

The

# Buzzing Club



Volume 29

Number 2

April 2010

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General enquiries via email, please contact [info@thebuzzingclub.co.uk](mailto:info@thebuzzingclub.co.uk) Buzzing is published on the 20th day of February, April, June, August, October and December. Articles, letters & adverts for the June 2010 issue of Buzzing should reach Buzzing Prod. at the address above by Friday 21st May 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

## **Membership Matters ! THIS CONCERNS YOU- Please Read....**

As Membership Secretary it has fallen to me to bring to members attention the fact that at the AGM it was agreed, after much discussion, that Membership fees would regrettably have to be increased. It was decided that the increase would apply across the board and I have to inform you that, from May 1<sup>st</sup>, 2010, your NACC annual membership fee will go up by a huge 2p a week, to £10 per annum for Full Members and £3 for Associates. This also applies to European members (£12), Overseas members (£16), and Junior Members rates. The Joining Fee remains the same at £3.

All paperwork is currently being up-dated to reflect this increase but, should you use an earlier renewal reminder, please remember to adjust your payment to the new amount....Oh, and Pleeeeeease, remember to SIGN AND DATE your cheques, AND make them out to NACC LTD. If you forget, both Liz and I will be very upset, and we might even cry ...with frustration!

**Bob Jeffcoat**

## **Buzzing Prod.**

Firstly, thank you all for sending in so many excellent reports, articles and other material for inclusion in Buzzing, I'm in the very happy position of having far more to put in than I have space to put it! Hence the number of articles which have had to be published in two or even three parts. I apologise for this but it's the only way I can get all time-sensitive items in as well as the longer reports. If something you sent in hasn't yet appeared, apologies again. Many contributors are kind enough to type out their script on a computer, then print & post it. However I then have to copy-type the whole thing into my computer, so if you could email me reports as attachments (nearly all are Word docs.) I can then paste them straight into the Buzzing matrix as I build up each issue. Thanks!

**David Beare**

## **2010 NATIONAL RALLY UPDATE**

As was mentioned in February's edition, 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 20th – 22<sup>nd</sup> August. There's a booking form on page 31 of this magazine and here are a few details about the weekend. The very civilised campsite will be open and available from Friday afternoon, the cost for camping is £6 per person per night, this includes the use of the Clubhouse facilities eg toilets & showers. This is very much a family-friendly weekend and campsite. Please note that there are no facilities for electric hook ups, however small generators may be tolerated until 10pm.

A substantial cooked breakfast will be available on both Saturday and Sunday morning @ £4 per head, and there will be an excellent subsidised 2 course dinner held in the licensed Clubhouse (which has a good bar) on Saturday evening with a vegetarian option available. The cost of Saturday evening's meal will be approx £7.50 per head. There will be organised runs on both Saturday and Sunday which will incorporate visits to the Ironbridge Gorge and Cosford Aerospace Museums.

# News

**Another BMG Mosquito autocycle** has surfaced in the UK. These machines are scarce enough in their native Italy as they were only made for one year, 1952, with an estimated 18,000 manufactured. It was superseded in 1954 by the Velo-Mosquito with the direct roller-drive 49cc 38B clip-on engine and a much more modern pressed-steel frame. The BMG (Bici-Mosquito- Garelli) autocycle was always sold as a complete bike, the engine was a 50cc version of the 38cc Mosquito clip-on with an alloy cover over the old “bacon-slicer” flywheel. The frame tube acted as the fuel tank (the filler is under the saddle) and it had girder front forks and rear suspension via a coil-spring, with the entire engine/rear wheel & frame unit pivoting at the bottom bracket-pedals axis.



BMG Mosquitos weighed 36kg, had 26" x 1¾ wheels, drum brakes, were good for 45kph and consumed 1.3 litres of petrol per 100kms. They were actually made by *Industria Meccanica Napoletana* and *Metalmecanica Meridionale* in Naples and were sold through Mosquito agents all over Europe with full approval from Garelli.

Guy Bolton found his at a small local autojumble at Kettleburgh, Suffolk, “.. how it ended up there I really don't know” he says, though it seems to have been advertised on Peter Smith's [www.autocycles.co.uk](http://www.autocycles.co.uk) website in 2005. As with most Mosquitos the ignition coil inside the drive-roller is kaput so the live feed for the lights has been adapted to generate sparks, though the problem then is either ignition or lights, but not both together! Other known BMG's in the UK; DB has a very original one found in Switzerland 45 years ago and there is another, a fully restored one with non-original transfers, which is often seen at the Stafford Classic Bike Show and claims to be the only one in Britain! Anybody know the whereabouts of any others?

**Interested in Japanese step-throughs?** NACC member Glen Brown wants to start a step-through moped and bike club- the **Stepthrough Club GB**, which would cater for all such bikes, eg Honda C50, 70 & 90's Suzuki's, including Chinese- made clones. SCGB would also become a non-territorial section of the NACC, much as Les Amis de VéloSoleX has been for many years. If you are interested, contact Glenn at 24 Walton Court, Stockton on Tees TS18 2LQ, phone him on 07527 531305 or email glenbrown1@hotmail.com (see Letters page 12 for details) or contact NACC Secretary John Aston (details on page 2). Sounds a great idea.

## **CYCLEMOTOR ONLY RUN .....UPDATE**

IT'S ON ..... IT'S A GOER .... There has been a wonderful response to the suggestion in the last edition of Buzzing that a CYCLEMOTOR ONLY RUN might be a good thing, a whole stack of you responded with enthusiasm and that has turned the idea into an event. All of those who phoned or emailed will be updated as things develop. Any Cyclemotorist who might enjoy a gentle amble around the byways of the Vale of Pewsey, Wiltshire on **Saturday 26<sup>th</sup> June** should contact me *now* on 01672 562901 or email- eieio@hotmail.co.uk, you will then be added to the update list and kept informed as final details will be on a personal basis and not published. The run will be called the AS IT WAS BUZZ and will start from The Barge Inn, Honeystreet, nr. Pewsey, Wilts. By the time this edition of Buzzing reaches you those on the list will have received the latest news and extra information from the venue that arrived this morning, it is exciting and will give what should be a fairly unique event another dimension. I would like to thank all those members who contacted me from as far afield as Devon, Nottingham, Derby, the Wirral, Wales and beyond for their enthusiasm and encouragement. It could be a special day. **Colin.**

Footnote- For the purpose of this event a Cyclemotor is defined as a Ladies or Gents bicycle that has had a "clip on" engine from the 1940s,50s or 60s attached to it . A traditional Cyclemotor .

