@hotmail.co.uk). My computer is switched and I am sitting by the phone. **Colin King**



**Cry of Help! from the USA:** In December's issue of Buzzing an appeal for help from John Anderson from Napa, California, owner of a 1956 16cc Pranafa Playboy mini-scooter made in Germany, was published.

Unfortunately the photo that was supposed to illustrate it disappeared into the black-hole of anti-matter which lives inside every computer that, unbidden, sucks bits of text, pictures, drawings and sometimes whole pages into a vortex so strong nothing returns from there.



Here's the picture, sorry chaps!  
If anybody can help John, his email address is: [boandjo@sbcglobal.net](mailto:boandjo@sbcglobal.net).

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**Coast-to-Coast Run-** an anonymous contributor who is evidently trying to encourage more riders to take part in 2010 (June 19-20, Hartlepool to Whitehaven) has forwarded the photo reproduced here of a team of brave, fit young lassies who apparently want to ride the C2C on mountain bikes.

So, if you wish to enjoy spectacular scenery, exciting company and the opportunity of following fellow-riders up close, contact David Casper as soon as possible in order to ensure your place at the front of the queue. This is a special one-off for 2010 only, next year we may have a team entry from your local Weight Watchers.





# Letters to the Editor



**Dear David,**

On a recent trip to New Zealand we found that Harley Davidson and large Triumph motorcycles were the favoured transport, however, on the south island, just below Greymouth, we saw a collection of what looked like Hondas. Most of them seemed beyond restoration, or at least beyond my idea of restoration. Perhaps another example of 'when I retire' or just dead Hondas'! regards, **Ian Andrew** (See pages 25-26 for news of riding activities in New Zealand)



**Hello David**

Should anyone want- I have quite a lot of Raleigh cycle spares and Sturmey-Archer gear spares and can carry out repairs (mostly) to SA hubs up to the 5-speed. All the best, **John Cyster** 01442 874524

**Dear David**

I enclose an interesting picture from the Rock District News of the local bobby on his beat around the Far Forrest area near Bewdley in Worcestershire, possibly late 1940's -early 1950's. It looks like an Excelsior Autobyk. regards, **Roger Seeley**

*(I wonder if it's still around, the registration looks like DUY 148- Ed)*



&

## Letters to the Editor contd.

### Dear David

Many thanks for sending me a copy of October's Buzzing which I have enjoyed reading from cover to cover - it is excellent and says much about the obvious success of your club.

I am reminded of a rather sad story which happened to me some years ago. I had an ancient Aunt, long since departed, to whom I lent an old Autocycle which I had done up with much loving care in the mid 'fifties. I forget who it was made by, (possibly Excelsior?), but I do remember that it had a very sturdy 98cc Villiers 2-stroke engine with a cast aluminum silencer into which the exhaust was fed via two cast aluminum ports either side of the cylinder. The cycle had parallelogram mounted front forks with rubber-band suspension, and a back-pedal rear brake. It had two chains and I was surprised to see that an extra sprocket had been fitted via an unsightly, 'home-made' Dexion bracket, apparently because the garage where she took it for repair did not understand the necessary sequence to be followed when adjusting the chains.



Worse was to come. An old lady friend of my Aunt's showed an interest in the cycle, so my Aunt asked if she would like to have a go. The offer was readily accepted whereupon the old lady rode the cycle straight off the road into a muddy ditch. It transpired that she had never even ridden a bicycle! The final chapter in this saga is almost too painful to recall as it recounts the ultimate indignity of what, in my care, had been a trustworthy steed. One day my dear Aunt told me, in passing, that my Autocycle was useless and wouldn't go any more, so she had left it at the side of the road - "somewhere in Gloucestershire"! Its registration number is JDD 461 and her name is 'Susie'. So, if any of your members. . . . .? ! Very best wishes, **Philip Eden**

*(Over to you, members of the NACC, is Susie still out there somewhere and if she is, please let Philip know via email to - philipeden@live.co.uk - he'd love to know if his old autocycle survived being abandoned by the roadside!*

**Dear David**

I have at last got around to taking some photographs of the 15cc Magpie- engined Tailwind Mark 1 that I fitted to a Hopper bicycle in 2007. The original black & white photographs I loaned you for The Stinkwheel Saga, Episode 2, show the Magpie engine attached to John Latta’s Hopper bicycle, I was able to buy a similar machine at an H&H auction in 2006. Best wishes, **Rory Sinclair.**



*John Latta was a skilled model engineer who designed and made a number of small two & four-stroke engines up to and after WW2. In 1948 he adapted a Magpie model aeroplane unit to fit onto his old Elswick Hopper bicycle to give some power-assistance up the notorious hills of Berkhamstead. In 1949 he patented a stepped roller-drive with two diameters, giving two speeds, selected by sliding the motor sideways by means of cables. It proved very successful and Latta was joined by two fellow model-engineers, John Grout-Smith and Reg Bury, who build similar machines powered by Mk 2 29cc units which they baptised Tailwinds. The trio then designed and in 1952 built a new Tailwind, the Mk3, which had an all-new 49cc engine but retained the 2-speed stepped roller. They participated successfully in the 1952-53 Cyclemotor Trials organised by the BTSC and ACU. Rory Sinclair is a great Tailwind enthusiast- five machines are known to survive.*

**Dear Dave**

Re page 18, December’s Buzzing, 100-mile run report: **GRAMMARIA ROMAE-** honda *n.* infernal combustion monotrack chariot from the Land of the Rising Sun. If we take “honda” to be the singular, then this implies the feminine gender. The plural will then be “hondae”. Quod Erat Demonstrandum. (sed nemo amat rectum intelligentium!)

singular

plural

*masculine*

hondus

hondi

*feminine*

honda

honda

*neuter*

hondum

honda

regards, **Pedalling Petronius**

## NACC Show Entry Form

Name: ..... Memb No: .....  
 Address: .....  
 Tel No: ..... Email: .....

**I wish to show my bike at**

Show	Tick Box	Show	Tick Box
Stafford 23rd - 25th April	<input type="checkbox"/>	Founders Day 18th July	<input type="checkbox"/>
Uftoxeter 2nd - 4th July	<input type="checkbox"/>	Stafford 15th - 17th October	<input type="checkbox"/>
1000 Bikes 9th -11th July	<input type="checkbox"/>	NEC November 2010	<input type="checkbox"/>

### Machine Details (you may submit more than one set of details)

Make	Model	Year	Colour

**Return completed form to John Aston, 1 Honesty Close, Clayhanger, Walsall, West Midlands WS8 7RE**

A photograph of any machine you wish to enter would be appreciated  
 Bike selection depends upon the needs of each show, however you will be kept informed

# Run Reports

## Thames Valley Group Christmas Dinner

Colin King

There is something special about journeys and something very special about journeys with a common purpose. It's easy to understand the attractions of pilgrimages if your faith, in whatever, is strong. In the 1960's and 70's there was always a great feeling about throwing a bag into the back of the current old banger and heading off to a music festival and joining other like minded souls on that journey to some far flung field in an obscure part of these islands, to spend a couple of days with thousands of new neighbours all with similar hearts. Now 40 years later there is still joy to be had watching others have the same experience at places like Glastonbury and with a twist the NACC provides a variation of that. No more the couple of T-shirts, a sleeping bag and a guitar. The corroding sills and doors of those 1930's and 40's Morris 8's and Austins have been replaced by the rust and grease of the equally fascinating Cyclemotor. The excitement of the journey remains though, as we all converge on pub car parks with our trailers and racks during the riding season where we are sure of meeting old chums and charming machines.