**VMCC Box Hill Revisited Run on July 7th has been cancelled-** due to a change of management at the venue, Lorraine & Derek Carter inform us.

**The 2010 John Wells Classic Bike Run**, in aid of the Somersted & Dorset Air Ambulance, will be held this year on Sunday 4th July, 10.30am, starting and finishing at The Lodgers Arms, in Lodgers, just outside Bridport. As in previous years there will be a choice of routes, a thirty-mile run for small machines and an eighty-mile run for large bikes. No membership required. Both routes will take in beautiful Dorset countryside, with the short course not requiring much LPA. There are several camping and caravanning sites nearby so this run could form part of a jolly good weekend.in this part of the world. Contact Mike Wood on 01308 485555 or email mikerussellwood@yahoo.co.uk

**Electric Bikes- the 5th Tour de Presteigne, May 8th & 9th-** This year marks the fifth edition of Britain's premier electric bicycle event, with significant International participation. "Quite how this tiny Welsh borders town became such a leading player in the search for alternative low-carbon solutions to the planet's transport problems is a bit of a mystery, even to the event's founder, Pete Mustill, but it certainly is the place to be if you have an interest in alternative transport" So says the Broad Sheep website! There will be a hill-climb, a 15-20 mile Orienteering Treasure Hunt, static displays and the grand finale on Sunday at 3pm with a fancy-dress parade round the closed streets of Presteigne. A large display by manufacturers of electric bikes takes place on the Industrial Estate all weekend and is an ideal venue for people to try out the latest makes and models. There will also be lots to interest the non-electric bike community, with vintage bike displays and many stalls selling cycling- related stuff. Ring the organisers on 01544 267163 or see [www.tourdepresteigne.co.uk](http://www.tourdepresteigne.co.uk)

**South Staffs Section** held their annual Bangers & Mash night on Wednesday 17th March and it was a huge success, with over 40 people attending. During the evening stalwart member Keith Walker was presented with a commemorative engraved tankard as a token of appreciation for all the efforts and organisation he has contributed over many years, not only for the South Staffs Section but for the NACC as a whole. Bob Terry presented Keith with the tankard and Keith's partner Anne was presented with a bouquet of flowers (*for having put up with him for so long?!- Ed*).



\*\*\*\*\*

**Cry of Help! from the USA, part 2.** Re the engine-less Pranafa Playboy mini-scooter shown in February's Buzzing, an email was soon received from Larry Fisher of Bristol, Rhode Island USA: "I opened my latest Issue of Buzzing (Volume 29 Issue 1 February 2010) and began eagerly reading every page as I always do, only to be very surprised by page 13! No, it wasn't the bevy of buzzing bottoms but the Playboy at the top that surprised me because the photo is of my bike! OK Playboy jokes aside (did you put the naked bums on the bottom of the page on purpose?) [*No!- Ed*]. The bike shown is my 1956 Playboy by the East German firm Pranafa. The bike in question belongs to John Anderson is actually quite nicely restored. John is seeking the correct muffler and the IMPEX headlamp that were original equipment on these bikes. By the way, if you decide to print it with a companion photo of Playboy candidates you will confirm my conspiracy theory :)" [*Sorry Larry, fresh out of Playboy photos, this is a family magazine...*]

"I've also attached a photo of Ross Alzina and his Pranafa scooter. Ross was the son of the importer Hap Alzina, who had the famous BSA dealership in Oakland California at the time. Also attached are two examples of adverts for the bikes. The first, featuring young Ross, was from the American Motorcyclist Magazine, 1956 (right), the second is from Cycle magazine, also 1956." (see next page)

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While we are on the subject of miniature scooters, Nick Devonport sent in some superb photos of mini-scooters. Not enough space in this issue to print them, but here's a taste of what we have for the next issue. Apart from the aeroplane, there's a cool dude with two chicks in a speed-boat and his Valmobile and an Oriental dude in shades with a Cadillac and his chick sitting on a Valmobile. Then there's a Valmobile with a side-car (really)...

We've also got some good pictures of Fuji Motors "Go-Devil" aimed at the same market in the USA, wonder how many of those they sold?





**Thom Leslie from Canada** would like to correspond with owners of **pre-1956 New Hudson autocyclus** (pre-restyle) with Villiers 2F engines. Thom is unfortunately afflicted with Parkinsons but is hoping to finish his project while still able to ride it. The restoration is partly complete but he's having trouble reassembling some parts (pedalling gear to the rear wheel) and needs some spare parts. If you can help please contact Thom at **gtleslie@rogers.com** or write to- 82 Couples Gallery, Ballantrae, Ontario L4A 1M7, Canada. Many thanks.

**THE NACC SIDE-TO-SIDE, 433 miles in 4¾ days.** I don't know why but I was volunteered in November 2009 to work out a route for the Side 2 Side, Lowestoft to St. David's Head! Initially I thought "why me?" as I'm quite happy for others to do all the planning, leaving me to just ride and enjoy myself. After enjoying the End to End ride in 2008 and appreciating all the hard work put in by others that such an event entailed, I felt it was time I played my part and I agreed to work out a route. I was given a brief by Frank and Derek that we needed to use Premier Inns for the overnight stays and I have adhered to that.

Initially I thought that planning the route would be relatively easy, having planned long rides for myself in the past. However, detailing a route for many riders on a variety of machines is a different matter. I chatted with Carl and we discussed the different routes as we were both working to achieve the same goal. I decided I would start by choosing the Premier Inns that are in the right place and at suitable distances apart for a days run. I then studied the OS Landranger maps, choosing the route using lanes and avoiding busy roads and steep hills. After many, many hours studying maps and following the whole route from Lowestoft to St. David's using Google Earth, I was ready to write a junction-to-junction instructed route. This I have done. Google Earth is very useful as it is possible to see the white lines at junctions showing priority.

I finished this descriptive route at the end of February. However, to be sure that it is totally correct I needed to check it out. This I have done by driving the route, checking the lanes, hills and measured distances between junctions and am now satisfied with the route and can recommend it to those who choose to ride the Side to Side. Because of the variety of machines that different riders will use I have tried to make sure the route is suitable for Cyclemotors, Autocycles and Mopeds. For those members using cyclemotors it will be challenging in parts, those on autocycles will probably need LPA at times, as will those on some lesser-powered, single-speed mopeds. Wales isn't Holland!

Some members have mentioned that they want a challenge and, like me, will probably use a cyclemotor. So, we have a route. Derek and Frank are arranging the backup and accommodation, so all you need to do is contact either of them for information and booking forms and then look forward to five days of leafy lanes, fun and camaraderie in sunny August! **Stuart Metcalfe**  
Contact Derek Ashworth on 07712 814005 or Frank Brzeski on 01603 880151.

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## **Obituary- Doug Barker.**

The NACC North Wiltshire Section is very sorry to announce the sudden death of long-term member Doug Barker, who died on January 2nd 2010 from a heart-attack in a hotel in France. He was 76. Doug in the past has allowed us to use his property for runs and also lets us look at his collection of bikes. He liked Italian machines, particularly Moto Guzzi's. We at the North Wilts Section extend our condolences to his widow and family.

**Richard Woodbridge**

# Letters to the Editor



## Dear Dave

I am a member of the NACC and would like to ask for help. I am starting a club for Stepthrough Motorcycles, for example Honda C50, 70 & 90's or any other similar bikes made by other manufacturers, including Chinese clones. It will be called the **Stepthrough Club GB** and will cater for all of the above. Contact me, Glen Brown at 24 Walton Court, Stockton on Tees TS18 2LQ, phone 07527 531305. Thanks

**Glen Brown**

## Hi Dear People from HQ,

Are there any J.E.S. owners or riders out there who would be interested in having a gathering of said machines later this year- probably in the autumn? We see a few around the clubs and on rides - there were 5 once on the Pioneer - this is the maximum I've seen in one place. We've often thought it would be good to have a get-together, compare machines, socialise and have a ride-out for those that are roadworthy. The place of the gathering would largely depend on where most owners live, so we will have to see nearer the time. If you are interested, please contact me on 0118 9730712, or at carter06@btinternet.com. Many thanks

**Lorraine Carter**

## Dear David

I would just like to take the opportunity to thank a few people through Buzzing for their help following my sudden exit from the South Hants Twixmas run. For some reason which still escapes me, and despite the whole field having passed the point, I managed to find a patch of black ice with the result that I parted company with my Solex at roughly 2 o'clock (ie over the bars) making quite heavy contact with the road with my face and arm. On the plus side the icy smoothness of the road surface did reduce the grazing but I broke a few teeth and badly split my top lip.

Thank you to Renata who took me and my Solex back to the start point in her car despite the gushing blood, the local taxi driver who saved my map carrier then took me on to Southampton General, Renata again for keeping in touch and letting me know what was happening to my car and bike, and Bryan and Sylvia Norton who kept in touch, sorted out my vehicles, collected me after the hospital had eventually sewn me back together and even offered to ferry me and my car back to Brighton, and to various people for their subsequent good wishes including the above and Edward Read who sent me a very welcome card. I would like to report that my face is now pretty much back to normal (though my shoulder is still giving a bit of gyp) and that the Solex escaped virtually unscathed from the episode. Kind regards

**Peter Jones** (Brighton)

## Dear Dave

I was once the Clark Scamp contact within these pages and applaud Chris Tucker's efforts in restoring his model. The rear tube problem is well-known in the Scamp world (parish??) and Chris's solution is innovative. There is a potentially easier solution which may not, however, be so pretty, and here are just a few thoughts which may help others.

(continued next page)

Clark Scamp tyres and tubes – especially for the rear. This worried me considerably for a while. What is available? You have a choice - 16” modern bicycle tyres will fit, but you may prefer the security of 2.25 x 12 Vredestein moped tyres imported from Holland by a number of sources. If you fit a 2.25 x 12, be aware that correct wheel alignment is vital to avoid the rear tyre rubbing on the frame. Regarding tubes, there are still some new old stock 2 x 12” tubes available from Tony Etheridge, but critically, these have straight valves and not the cranked type used by Clark’s. These old cranked types will almost certainly NEVER be available again. The rear is the problem, because the straight valve will hit the transmission unit at one point and rip the valve out of the tube. I do now have a solution – thanks to an idea from Tony.

Start with Michelin 2 x 12 straight valve tubes. Remove the valve core and, using a 24TPI tap, lengthen the internal thread as far as you dare – probably 4 complete turns maximum. Clean the thread to remove swarf, then use either the original long type valve core or the alternative short type. The core will then sit deeper into the valve. Then carefully hacksaw the unused part of the valve body away. Provided that you then leave the valve locking ring INSIDE the rim when fitting the tube, you should have just enough clearance to be OK (around 30 thou – but it’s enough!). Use another locking ring outside the rim to secure the tube. You will NOT, however, be able to fit a valve cap. Also, pumping up and checking tyre pressure is more difficult but possible. It would also be sensible to replace the bolt at the top of the transmission unit with a flatter head type to avoid lateral contact with the valve. Obviously all this needs to be done carefully and you MAY waste the odd tube – I may have been lucky, but it worked first time for me.