There were no machines, but as we gathered together for the Thames Valley Group Christmas "Do" there was ample evidence of our charming chums. To be precise a couple of dozen of them hanging loose in the Toby Inn at Caversham, each one with the dual look of thirst and hunger etched into their festive brows.

This was an event brought about by wheezing machinery but on an evening such as this with an abundance of snow and ice, talking about them was preferable to sitting on the things, in fact as we slid from ice covered car park to pub the strains of Ravel's Bolero seemed to glisten in the distance and Barbara, although with stick and on a hip replacement waiting list, momentarily became Torvill to my Dean. As we neared the safety of the Toby Inn front door mat it seemed that a Triple Salko might just be possible but no. On reaching the safety of the bar and securely anchored to a medicinal Guinness I was approached by a large man who asked me to step outside [don't worry dear reader, it was a friend, a man we call Doug] he had brought with him a pair of mudguards that he had blasted and sprayed, for this was none other than THE Doug of R D COX & SON "Fast turnaround blast cleaning, vapour blasting, bead, grit and shot blasting specialists. Est 1964", advert each month in O.B.M.

So once more out into Berkshire's icy Tundra to find in his boot a beautiful pair of restored 1950's mudguards finished to the usual high standard of Doug's business, that in its time has blasted and sprayed everything from Submarines to the small, delicate and rare. Having skated back to the pub Gilbert could be seen circulating with a bulging carrier bag into which he was removing and adding £10 and £5 notes, it would seem as he approached those gathered that he might be running a sweepstake as to which of us might be the first to slip on the ice and snap a body part.

He was in fact collecting the dinner-money but at the bottom of the swag bag lay a foot-brake pedal that he had kindly made for the Mk 3 Hake project resulting in another inelegant traversing of Cavershams Polar car park. It was a relief to be safely back at the bar and comparing Harris Tweed with Derek. It was Dunn & Co v St Michael, it was Oxfam v Hospice Shop.

Dick and Lyn had driven up from their narrow boat, with the possibility of actually arriving by boat as the pub was a meadow away from the River Thames. A quick calculation would suggest a 30 mile trip via Kennet & Avon and the River Thames at a flat-out speed of 5 mph would have been unduly troublesome and might have required the assistance of an ice breaker to lead the way. Their Smart car was the sensible option .

An area of the pub had been handed over to us to slurp and munch our way towards Christmas. On our table the conversation swung between such female motorcycle luminaries as Olga Kevelos and Sheelagh Neal, the healthy state of recent Buzzing editions and the booming membership of the NACC now standing at around 2000 and growing via new members and sections. It was also admitted by one of our fellow munchers that he actually had, if his memory serves correctly, six Power Paks on the road which surely must bring a Cyclemotor-only run a little closer. However with a very good selection of ladies with us the chat did enter other areas. During the evening Gilbert, organiser/ engineer/good bloke and holder of the S.D.T [slightly dented trophy] had the honour of passing on the trophy to a worthy recipient. It was decided that the 2010 fortunate person would be Bob as Gilbert suggested it was given to him “for being Bob” and so say all of us. We are still not sure if the Bob will build a trophy cabinet in the hope that this is the start of something new or if we should keep an eye on eBay.

Alan and Robert helped the evening along with their gift of the now traditional Hummerstone Cyclemotorists Calendar 2010 for everyone, each month illustrated with a photograph taken at various runs. A decent evening was had by all and those that could went back to Bernard’s for a nightcap, it has since been reported that one of them started to glow like a beacon due to the effects of a certain Scottish fluid. Barbara and I had booked into the adjacent Premier Inn, our room just 30 feet from where we ate in the pub, thus allowing an extra Guinness and removed the hazard of driving back to Wiltshire. It is always nice to see the old gang but a real treat to get back into the Vale of Pewsey on Sunday and feed the birds, visit the potting shed to check on progress, or not, of an attempt to propagate ferns from spores and of course to peep into the “Boys Shed,” lift a cover or two and admire much maligned items of our British motoring heritage . Those little things that brought us all together in the first place.



## Nationaal Veteraan Treffen, Holland      Henk van Kessel

### **NACC at the NVT in Woerden**

One of the most impressive events of the year was the NVT (Nationaal Veteraan Treffen = National Veteran Meeting) in Woerden, situated between Utrecht and Rotterdam. All the great marques were there: Harley Davidson, Honda, Vespa, BSA, Norton, Ducati, Laverda, BMW, Moto Guzzi and many more. Famous moped marques could also be admired like: Puch & Tomos, Sparta, Jamati, NSU and of course Motobécane and Kaptein. For more information: <http://www.nationaalveteraanntreffen.com/> A group of Mobylette owners from several Clubs formed a temporarily association and the result was **the largest Club stand** at this top event. Involved were: - Motobécane Club de France- Vlaamse Mobylette Club (Motobécane Club de Belgique).- Dutch friends of Kaptein (with the RHC-chairman Naud Aendekerk)- And last but not least the **NACC**.

(contd. next page)

Our main objectives were: - promotion of clubs that support Mobyettes,- history of the genesis of the first Mobyette, - general information about restoring Mobyettes and useful contacts and the display of many different models. Visitors were invited to park their moped on our stand. Since we had informed as many Mobyette owners as possible and were helped by a fantastic sunny day, a lot of Mobyettes showed up. In this way a large open air Mobyette museum was achieved and the parking area had to be extended over and over again. People just enjoyed looking at the machines and technical displays and took note of the fact that Mobyettes are still very much alive and kicking. It was a perfect day and the NACC was part of it.



Left- under the canopy of the main display.

Below, a small part of the huge Mobyette display outside, many were visitors bikes and all look to be in excellent or restored condition.



Left, riders on a cycleway in Holland, some of a total of 1,234 mopeds which set off from Zijtaart in an attempt to create a new record for the Guinness Book of Records of the largest number of mopeds riding together. We'll let you know if they achieved it!

# A Clark Scamp?!

Chris Tucker

**BACKGROUND.** In 1971 I bought a Clark Scamp for my then wife. It was ‘brand new’ having languished in a local dealership since the demise of Clarks in 1968. She couldn’t get on with it and it was sold after a few months without me really getting to know much about it. Over the past five years I had restored two Citroën 2CVs with the help of my daughter’s other half and was looking for another project which, when finished, wouldn’t take up too much room. The idea of ‘doing up’ a Clark Scamp was therefore either due to a mid-life crisis, an attack of nostalgia or pure madness. Take your pick!



**HOW MUCH WOULD IT COST?** I had no idea. There was a non-runner on the internet for £500. That seemed too much but there weren’t any others until a red one appeared in a Classic Car magazine for £175. A trip from Dorset to Leicester brought me face to face with my proposed acquisition. Except that it was blue! There were no documents with it and it had obviously not been used for decades. Despite having been smothered in oil at some stage it was very rusty but it appeared to be complete, just in a sorry state. I couldn’t resist it and it was loaded into a friend’s hatchback and brought home.

**RESEARCH.** What research? I hadn’t done any and had only foggy memories of the one from the ‘70s. I had no idea as regards spares availability (if any) but the aim was not to exceed £500 in total and to complete the project in six months.