A couple more things- be very careful tightening bolts on the engine unit, the alloy is incredibly soft and threads will strip more readily than you expect. The plastic pawl on the clutch WILL break - I passed on a supply to the gentleman who took over as the marque specialist when I sold my Scamp and resigned the post. And - not to be too negative - there’s only one real way to get spares for a Clark Scamp - buy another one!! :) Regards

**Richard Workman**

**Dear Dave**

Re Bryan Hollinshead’s comments in Buzzing Feb 2010, page 41, actually my bike *is* the ex-Lufwaffe (not Wehrmacht) NSU Quick from the Jersey Museum, I have all the photographs from when it was on display and the Weymouth Docks import documents to support this when the museum had a clear-out recently. Unless they have found another one to put on display...Regards

**Roger Worton**

PS- There’s an NSU Quickly in the Mr Kipling cakes advert on TV, guess where it came from!

**Dear Dave**

Almost three weeks ago I sent emails to two addresses which regularly appear in ‘Buzzing’. The first was to the Marque Enthusiast for a cyclemotor which I’m in the process of restoring and the second was to the owner of an address which offers Cyclemotor & Autocycle Spares for sale. In neither case have I received an answer to my questions nor even an acknowledgment of my email. Neither email would have taken more than a few minutes to answer and indeed the second could have been answered by the choice between one of two words i.e; ‘yes’ or ‘no’ so no great demands on the recipients time was required .I’ve lost count of the number of emails which I’ve received from Vélosorex owners during the time when I’ve been writing ‘Les Amis du Vélosorex’ but, unless I am away from home at the time, all senders can expect a reply within a day or two. After all, surely, every piece of correspondence merits a reply.

This the first time in over ten years that I've written to request information from a source listed in 'Buzzing' and I must admit to being somewhat disappointed with the result. Regards

**Bryan Hollinshead**

**Dear David**

I wonder if there are any NACC members in my part of the world (North Lancashire & Fylde) who would be interested in getting in touch with a view to forming a group? If so, please contact Anne Faulkner on 01253 763958 or by email to [afaulkener94@googlemail.com](mailto:afaulkener94@googlemail.com). Thanks, **Anne**

**Dear David**

My 27cc Cyclemaster has a very rusted fuel tank and as a result I've tried to establish whether or not it is possible to manufacture new tanks. There is a distinct possibility of this, however the cost of tooling would have to be amortised over a batch quantity. The new tank would be made of copper and re-utilise the original filler neck, cap & drain tap and, in the case of the silver tank, the attachment bracket. I would be interested to know if there is a demand and, if so, the extent of this. I also have a black fuel tank of different construction to the silver one from my 27cc Cyclemaster, can someone explain why the differences? Yours, **Brian Hewson** (*Please contact Brian re the Cyclemaster repro fuel tank project at 12 Darwin Close, Coventry CV2 2BZ or on 02476 619192*)

**Dear Editor**

Another absorbing Buzzing! I've read it through twice, page 13 even more. Concerning the short Krazy Kiwi's report and photos, this is totally fascinating stuff and I long to learn more about the unicycle & twin-engined racer- how are they put together? Are the twin engines early Villiers lawn-mower units? Apparently no clutch? Should we not be seeking some kind of channel of communication with New Zealand? Do they have a club or clubs over there? Mind you, we don't want special building to become a way of life, I suggest. For the benefit of John Abberley, yes there is some interest in his Cazenave moped, I think it looks a far nicer design than many. He had problems dismantling seized components- a little concentrated heat applied judiciously works wonders, however go easy on zinc-based castings and aluminium. "Why not run that Lohmann?" Is the answer contained in the article? Reminds me of my struggles with my wood-burning stove on a bad day! Really valuable & informative stuff though, I assume a succinct description of the Lohmann would be "sleeve valve 2-stroke diesel engine" as it is compression-ignition only. It had never occurred to me that the sleeve valve system could work on 2 or 4-stroke engines, dependent only on the disposition of the porting. There have been a number of successful users of the 4-stroke application- cars, aero and motorcycle engines. Why is the engine so fussy about fuel and won't run on diesel or vegetable oil? I've noted the reference to Ketone ratios, but would like to know what the compression-ratio. I suppose the fact that the fuel is sucked-in rather than injected also has some bearing? On a historical note, engineers from Salmson in Paris came to Germany to test-ride a machine, but nothing came of it.

In conclusion, I think the letter from Colin King is timely. The Thames Valley Group rides have traditionally been for cyclemotors and remained so until recently. It cannot be right that these fascinating little machines are either left behind or flogged along flat-out, as recently reported! I sold my Trojan Mini Motor a while back on account of a shortage of suitable rides at sensible speeds. We owe quite a lot to Colin King and his henchmen and I hope he can turn things around. I would also like to make the point that Autocycles are not at their best when being revved- their port timings being arranged for relaxed part-throttle cruising. Sincerely

**Richard Mawer**

# Run Reports

## Nick's Birthday Run 24/1/10

Nick Devonport

January, I've been told, is no month for a birthday. In response to several invitations to this rally I'd had replies along the lines of "as long as it's better weather than last year"! 2009's Emancipation Run season opener was marked, some would say marred, by industrial quantities of rain which left the only pair daft enough to ride soaked to the skin - in my case despite my €30 Auchan storm suit. In was, therefore, with some trepidation that I ignored Maxwell beating his way out of my skull with his silver hammer to throw open the curtains and reveal, to my delight, a dry if somewhat overcast day. The hammer was a direct result of several bottles of wine drunk with the assistance of my Significant Other, Belinda, and two of the NACC's finest bottle-emptiers, Messrs Beare and McGregor, the previous evening.