**AND THIS IS WHAT I DID.** It was Friday 7th August 2009 when the Scamp was brought home and by Saturday 8th most of it had been dismantled, greatly assisted by the new Loctite ‘Freeze & Release’ aerosol. I knew there were things I wouldn’t be able to do myself so the front wheel and handlebars were despatched for re-chroming within a few days. I also discovered that the one item totally missing was the de-compressor valve. It had been carefully replaced with a grub screw in the head. Fortunately, a friend (and NACC member) offered to convert a Mobylette valve and so the cylinder head was entrusted to him for modification as was the lever for the rear brake which was broken and which was also to receive the Mobylette treatment. I decided to start on the frame before the mechanics and within a few days it was back to bare metal using a fibre disc on an electric drill. Grey primer was applied from an aerosol. The original colour was similar to Ford Galaxy blue so an aerosol was purchased but it was obvious this was going to be very wasteful on the frame so the local paint factors mixed up some coach enamel the same colour. The tank and chain guard were sprayed, the rest was brushed. Within 3 weeks the painting was finished



The saddle cover (original Radaelli) was in good condition but the frame and springs were very rusty so it was stripped down to receive the paint removing disc, painted with Kurust, primed and sprayed black. The springs were soaked in old engine oil for several days. Smaller chrome items such as the fork yoke and lamp bracket were sprayed with a fairly realistic 'chrome' paint to keep costs down but I may get them properly re-chromed in the future. The pedal cranks and rear brake calliper needed only to have the oil and grime cleaned off. But the actual pedals were beyond cleaning and that's when I discovered that what appeared to be perfectly standard pedals (to a 63 year old!!) are no longer available. The local bike shop came up with a good second hand pair as an acceptable substitute for a fiver. The ball bearings in the crank were in good condition but in the head stock and chain sprocket on the rear wheel there were several balls missing. They were readily available from the bike shop.



*(Above left, the Scamp in as-found condition, above right, the angled rear inner tube valve)*

**THE INNER TUBE SAGA.** The tyres were both beyond redemption and the original 2 x 12 size appeared to be unobtainable (apart from bicycle grade where they are apparently referred to as 16 x 2) so two 2.25 x 12s were purchased. That's when I discovered the anomaly of the inner tubes! Their valves are cranked to avoid the one on the rear wheel fouling the gear case. Only one was serviceable so that would have to go on the back with a standard one on the front. I didn't like the idea of not being able to get a new tube for the rear if I needed to so set about finding a solution. I obtained a Michelin 2 x 12 inner tube with a straight valve but which was threaded all the way down to the rubber, and an adaptor, as used on wheelchairs, which extends the valve on the tube at a right angle to the rim. But simply screwing the adaptor on to the valve would have meant the adaptor still fouled the gear case. Time for drastic measures. I measured how far down the valve I would need to screw the adaptor to get it air tight. The adaptor had its own valve so the one in the tube was removed and the thread cut so that just enough was left to take the adaptor. The washer and hexagonal nut at the base of the thread, which came with the tube, had to be left in place. I screwed the adaptor on at the angle needed to exit the rim on the chain side without fouling anything. I then fitted the tube in the same way as the original would have been fitted, i.e. the adaptor had to be inside the tyre, not outside the rim. Inflated to the required 35psi the tyre stayed hard.

(to be continued)

# Une Cause pas Célèbre - Le Scoto

Peter Moore

(continuing Peter's story from December's Buzzing)

The cylinder is horizontal, the carburettor is a Dell'Orto built under licence by Gurtner and a cruising speed of 35kph (22 mph) was claimed. Fuel consumption of 1l/100km (283mpg!) was claimed too! Hence no doubt, the advertising slogan "le kilometre a moins de 20 sous" in 1950.

So how did it perform? The purely objective French specialist press seems to have been stunned by the little scooter's nimble and responsive behaviour, with a wheel base of 1m 05 (3' 6" in old money), those little wheels and a 68° steering head angle. But they seemed not to get on with that carburettor to judge by the words they expended on it! However, in 1951, *Moto Revue* reported: "The absence of a clutch doesn't hinder the ease of use much. Perhaps filling the float chamber of the carburettor is fussy— it needs about three dozen taps on the tickler (it's really almost a pump)! That done, and after having lowered the lever coupling the motor to the



rear wheel, the Scoto starts with a push, after a dab on the decompressor, but without the help of the pedals. (Elsewhere I read that if you pedalled away the motor would gently start in less than a metre). The Mosquito then accelerates flexibly without hiccups and with a muffled exhaust note. As for the brakes, their efficiency is inversely proportional to their feeble diameter."

They also praised the riding position, but advised the rider not to ride "hands-off" as it seems that the responsive little machine might be a little "nervous". Short wheelbase, small wheels and upright steerer might have had something to do with this! There was minor, and they hoped constructive, criticism because to prime the carb or to adjust the mixture, it was necessary to unzip the bonnet and delve within and an external control was suggested.

However, that was not to be for the Scoto lasted for only two, or perhaps three, years. The machine described appeared at the 1950 Paris Salon on its maker's stand, and did not leap fully-formed onto an unsuspecting world, for an earlier version had appeared the previous year on the Cicca Velorève stand.

This was substantially different, being recognisably what we would now know as a shopper bike, with the Cicca motor mounted Solex-like above the front wheel and with the fuel tank mounted above in the fork of the huge ramshorn-like handlebars with their inverted brake levers. The chainwheel and derailleur was on the right and the wheels were mounted from the left. What prompted the redesign before the 1950 Salon? Probably clearance considerations with the Mosquito beneath. The Scoto disappeared from view in 1952, after selling 350 units, 150 of these having a sprung front “fork”, and, since the reviews in 1950 and ‘51 were so positive, and the little scooter attracted attention wherever it went, what went wrong? It seems likely that Tubauto never committed to full scale production having their hands and factory full with the manufacture of car seats (Citroen 2CV?), buses, trolleybuses, railcars, and various automotive fittings. But fatally, I suspect, it was the price! The Velosolex sold for 32,500 francs, the Mobylette for 36,422 francs. The Scoto was offered at 54,900 francs! The Terrot MT1 light motorcycle of 100cc cost 68 000 francs. In post-war France, it's not hard to see that the market for the Scoto was, shall we say, limited.

Ian Harrop's Scoto (bought at Beaulieu some years ago much as it is now, from a French vendor, and possibly the only example in this country) seems to have become the mascot of the Vintage Scooter Club performing duty as Gatekeeper to the club stand at Heskin, later at the Cumbria Steam Fair at Flookburgh, and most recently at the Classic Mechanics Show at Stafford in October 2009 (photo below), carrying out this duty a little more proudly each time.

At Heskin it looked forlorn; at Flookburgh there was an informative placard alongside, and by the time it reached Stafford, someone had donated an inflator to fit on the rear carrier! On each occasion, the little machine attracted considerable interest – but where might it all end? I do hope that there is no prospect of this example being restored. I hope it will be preserved just as it is “*dans son jus*”, as Bonhams might say, if they were ever to get close!



Right- Ian Harrop with NACC committee member Ian McGregor on the Vintage Scooter Club's stand at Stafford in October 2009. Ian McG. had noticed the provision of a spare fuel can holder (see photo previous page, alongside the rear wheel) on Ian H's Le Scoto which lacked a spare fuel can, so he says, “I just happen to have a Solexine tin in my van somewhere...” The tin was dug out and duly presented to Ian Harrop, who was mighty pleased with it and dropped it straight into the can holder.



Peter Moore added the following footnotes to his article, which should be referred to in conjunction with part 1 which appeared in December's Buzzing and part 2 published herein. Franck Méneret has also taken a great interest in Peter's le Scoto report and has sent us more pictures and information, see April's Buzzing!