Dover Transport Museum had opened their doors early for us and the tea urn was waiting. The keen helpers were only too pleased to show us the latest additions to the collection and we all enjoyed a poke round the halls until we were marshalled with our bikes for a photo call. Then it was time for the off, 12 powered machines and Michael Gill on a Pashley bicycle with a generous head start, with me leading the way on the Mobyx X7, just about the only machine in the Devonport Collection of Crap and Classics even vaguely road legal. Loaded with a full tool bag and a rider with a BMI of "HOW MUCH?" it was going to struggle. After a hairy hundred or so yards of A2, the route was all minor lanes through East Kent villages heading for the Hare & Hounds and lunch. Dave Gates was bringing up the rear on his Peugeot Élyseo, Marcel, as the Peugeot 104, René, is waiting for parts before making his debut with the local Section. The snow which had brought the south east to a grinding white halt had all but disappeared, leaving mud and pot holes to trap the unwary rider. Of more immediate concern to me, however, was the erratic engine note of the normally ultra-reliable X7, it nearly stopped several times and just made the pub car park, leaving a tell-tale trail of 25: 1.

After lunch, a quick strip-off of the bodywork revealed a brittle fuel line which refused to stay attached to the carburettor. Muttering curses, mainly under my breath, I did what I could and crossed my fingers for the return leg. That didn't work and half way home the bike died on me. Further surgery was out of the question as the Museum was closing at 3pm so it was unceremoniously loaded into the back of Luke Booth's van where it rubbed shoulders with a very nice McKenzie (no, I'd never seen one, either) whilst I rode pillion on the Élyseo. If the irony of my bike being recovered by Luke wasn't lost on him, he was kind enough not to mention it!



That was the only breakdown of the day and as the Museum staff put the cat out we all set off for home. Hero of the Day was Dave Beare, all the way from Wales on his first ride with us and facing a 300 mile-plus journey home. Grateful thanks go also to Luke and Dave Gates for recovery services rendered.

*Left- several riders were unable to contain themselves at the sight of Terry Day's superb Moto Morini 50cc 4-stroke mini- superbike.*



*Above- Nick's usually ultra-reliable Motoconfort Mobyx dribbles its life-blood away in the pub carpark. Right- the snow had all but disappeared but it was still b\*\*\*\*y cold....*



# Hand Warming Run 21/2/10

John Shaw

You have to start a run in the hills of East Kilmarnock, Ayrshire the mood, so I bummed a nights lodging from an old friend just out of hospital, have a natter, and allow me to arrive at Craig Lodge bright and bushy tailed. The initial idea was to shove a trailie Ducati and a beautiful MV into a wee van and prove that the doors would shut with Nigel inside, preparatory to our travel to Monte Carlo in May/June. The squeeze was proven by the time I arrived, and everybody kitted out with multitudinous layers to resemble varying shapes and sizes of Michelin men.



Set off towards Old Rome with Nigel and the Brett running, but initially feeling the cold, and refusing to rev. However the first steep hill cleared the crankcase of old oil, and away we went. Earlston and up the long steep hill to Stafflar underground reservoir, which nobody noticed, it is underground. Minor roads to Barnweil monument with texts on the walls to warm a Scots heart - 1<sup>st</sup> HW This is the place to get an expansive of central Ayrshire, down the extremely steep and part ice-covered hill at Underhills, minor roads to join the B730 to Tarbolton, minor road following the Parkmill burn to join the B744 for just a mile then left at Rattenrow. 2<sup>nd</sup> HW- single track roads with steep hill and into potholes through the Carnell estate, in spring the road is overrun with fledgling pheasants, A719 through Galston to George's house, he wisnae there. 3<sup>rd</sup> HW- steep hill to Moscow(!) then on to Waterside and into Fenwick, a cheeky short cut on a cycle track under the M77, B751 past Rowallan castle and site of the Ayr Classic annual bike show. Kilmaurs, single track via Carmel bank, Laigh Milton mill and home. Approx 50 miles, Final HW- Hand Warming session on cylinder heads, a quick move into the garage, gas fires and kettle on, slowly off with the layers, and you should have seen the layers, and where they were wrapped. Shirley had left sponge cake and was it good. Once warm, we were able to bletcher and recall the views, general lack of traffic, and apart from a certain van driver who shouted and cursed at a stationary and off the road poor John G before we started, all was happy and cheery. We do not want to know what his wife is like, but she must be fearsome.

We did however get our fair share of rural 'Fresh Ayrshire' and some very interesting 'stuff' got washed off our wee bikes after the run-out!

Who was there: John S- 1958 Nippy; John G- Wisp; Nigel W- 1958 Lambretta 2 speed; Neil C- Motobecane 881; Bill Finlay- Aprilia 125 scooter; Carlo- enthusiastic, but bed won.



## ECP Valentine's Day Run 14/2/10

Carl Squirrel

Once again we had a terrific turn out for our first event of the year, and amazingly we managed to pick about the only weekend of the year so far with reasonable weather. It was good to see several new faces arriving at Framlingham College, and all those that were having their first "Pedaler" experience left impressed and itching for the next event. As is usual for this event Debbie had provided some very tasty biccuits to go with the endless Tea and Coffee on offer, and it was with some reluctance that the riders made their way out to their machines for the run to the Blaxhall Ship. The run proved eventful for some; Terry Keable was on his newly acquired Honda Camino Sport but it didn't live up to its title and four miles into the run the old boy was feeling the cold in his old bones and decided to take a short cut; which was fine except half of the other riders (and the two back up vehicles) followed him !, the remainder of us followed the route and were going well until my PC50 Sidecar outfit picked up a rear wheel puncture, I beckoned the other to continue onto the pub which most did, Dave Watson elected to stay and help me, and a spare tube was fitted, 3/4 mile up the road it was flat again so Dave went ahead and I rang Roly who brought along his -better quality- spare and I was soon on my way again and was soon at the Pub stop.