## Footnotes:

\*Levallois-Perret became an important centre of the early French automotive industry with the establishment of companies such as Clément Bayard, Delage and the coachbuilder Chapron. Citroën purchased the Clément-Bayard factory and the famous Citroën Traction was produced in Levallois for nearly forty years. The northern part of the famous Ile de la Jatte in the river Seine where French impressionist painters created many of their masterpieces, is in the commune of Levallois-Perret. Levallois-Perret is located about 4 miles (6 km) from the centre of Paris.

\*\*Duralumin was developed by the German metallurgist Alfred Wilm at Dürener Metallwerke Aktien Gesellschaft. In 1903, Wilm discovered that after quenching, an aluminium alloy containing 4% copper would slowly harden when left at room temperature for several days. Further improvements led to the introduction of Duralumin in 1909.

\*\*\*Moleskin, originally referring to the short, silky fur of a mole is heavy cotton fabric woven and then sheared to create a short soft pile on one side. The word is also used for clothing made from this fabric. Clothing made from moleskin is noted for its softness and durability. Some variants of the cloth are so densely-woven as to be windproof. The majority of manufacturers of this cloth are British mills. Noted clothiers who use a great deal of moleskin in their garments are Barbour and Lambourne. A moleskin is also a flesh coloured piece of adhesive cloth used in film-making to cover up genitalia in order to maintain propriety in non-explicit nude scenes (i. e. ones where nudity is suggested but not shown). So quite appropriate on the Scoto, then!

\*\*\*\* Neuilly sur Seine – almost next door to Levallois Perret, now home to the HQ of the Thales group who seem to own all of the UK aerospace and defence industry not owned by BAE Systems, and the Commune whose mayor from 1893 – 2002 was current President of France, Nicolas Sarkozy. Now be honest – when you opened your copy of this magazine, you never expected it to be so vicariously informative (or misleading?) did you? You can blame Google, Wikipedia and Tinternet for that! This article was prompted and sustained throughout by Restless Enthusiasm. All errors are mine alone, to be pounced upon with glee by those with bigger anoraks than I.

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## Krazy Kiwis

Gary Arps

*“I remembered to take my camera for Syd's Birthday Run. Impossible to count the bikes, best guess is 200, possibly more, with a good selection of “specials” out.”*

New Zealander Gary is a moped/cyclemotor/weird 2-wheel machine nut who participates every year in the premier event held each year to celebrate Syd's birthday. Nobody knows how old Syd is, must be over 80 at least, he's a lifelong motorcyclist and ardent fan of anything non-standard, which there seems to be a lot of in New Zealand. Photos are a selection taken by Gary of last year's run, some real good things out there. The one printed next page top is a frame from a few second's video of a bloke riding a powered unicycle at some speed while waving.. Think about that for a bit.



Here he is- how on earth do you stay on board something like that? What happens when you brake? The helmet's a good idea. Below, a cunning repro of a 'Veteran' using two engines



Left- one for Mr Devonport, we think. Below right, A Suzuki with Sachs Wankel power, apparently goes like a rocket. Below left, American low-rider with Chinese motor, just look at those wheels & spokes...



# A 1962 Cazenave moped

John Abberley

In June 2007 I met a gentleman at a 60th birthday party and during our conversation he offered me a Cazenave moped which had belonged to his clergyman father who used it to visit his flock. After the clergyman's demise it was partly dismantled and abandoned under a tree for many years, where the ravages of time took their toll. On inspection it was evident that it was still sound and during the subsequent rebuild I was able to appreciate the quality of design and manufacture.



My first priority was to establish the condition of the engine, it took many weeks to release the seized piston and then remove the piston rings. Needless to say the nuts, bolts, screws, chains etc. were rusted, as were brake cables, so copious amounts of de-rusting oil was used. The hexagons were of interesting sizes but with careful choice of spanners all was well. At this point I nearly abandoned the project as I was unable to remove the seized slide in the carburettor. The offending parts were treated with release oil, put in an industrial washing-machine and subjected to mechanical pull, all to no avail. Then Raccoon Rebuilds were contacted and they succeeded, though needless to say they were unable to explain the technique adopted.

All mechanical aspects were now in working order, with rebuilt wheels and new tyres now fitted. My next action is to obtain an MOT.

I must record my thanks to the NACC for the valuable assistance I received in obtaining a new V5C in my name, I have the original brown logbook and Bill of Sale issued in 1962. It was quite an interesting experience dealing with the DVLA!

I would like to know if any member has a Cazenave and whether there is any interest in mine; my contact details are- John Abberley, 17 St. Mary's Acre, Stratford-upon-Avon, Warks CV37 0SY, tel 01789 731721

# Lt.Cdr. J S Sproule RN

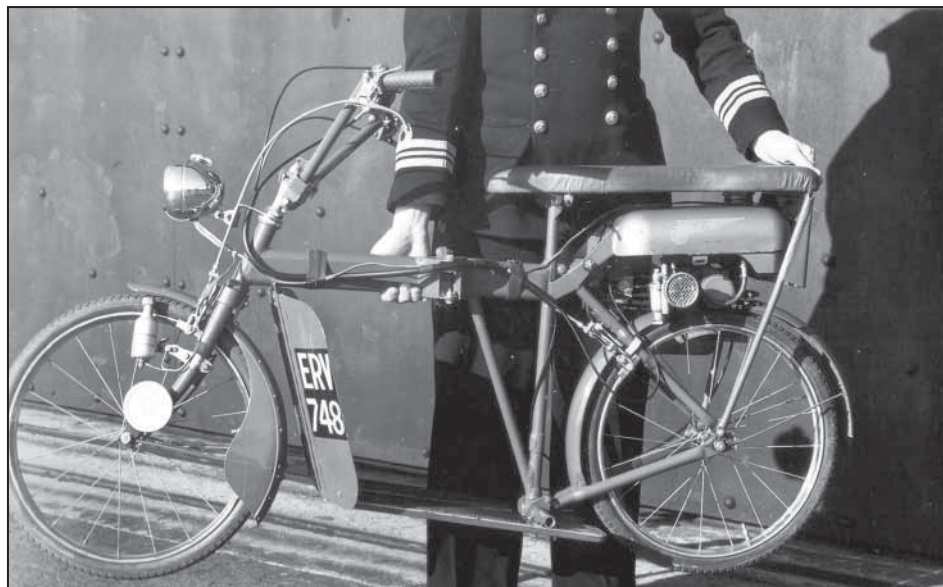
John Cyster

I came about knowing the Lt. Cdr. in the mid-1970's, he had brought six Mosquito Centrimatic cyclemotors over from Italy and I bought two of them (*John's family and John himself have been in the motorcycle trade in Berkhamstead, Herts, for nearly sixty years*) from him. During our conversations he mentioned a Trojan Mini-Motor-powered folding cyclemotor he had built in the early 1950's for use when riding around airfields. The reason for needing something to use on airfields was that Lt. Cdr. Sproule was an avid flyer and owned a Piper Cub coupé, flying for pleasure as well as in the course of duty. "How much more pleasant it would be, he thought, if he could devise some form of land transport to carry in the aircraft". So said a report which was published in Motor Cycling magazine of January 31, 1952, entitled "**How a Private Flyer Solved His Personal Land Transport Problem with a Mini Motor-Powered Folding Motorcycle**".



"Evidently there were snags. The Piper Cub's luggage carrying capacity was limited to a 'hammock-type' compartment measuring 41ins x 30ins x 22ins, positioned immediately behind the cabin seats. Weight too would have to be considered, for a mass weight in the wrong place in a small aircraft could give rise to unpleasant consequences... What was evidently required was a small motorcycle- one which folded up to fit the luggage 'boot'. Drawings were made and plans laid for the construction of a suitable machine... The first ingredient was a child's pedal cycle".