Everyone was tucking into their renowned Ship luches, and all too soon it was time to set off again, a decision probably hastened by the black clouds looming on the horizon, most riders took the optional shorter route in deference to the weather conditions but everyone had a dry safe ride back to the College where Debbie had thought-fully laid out two delicious heart shaped Valentine's Day cakes which were eagerly devoured. Much chat and dealing was going on - the rumours were that TK was so unimpressed with the Camino that he was badgering Billy Doy to sell him a PC50 ! - we interrupted these proceedings to present Val Dearsley with the Valentines Pillion Award even though she didn't actually get to ride on partner Barry Lewis's machine, she had every intention of doing so but we "volunteered" her to act as back up vehicle driver Margaret Bloys navigator ! Eventually we managed to get everyone to leave - it was a struggle - and we made our way home content that it had been a good day.



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(contd. next page)



Thanks to Debbie for the wonderful catering, Roly for organising everything at the College for us, Michelle for washing up, Margaret and Dick for recovery driver duties (where were you when I needed you ? ) and to everyone else for turning up to enjoy the day. Once again we have to thank Framlingham College for allowing us to use their facilities completely free of charge - they did nick some of biscuits though !!!

Riders were: Billy Doy - Norman Nippy, Mark Gibb,Roly, Ray Hatt Honda PC50s, Terry Keable - Honda Camino “Sport” (Not very sporty were the reports I got back !), Barry Lewis, Neil Ridgeon -Honda C90s, Brian Barley - Tomos A3M, Barrie Holland, Trevor Seymour - NSU Quickly’s, Alan Bloys - Super Moby, Geoff Daw- Garelli Bimatic, Dave Arnott - Motobecane, Dave Watson - Puch MS50, Lisa Smith (Temporary member) - Honda C50. Carl Squirrell - Honda PC50 combo.Static exhibits: Debbie Doy - Yamaha FS1-E, Trevor Seymour - New Hudson, Barry Lewis - Raleigh Runabout, Carl Squirrell - “Le Mobchop”, ECP “Track Spare” Honda Novio



## Bristol Classic Bike Show 20-21/2/10

DB

Bob Wayte and his henchmen from Somerset & Avon Section put together a fantastic display for the 30th Bristol Show on the cold weekend of 20-21 February. From the start on Saturday the NACC stand was packed with interested bikers reliving their youth or discovering the joys of minimalist motorcycling. Bob had brought along several cut-away engines, both the Mini Motor and Cyclenmaster were popular, with enthusiasts winding handles and commenting “ah, so that’s how it works!”. A good number joined the club! We had examples of each in Bradley Miller’s lovely original 1948 Mini Motor, Mike Jones’ rare 1951 Cyclenmaster with factory Mercury “pillion” frame and Dave Smiths superb 1952 Cyclenmaster on a fully-loaded delivery bike.



Above, 1948 Mini Motor and engine display, Mercury Cyclenmaster “pillion” Berini ‘egg’ & Cyclenmaster

Bristol Show contd.) Other notable bikes were Alan Hibbard's 1914 Wall Auto Wheel, Roy Best's super Berini M13 'Egg' and equally good 1968 Raleigh Wisp (which was his Dad's bike), Geoff Hudspith's crowd-magnet, the ever-improving Hudspith Steam Bicycle and John Davies' latest restoration, his truly magnificent 1969 Garelli Monza sport moped. John's efforts were rewarded with second Overall in Show Continental machine.



Above: left- Geoff Hudspith's steam bicycle, right- John Davies and his prize-winning 1969 Garelli Monza



## Fruitcake Frolic- S.Staffs 7/3/10

'Nippy' Bob Jeffcoat

How time flies! It doesn't seem possible that it's 12 months since last we delighted in Liz's fabulous fruit cakes, but, at least this year, it was a beautiful day – not a cloud in sight, excepting the blue smoke from 23 thunderous exhausts, of course! A splendid turn out of 23 widely varying machines, with riders to match, started off on our jaunt through some of Shropshire and Staffordshire's country lanes, spangled with swathes of snowdrops along the verges, past picturesque country cottages and villages, eventually arriving at Patshull Fishing Lodge, where we stopped for a range of mouthwatering filled baps and hot tea and coffee – much needed by most, as, despite the glorious sunshine, it was proving to be a very cold day.

Suitably refreshed and rested, we eventually restarted our engines, and followed Paul Harris's scenic route back to base at the Bradford Arms, where, true to form, Liz's specialities were displayed and distributed ... gorgeous!...a fitting reward for everyone's efforts! Our thanks go to Paul for the route, Liz for the administrative duties and the scrummy cakes, and Jon, Hazel, Rhys, Dave and Liz for back-up....can't wait for next year, now!

Out of the 23 starters, only two riders were unable to complete the ride, when John's Power Pak cut out and refused to restart, after just half a mile's running, and Glynn's Triumph's kickstart turned into a flailing machine, and, though it could have been classed as part of the country scene, was deemed too dangerous to continue, still, better luck, next time.



Riders and machines were. Paul Jephcott, Royal Enfield; Ian Chisholm, Puch Maxi; Keith Glover, Motori; John Burgess, Honda PC50; Mandy Cooper, Honda City; Peter Mellor, Honda CT110; Mark Adams, Free Spirit; David Flye, Honda 90; Josie Stanley, Honda LAC; John Aston, Power Pak; Paul Harris, New Hudson; Kevin Evans, Peugeot 50; Neil Howells, Triumph 900; Ian Harris, Moto-Guzzi; Mike Stott, Mobylette; Pete Stott, Suzuki B120; Keith Walker, Honda Cub; Ant Robinson, Honda C50; Bob Jeffcoat, Norman Nippy; Alan Jinks, James Autcycle; Kevin Curran, New Hudson; Bob Terry, Bernadi Buzz; Glynn Udall, Triumph H.



Any idea what this photo is of? No? Thought not. To find out see page 32 in this issue.