“Much to the astonishment of a group of fellow-officers the Lieutenant- Commander strolled into the hangar one morning with a glistening, brand-new bicycle. Calmly, he fastened it into a vice and, before a stupefied audience, solemnly commenced to cut it in half! Only the steering head and rear section of the cycle were to figure in the completed machine. These were joined by a cantilever main tube, fabricated from 3-in, 18-gauge oval section material, welded into place. Incorporated in this tube, a box hinge- the position of which had been predetermined by the simple expedient of folding a full-size drawing- offset to the right, allowing the machine to be folded in such a way that the two halves lay together, with the wheel-spindles in line. A butt joint, secured by two quarter-inch bolts, was used for the sake of convenience, although a quick-release device could easily be incorporated”.

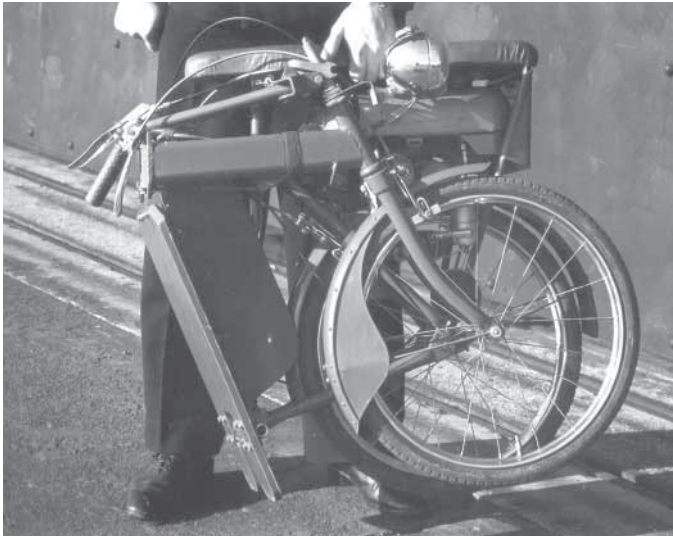


“The original 18-in pedal-cycle wheels, with suitable strengthened spokes, proved adequate. A pair of ‘sit-up-and-beg’ handlebars were constructed, the right-hand bar being hinged. The peg which secures this bar incorporates a spanner for the butt-joint bolts. Complete with light-alloy mudshields, a foot-board was constructed from plywood, covered with light alloy. A 48cc two-stroke Mini-Motor was chosen as the power unit, this being sprung-tensioned onto the rear wheel. A hinged seat, leather-cloth covered, was fitted above the engine.

The result? A neat runabout which, when folded, had dimensions of 32ins by 15ins by 31ins. For eight months this little model was used as a general hack around the air station. On one occasion its owner was enabled to sit down to tea in Gosport when, 20 minutes before, he had been riding about Cowes, Isle of Wight.

Recently ‘Motor Cycling’ had the opportunity of examining and riding this interesting little machine. Starting is accomplished by pushing off in a manner reminiscent of child’s scootering- one foot on the footboard, the other propelling. A sharp.....”





Left- Lt. Cdr. Sproule's amazingly neat creation folded and ready to be stowed behind the cabin seats of his aircraft. Note caliper brakes operating on Westwood rim edges, dynamo lighting and (below) clever folding leg-shields. The Road Fund Licence disc is dated 1954.



*The reason Motor Cycling's test ends abruptly is because the second page (343) of the report is missing and John Cyster cannot find another copy of the magazine to complete this article! So if any reader has Motor Cycling published January 31, 1952, John would appreciate a photocopy of the next page(s) posted to 16 Westfield Road, Northchurch, Berkhamstead HP4 3PN. Many thanks.*

# The Moped Collecting Bug

Ian Chisholm

So, where did this moped collecting bug come from? What was it that deemed our house was to become filled with everything connected with the hobby, that almost every spare minute of my time would be taken up by the ongoing restoration tasks I had set myself. The steady flow of magazines, letters and Jiffy bags that our postman seems to deliver every day, all relating to this consuming hobby. The many telephone calls made or received, coupled with hours spent on the computer either researching or bidding for some much-needed part or other. The wonderful enrichment of the many new, like-minded friends gathered as various projects and the years roll on. Yes, I often ponder how and why did I become so devoted to this hobby. Until then I was just a sane, normal sort of person.

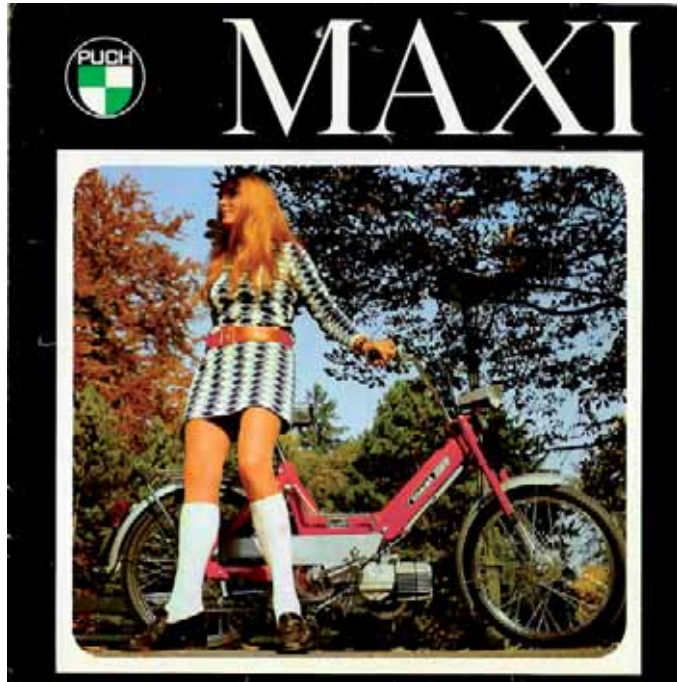
It's all Nick Devonport's fault. I successfully bid for the Puch Maxi S the venerable (in knowledge, not in age) enthusiast had on offer on eBay and I am delighted to say he has remained a great friend and communicator ever since.

That was back in 2004, prior to then I had always had bikes but mainly in my youth years, graduating to a Mini van, then on to other cars. I had a flirtation with exotic sports cars and 3-wheeler bubble-cars, both at the same time, but a messy divorce and the sharing of the spoils resulted in them all going.

Time moves on and a new wife later, still no bikes in my life until after my father's death. My old Mom, God bless her, decided to up sticks and move to live with my sister in lovely St. Ives, Cornwall. Whilst she was clearing the house and getting rid of stuff she didn't wish to take with her, she phoned me to ask if I wanted the old bike

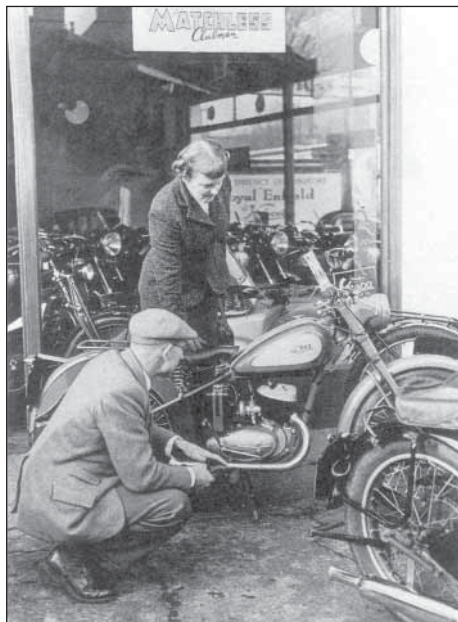
still in Dad's garage, or could someone else have it who wanted the engine? What bike, I asked? She then reminded me that many years ago my old Bantam had broken down while visiting her and that I'd left it there and never recovered it!