# A Clark Scamp?!

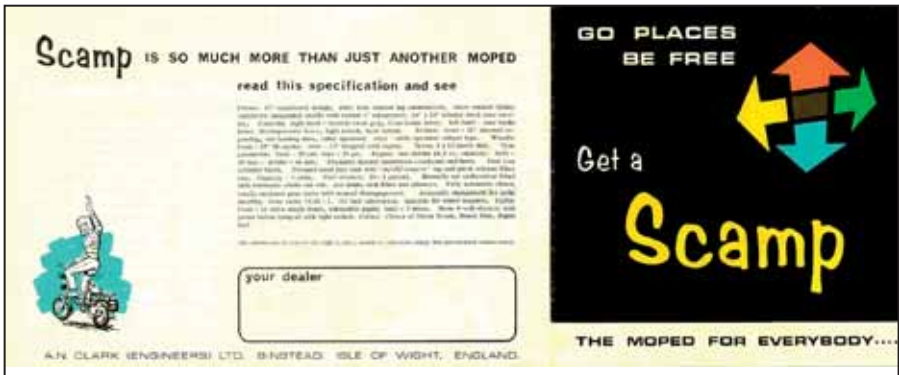
Chris Tucker

(continued from February's Buzzing)

## PUTTING IT BACK TOGETHER

With the frame painted, the tyres replaced and the front wheel and handlebars re-chromed it was time to put the bike bits back together. I bought new nuts, bolts and screws but some of the originals had to be re-used as I couldn't find replacements with the correct threads. I fitted new rear brake blocks and rewired the lights and horn. The rear light had lost all of its red pigment so it was painted on the inside with red glass paint from the local hobby shop. A new rear light bulb was easily obtained from the same source as the Michelin inner tube and a new 6v horn from an auto jumble, almost identical to the original, saved me the job of cleaning the old one and getting it to work. The fuel tap was dismantled and cleaned and a new length of fuel pipe purchased. The bracket which retains the gear case to the frame was not the original. It consisted of a very stout piece of steel bent into a 'U' with the result that tightening it to the frame dragged the rear wheel out of alignment. I had obtained some drawings from the original service sheets from which I made a new bracket to the original design.

An electronic speedometer and odometer, plus many other functions which I'll never use, was purchased from the bike shop. Not strictly necessary but goes some way to bringing the Scamp into the 21st century and its reading will be interesting when I get enough courage to open the throttle!



## THE MECHANICAL BITS

Spinning the flywheel produced a spark from the new NGK plug (the same type used in 2CVs) so there couldn't be too much wrong but the friend who produced the de-compressor insisted on refurbishing the points. We discovered that one of the piston rings was gone (that is missing!). A new pair was sourced fairly easily. All the bearings were sound and the piston and cylinder showed no signs of wear. The carb and silencer were dismantled and cleaned and a new throttle stop screw and spring fitted to the Amal carb. The slot in the clutch backplate which fits over a key on the shaft had doubled in size over the years so it was packed with a piece of metal to act as an additional key to take up the 'play'. The original pawl was worn so a new one was fitted. I decided not to separate the gear housing, simply filling it with fresh EP140 oil. It was now ready to be filled with 20:1 and on 22nd November 2009 a Clark Scamp made its presence felt in a quiet Dorset cul-de-sac.

(contd. next page)

The tick-over was a bit unreliable and the clutch pawl usually refused to disengage from its slot in the drum when the 'power key' was put into pedal mode. But it's too heavy for me to pedal anyway! The magneto won't operate horn and lights together, only separately! There is bound to be some fine adjusting to be carried out and then I'll have to decide whether to MOT and register it or whether just to take it to the various shows which my daughter and I visit with the 2CV club.



## CONCLUSION

Strange things had obviously happened to the bike in past repairs or restoration attempts, such as fitting a throttle stop screw which was too short to do anything. And where did the piston ring, ball bearings and de-compressor valve go? During the course of this resurrection I joined NACC and contacted Gilbert Smith who offered invaluable help and encouragement from his experiences with a Scamp. Luke Booth helped out

with pictures of the original de-compressor and engine mount. Thanks must also go to Geoff Hudspith for modifying the Mobylette bits, Brickwood Wheels and Piston Broke of Bristol who supplied the new rings. And the local bike shop who were closing down and let me have things cheap! It took less than 6 months and would have been within budget if I hadn't decided on the cosmetic re-chroming of the front wheel and handlebars. P.S. It's NOT for sale.

\*\*\*\*\*

## Why not run that Lohmann?

Philippa Wheeler

(continued from February's Buzzing)

**Buying a Lohmann:** There are quite a number about and most, the vast majority, are never run. I hope in a small way this piece might help to remedy that. It might be borne in mind that there are no spares beyond cannibalizing existing engines, and pistons as described. Ideally one's purchase should be complete and preferably and verifiably a runner. A concave roller and slackness in the bushes and pins of the engagement toggle indicate significant use. Unless the engine is on a cycle it is difficult to make a judgement of compression. Dismounted engines are often missing the compression and throttle twistgrips and while a normal motorcycle twistgrip will do for the throttle the compression grip in its original form is quite a complicated arrangement having a means of adjustment for the cable to ensure that decompression/full compression is achieved at the engine end of things.

If the correct and original compression grip is present loosening the clamping screw frees the grip to rotate independently of the wire and pulley below. To get at and reset the pulley position for decompress undo the four bolts securing the end plate to the cylinder. Remove the plate. Then looking at the engine from directly in front with the plate removed and the pulley and its grub screw securing the two ends of the cable loop facing you imagine a clock face superimposed. Decompress will occur just one side or another of the bottom left screw hole which is at about 7 o'clock. Refit the plate and see if the engine drive roller will rotate freely at decompress. Try again until you find decompress position and then rotate the twistgrip, cable wire free, fully forward. Tighten cable screw, rotate grip towards you which should take the pulley to the limit of its travel at about 2 o'clock or near the top right hand screw hole. This is full compression. Replace plate.

Should you not have the correct compression grip or it is damaged (some are a particularly virulent mazac) all is not lost, an early two cable cyclo gear lever is a good substitute as is a more modern derailleur lever with adaptations and if anyone is stuck in this way and contacts me I can supply details of a mod. That I think is it. I am listed as the Lohmann Marque enthusiast but I am

neither an expert or an engineer but having worked on several engines now and got them running I have at least a working albeit empirical knowledge. Good luck, and I hope I see you on a run some time. On yours!