"Don't sell it or give it away" I pleaded with her and arrived that night to repatriate the old BSA. Eventually I started to restore it and the job is still ongoing as other projects have come and gone, but it's safe, warm and not going anywhere else.



(contd. next page)

The “why?” is not so easy to explain, in fact I don’t think I can offer a logical reason. As a kid I never liked mopeds, never owned one or wanted one. When I was old enough for a motorcycle licence my first bike was a well-used 150cc BSA Bantam Major. This started my love of real bikes and many others followed, the list being far too long to remember. This was not because I came from a rich or well-off family, quite the opposite, and that was the reason I had so many bikes.



I was apprenticed to become a draughtsman, the wages were pitiful and we had to kit ourselves out for part-time day/evening classes at a Technical College. Through the knowledge I’d gained in keeping the old Bantam going, other kids started asking my help or advice in keeping theirs going. Offers of old bikes, which their owners had given up trying to sort out, started coming my way.

Many of these I bought for prices varying from £3 to £15, and this was a lot of money when my wages (!) were £3.19s.9d per week, most of which was paid to my Mum! I was able to get many of them up and running, and with a few pounds profit was able to move them on, this being the time before MOT’s and suchlike. If it started and ran and not too many bits fell off whilst doing so it was a “good ‘un”. The more I sold the more seemed to find their way to our garden shed, and in short this flow of old bikes helped me pay my way through my qualifications and afforded me the opportunity to get to know many old British bikes. Some of them I wish I still owned but the the majority I was glad to see the back of and never want to own another like them!

I find it strange how owners of restored bikes extol their wonderful qualities and enthuse over the virtues of these old chargers; however, they never seemed to have had any of these when they were still nearly current! How often they refused to start, threw oil everywhere when they did and regularly broke down? Is that not the reason the Japanese took the market? How nostalgia rose-tints our recollections..... But we find them, lavish time and money on them and forget their naughty bits.

I well remember three bikes which caused me much grief, one being a 49cc Mk1 Raleigh Moped. It seized up every 3-4 miles and would only go again when it had cooled down, so in order to get to college/work on time I pedalled it while holding the decompressor open, looking like a demented hamster in one of those plastic wheels, until it was cool enough to free the piston and start again. One dreadful winters’ night, struggling to get the 9 miles home from college, it finally gave out and would not start. With the cold rain beating down so hard that my old mac stopped being waterproof, I pushed it to the point where the road crossed a filthy, effluent-filled watercourse where I heaved it over the bridge and splash, good riddance! Another was a really old Douglas Vespa scooter, with the headlamp on the legshield. This one had the knack of loosening the rear-wheel, no matter how many new nuts and split-pins were fitted, it still came loose on the drive splines.

The funny thing about this Vespa was that I and another chap with whom I worked would periodically sell it to each other for a fiver, depending on who needed the money. The current owner would give the other a lift to work or to the bus stop and have use of it evenings and weekends.



The last bike in this trilogy of disasters was an early Velocette LE with the hand-pull starter. At the time I was newly-engaged but my fiancée's mother didn't like me, a feeling that was entirely mutual. A friend of their family, knowing of my skills with bikes, asked me if I'd try to find out why his LE was sometimes difficult to start and ran rough. I volunteered and the bike was duly delivered round to the prospective mother-in-law's small but neat little back garden, where it was parked on its rear stand on the slabbed area outside the kitchen door, awaiting my attention. "The bike's outside, so I've been told" P M-I-L sniffed. Yes, and hello to you too I thought, then made my way outside to see what I could do.

I knew nothing about LE's then and still don't, but faint hearts and all that...I checked the points and electrics, cleaned the plugs and carburettor out and was ready to try a start-up. I remember it had a tank-side gearchange but was not aware then that, on this particular model, as you pulled up the hand-start the action also swung the rear stand- which held the rear wheel up off the ground- up out of the way and the bike then sat on both wheels. For reasons that I will never understand, as I pulled the starting lever the engine fired and with me astride it, the rear stand flew up, the bike dug in and shot forwards. It crashed through a flimsy interwoven fence between P M-I-L and the neighbours (who I should add, had apparently never spoken to P M-I-L since they'd fallen out over something or other) and careered into their garden, finishing up in the ornamental fish-pond the other side of the fence. I was even less popular with the prospective mother-in-law after that. The bike was returned to its owner, who told me that it went great after that. Every time I see a Velocette LE I remember that fish-pond.

(to be continued....)

## Mistreating a moped

Caught on camera recently by the RSPCM, Vincent Reilly speaks sternly to his pet Moto Graziella. Later the abandoned pet was seen doing tricks and begging for treats, before being bundled into a van and driven who knows where. Vincent's case comes up for review shortly.



**Found in Motorcycle & Cycle trader magazine dated June 1, 1951.**

*“FOUR UP ON A POWER PAK”- W R Walker, proprietor of The Hub Cycle Company of Kilmarnock Road, Newlands, Glasgow, (seen steering the quad) who fitted the unit, claims 18mph on the level with the machine as illustrated”.*

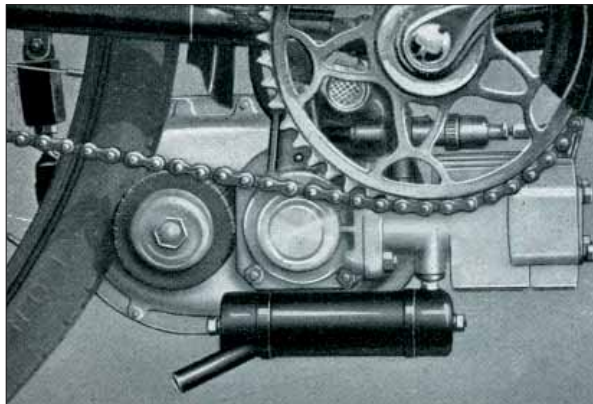
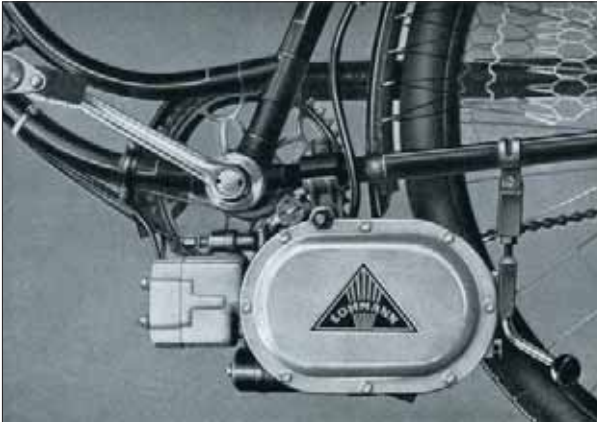
It really does look like they are under way, no feet on the ground, the tyres could do with a bit of air though....is JGB 586 still out there?



# Why not run that Lohmann?

Philippa Wheeler

The NSU Quickly killed the Cyclemotor. Not at once of course, more death by a thousand imports. It was of course no contest, the Quickly and those of its ilk were clean comfortable speedy and in a modern phraseology, fit for purpose, which the cyclemotor manifestly was not. By 1961 it was just about all over and the clip-on faded away. Yet a decade or more earlier the motorised cycle was hailed as the future and even the Blue 'Un and Green 'Un tested them and spoke approvingly of their merits, waxing lyrical over the Cucciolo and its startling performance. It could certainly go, stopping with rim brakes in the wet was something else. And then there was the Lohmann that most eccentric of clip ons, no sparks, a third the capacity of most competitors and fuelled apparently by alchemy, or at least by some exotic brews known only to initiates. It faded away with the others just the same, but some of the myths endure to this day. So what were they like to run and why are so few seen at events today? I write in the hope that my fifteen years of running these odd little forties creations and the experience gained in so doing might encourage others to put theirs on the road and enjoy their 'Nerve-Saws' as I have done. Life in the slow lane.



Left, pictures from the German factory manual show the clean lines of a Lohmann motor. This is the second version from around 1950, with improved silencing compared to the earlier, infamous nerve -saw, "Nervensäge".

Your Lohmann is a very easy engine to work on, being basically a scaled up model aero engine, not a true diesel though often so described and it is actually a compression ignition two stroke. Simple but ingenious, all the peculiar bits are readily accessible above the crankcase because it is in the piston and barrel assembly that it is truly different. Inside what appears to be a conventional barrel is a closed rotatable and axially moveable 'sleeve' which at its outer,closed, end has a few turns of coarse thread.(Apparently an Archimedes Thread for those who have an understanding of such terms.) Except for a spring loaded decompressor valve in the centre, the barrel/sleeve is closed at its outer end as described above.

The decompressor valve vents into the space occupied by the Archimedes Thread on the 'sleeve' and here a loose internally threaded pulley rotates about the coarse thread. This is the key to function and indeed malfunction, because the cable operated pulley is distantly connected to a handlebar mounted twistgrip. As the pulley rotates in response to the twistgrip the thread on which it is mounted forces it onto the rear of a hardened steel plate which is held in place by four long external M6 bolts. On the outside this plate carries a metal label of the kind beloved by Aviation Archaeologists describing the maker, place of origin (either Hamburg or later on Bielefeld), the capacity and serial number.

RAF Intelligence during what Alan Hughes describes as The Late Unpleasantness liked labels like this. The Germans- tidy, methodical and admirably organized folk, placed them liberally around their aeroplanes. Intelligence then prised them off those aeroplanes which had fallen to earth, noted the addresses and advised colleagues in Bomber Command who duly bombed them. Round about 1943 they were identified only by code letters because by then Bomber Command was getting into its stride. Most of the belligerents were no better. Old commercial habits die hard, as did a lot of the factories neighbours, bomb aiming being what it was then. Nowadays of course it is called collateral damage and nobody gets hurt. I digress.

I hope you are with me so far. To recap, turning the handlebar twistgrip operates a pulley at the engine end

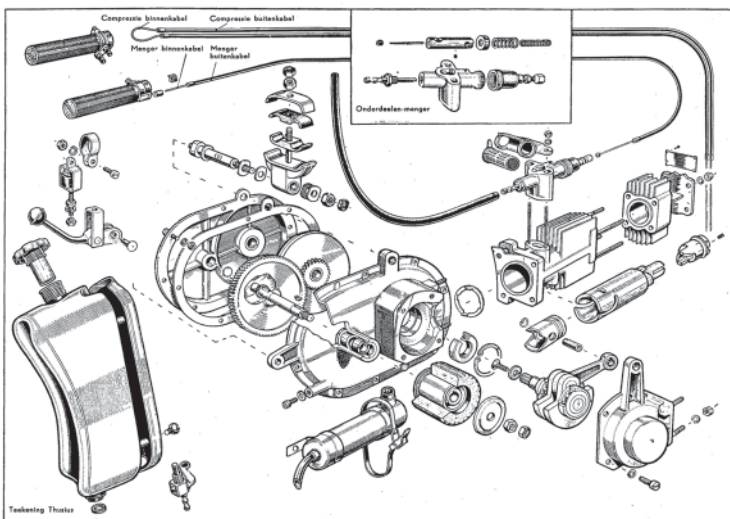


which in turn pushes the sleeve containing the piston in or out thus varying the compression. At one extreme of movement compression is at its maximum and the laws of physics, probably better understood by yourself dear reader, than I who daydreamed my way through lessons, means that the highly compressed gas gets very hot, reaches its flash point and ignition hopefully commences. At the other extreme of rotation the end of the spring loaded decompressor's valve stem bears against the plate and vents the cylinder. This hopefully successful outcome is mediated by a few variables. Let us now consider those.

**Practicalities:** Fuel- the most enduring of the myths. At the time the Lohmann was imported petrol was of an appalling quality compared to today's highly refined additive loaded product. A Lohmann will not run on modern petrols. Period. On the Continent the usual fuel was paraffin, but legislation prohibited its non duty paid use in Britain. This was because at that time we had a Government which enacted its own laws and whilst I have no knowledge of the penalties incurred for using duty free paraffin as fuel they undoubtedly included being drawn on a hurdle from Newgate to Tyburn. Unless 'white gas' (commercially and expensively available as Coleman Fuel) can be obtained in viable quantity and cheaply the choice falls on paraffin ex hardware store as used in greenhouse stoves etc. Lamp oil is also useable and some engines will run happily on barbecue lighting fuel. It is still technically illegal but HM Customs have more pressing problems nowadays than pursuing cyclist motorists for the duty on the occasional litre of paraffin. Some interesting research has been carried out by an NACC member using a combination of diesel, petrol and paraffin. It all comes down to viscosity and ketone ratios and how fast fuels or a mixture of same will flow through the simple needle metering jet which acts as a floatless 'carburettor' The needle in the metering device is adjustable but best left alone until an engine can be persuaded to run reliably. Use a 20:1 mixture of fuel to oil.

**Mechanical Condition:** A spark initiated two stroke will run with poor compression. A Lohmann will not. Poor primary and especially secondary compression can cause an engine to run badly or not at all. The engines seem to give their pistons a fairly hard time. Paraffin appears to be a high temperature fuel and gudgeon-pin bushes can seize to the pin and wear the bosses in the piston. All is not lost, however. The sleeves seem to be very hard wearing and pistons are available, at a cost, from OBS, Otto Bayer, Leintalstrasse22, 74078 HN-Frankenbach, Germany. The suppliers recommend that the sleeve be sent with the order so piston clearance can be matched precisely to the bore. Standard and oversizes are available but only in a two rather than the original three ring type. To reiterate : good compression is essential if the engine is to run, one of the signs of a worn but running engine is fractiousness – a continual need to juggle compression and throttle and instability in power delivery. I use the word ‘power’ advisedly. There is not a lot at the best of times. The main and big end bearings are substantial and I have yet to see an engine where these have required replacement. It is worth mentioning that if an engine is completely dismantled it may not be obvious how the crankshaft mounted flywheel is removed. Some are keyed but earlier ones have a left hand thread. Other than that the engine is of straightforward even rugged construction.

**Driving:** As with many devices produced by the ingenious and sold to a mass market the many and various ways the mechanically ungifted manage to destroy or damage the machinery are legion and probably far beyond their creator’s imagination. If all else fails read the instructions.



The Lohmann handbook is available from the Club library and also the useful exploded diagram. The handbook does have some rather quaint English but is full of practical information. Seasoned drivers might discover that ‘displaying hill climbing eagerness’ is a bit of a misdescription of the Lohmann experience, though a good one will climb quite well and is flexible enough to be walked alongside pulling the rider gently upwards if the gradient is too steep. Let us imagine your first time ride. You have wheeled your machine to the kerbside and optimistically turned on the fuel. You have a clear plastic fuel line or a fuel filter with a transparent window and you open the throttle fully to the override or choke position. Fuel will fill fuel line or filter. Close the twistgrip or Bowden lever. Bend down and turn the toggle engagement lever to press roller on to tyre (about an eighth of an inch between roller and tyre is about right disengaged) Prepare to mount. Ideally you will be on a downward slope and have the all clear from your Cardiac Consultant. Move the compression twistgrip to the decompress position (for adjustments see below) Pedal away.

(continued next page)



A Sturmey Archer or other variable gear makes this part easier. Quickly rotate the right hand throttle grip fully open to the override position and then the compression grip to maximum compression. There is a marked but hopefully momentary hesitation in forward progress before there is a loud crackling noise from below and a cloud of blue smoke. This is the war cry of the Nerve-Saw, bane of late abed good German Burghers as their neighbours went off to work. After a few moments compression and throttle may be backed off slightly, but it's a juggling process and full chat may need to be repeated.

On a cold day it might be half a mile or more before the twistgrips are rolled back to achieve a balance between minimum throttle and minimum compression while still achieving even two stroking without fits and starts and cutting out. A good motor will be stable in a couple of miles, but before reaching that happy estate you will by then three or four times, roughly each half mile, wound the throttle into override whilst fully decompressing. The purpose of this is to flush sleeve, pulley and piston with excess mixture cooling and lubricating. If this is not done sooner or later piston or pulley or both will seize. This essential function is accompanied by a gout of blue smoke and an increase in your carbon footprint from a size six to at least an eleven.

With luck you will be careering along at 15mph and 6000 RPM. The engine will run to 9000rpm and 20mph but not for long and certainly not routinely. Some engines as suggested will climb well, most need assistance on even moderate gradients which is why a variable gear is useful. As the engine reaches working temperature and settings are reduced, so is the noise. The later engines with the large silencer reduce the output to a soothing contented buzz at this stage. The exhaust note is the key to achieving optimum settings and the ear soon becomes attuned to this. The earlier exhausts, the Auspuff which looks like a spring and the Pfaffenpuff which has a flap over the outlet do little or nothing for the noise level and the rasp of a Lohmann on song is like that of no other engine.

The above represents an ideal. For some it is an almost unattainable ideal. One correspondent from the South Midlands (you know who you are) reduced me to a state of helpless, tearful, albeit sympathetic mirth with an eloquent and graphic description by email of desperate struggle, but eventual triumphant progress after days of unavailing effort.

(Philippa's report concludes in April's Buzzing with "Buying a Lohmann")



# 1952/3 Bridgestone BS31 clip-on

DB

A visitor to the NACC stand at last October's Classic Mechanics Show at Stafford was Ian Ross, a recent new member from Lancashire, who brought along some interesting photos of his Japanese-made early 1950's Bridgestone clip-on cyclemotor. He knows very little about them & the NACC

library was unable to produce any information, so does anybody out there know more about these attractive little machines? Drive appears to be via a large rubber roller in contact with the underside of the wheel-rim and there looks to be reduction gearing. Fan-cooling is evident.



If anyone can help Ian Ross with information on his Bridgestone, he can be contacted on 01253 724263 or email to [igilross@yahoo.co.uk](mailto:igilross@yahoo.co.uk) Many thanks!

One of the inevitable consequences of becoming a 'collector' whether it be of old vehicles or even postage stamps is that over a period of time one will acquire numerous items which you hope will become useful some time in the future. In other words the true collector will always be loathe to throw anything away. There comes a time, however, when much of this is now 'surplus to requirements' and is taking up too much of the limited space available. I have too much stuff so if you need some particular spare parts and you are passing through Brittany on holiday I would be only too pleased for you to have a look and, if I have them, do help yourself free of charge. Don't ask for any spares for the earliest models as I've none available and because of the difficulty of packaging and posting I can't send any of them by mail.

Perhaps this is not the best time to mention this with snow on the ground and the outside temperature several degrees below zero but keep it in mind. As everyone knows having the correct tools available makes the job easier and most mechanical vehicles have special tools listed for assembly and disassembly. This applies even to simple examples such as the Velosolex. As I have found from experience the job can be done without those special tools but having them available makes the



task much easier. Now, if you have 220 Euros disposable income, you can buy a complete set of Solex special tools chromium plated and contained in a metal tool box 'fabrication française' from William Pacaud. Visit his website. It does seem that the cost of carrying out a presentable restoration of a Vélosolex is increasing all the time. As we all know most examples which appear on e-bay or in brocantes are well worn and require numerous items to be replaced. These items such as pedals, crash bars etc. are available as remanufactured items at a price and one sometimes questions their quality.

The article on the Sturmey Archer hub gear in the current Buzzing was most interesting and brought back memories of my schooldays when if your bike had a three speed gear you were 'one up' on those that had only one rear sprocket. Nowadays unless your machine has fewer than ten gears you are 'nowhere'. During the 1960's a Sturmey Archer hub gear was marketed as an accessory for those Solex models prior to those fitted with a drum brake in the rear wheel. I know of one recent purchase by an enthusiast in England which is at present undergoing restoration. It was so equipped and the hub gear has been refurbished by a Sturmey Archer specialist. If you wish to add a similar hub to your own Solex a hub should not be too difficult to find as one with the correct number of spoke holes was fitted to many so called 'shopping bikes' with small wheels.

The cold spell has curtailed activities both inside and outside of my workshop. The refurbishment of my first Solex is nearing completion and only requires some minor details to be completed. What to do next ? Well, there is still a BSA Winged Wheel which has not been run for ten years or so waiting for my attention. Yes, I know that I've said this before and done nothing about it but it seems a shame to see it gradually deteriorating for want of a rebuild. After all it was my first introduction to cyclo-motoring. Perhaps the time is now ripe.

Roger Worton's ex-Wehrmacht NSU is certainly a rare machine. I do know of one other, however, and that is in the Military Museum on Jersey. This museum is well worth a visit for anyone who is interested in the wartime occupation of the Island during World War II. And should you happen to be in Jersey during the Christmas holiday the Jersey Old Car Club holds an annual Boxing Day tour of the island where upwards of a hundred or so cars take part. The 2009 Rally included two vintage Bentleys, several Bugattis, three Morgans and the 1927 Austin 7 in which I was fortunate to be given a ride. I suppose you could liken this vehicle to a four wheeled Solex. Useful and uncomfortable but great fun.

The Association de Véhicules Anciens are holding their 30th Tour de Bretagne from the 21st to the 24th May. This event always brings together many interesting vehicles both cars, motorcycles and commercial vehicles. two itineraries are planned covering north and south Brittany and details can be obtained from the Association's website.

## Bonne Route , **Bryan**

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Whilst on the subject of Solexes, recent emails to Buzzing have revealed the existence of two more Solex 6000's in the UK. Jean-Pierre Roquier, who lives on the edge of the New Forest, has one and so does his brother. Jean-Pierre notes that a 6000 is a "powerful moped", something DB agrees with, having used his regularly on runs including several VMCC 100-milers, with (touch wood) admirable reliability, contrary to their reputation when new. The transmission is rather fragile



and needs to be treated with care- 1.4bhp are transmitted to the rear wheel via a small zinc-alloy cast-in key which is part of the flywheel and breaks very easily. Drop the bike off its stand with the rear wheel spinning at your peril!



There are no new flywheels available anywhere now; broken 6000's were largely responsible for the VéloSolex company's dire financial situation in the 1970's and subsequent takeover by Motobécane.