**Piston and ring suppliers:** It is about a year ago, early 2008 when I last had contact with the suppliers. The firm is: OBS, Otto Bayer, Leintalstrasse22, 74078 HN-Frankenbach, Germany. Telephone 07131/897796 The map shows it as just north of Stuttgart. Herr Bayer apparently speaks little or no English so communication may present problems. The cost of a piston was around £100 and rings were about £10 each. It is quite possible he would be able to supply other consumables since his business appears to supply components for motorsport, but especially it seems, pistons.

Technical Data:	
Capacity	18 c.c.
Bore	28 m.m.
Stroke	30 m.m.
Power Output	7.5 b.h.p. at 6,000 r.p.m.
Speed	20 m.p.h.
Fuel Consumption	350 m.p.g.
Maximum Gradient	1 in 8
Weight	11 lbs.

Recommended fuel, Petrol and Motor Oil (25 to 1)

The Lohmann Cylomotor Dispenses  
with the  
Magneto | Sparking Plug | Carburettor

Distributors for the United Kingdom,  
**Britax (LONDON) LTD.**  
115-129 CARLTON VALE LONDON, N.W.6  
TEL: WOOD VALE 83017

**LOHMANN MOTOR**

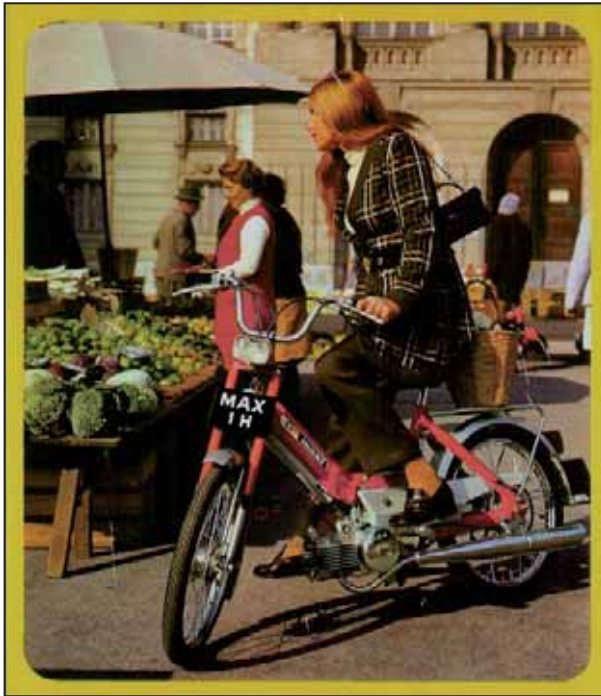
*The Amazing* **LOHMANN**  
**18 c.c. COMPRESSION IGNITION CYCLE MOTOR**

# The Moped Connection

Ian Chisholm

(continued from The Moped Collecting Bug in February's Buzzing)

With the restoring bug now underway on the BSA Bantam, I realised that if I wanted to get the bike back to "as new" condition, it was going to take a lot more of my tie than I had anticipated, for I didn't know where or even if it was possible to obtain replacement parts, as long ago bikes had ceased to feature in my hobbies. However, one day at work, I had a visit from a Sales Rep. and seeing bits of my BSA around the office we got to talking about my Batam project. He nipped out to his car and returned, not with sales brochures but with a few back copies of Old Bike Mart monthly. Wow! This opened Pandora's Box for me and as I pored over every article and advert, seeing old machines which had once, many years ago, been my envy and desire, now available whole or in bits and from many sources, I realised I had got to get out there. Armed with the latest OBM (for I had quickly signed and paid my subscription) and together with a list of the nearest shops to me, I started my journey. This happily still continues, discovering Alladin's Caves of obsolete bikes and bits. Then there were many auto and bike-jumbles, and the shows- culminating with the wonderful and inspiring Stafford Classic Bike Show.



During this re entry to the old bike repair job I became aware of just how much prices had rocketed for even the smallest bits- that's if you could find them. So the Bantam job was slowly put on the back-burner whilst I evaluated all the parts I either need to replace, or to save money, restore some way or another. Looking back at this early period of my restoration hobby I recall the many visits we, my long suffering wife, alongside, made to lots of premises and the great help and often long standing friendships we struck up. Oh, and the sales representative who started this trail- he was Keith Walker and he became a life time friend, or should I say adversary, taunter, micky taker, you know the type- always telling you what you've done wrong after you have done it! A great pal, a riding and drinking companion and long time NACC

member. This brings me into the moped stages of my bikes, for Keith also told me about the NACC. Which I joined. As I have previously stated Mopeds and other such low powered machines had never been of any interest to me in my more youthful days but then looking through the pages of my first issues of Buzzing magazine temped me to explore this mode of two wheel fun, after all they should be cheap, easy to find and spares must be in abundance, shouldn't they?

(contd next page)

I remembered seeing such a bike leaning against a shed in the back garden of a Velocette collector who lives in the same village as I do. I enquired if he still had it and if so could I buy it off him. How stupid was this as I had no idea of the make, model, year or most important, the condition. I just wanted something running and quickly How wrong was this to be. A couple of days later the chap delivered this rusting, sad looking Norman Nippy Mark 1 to my house on the back of his pick up truck. "You can have it for free" he told me, "I think it's been lying around for too long to do anything with" he added as he and I lifted the hulk onto the driveway. I stood looking at it in amazement at the thing that stood there, on the rusted stand. Then, as if in a cartoon, whilst we both watched, it very slowly, with a soft sigh collapsed until it sat on the engine casing and the wheel hub centres, everything below that level, i.e., the bottom half of the wheels, mudguards, stand, exhaust system, turned to rust dust!!



"Well that's that" he said, "give me a lift back onto the truck and I'll take it to the tip". I pondered for a few minutes and boldly declared that he should leave it and I would restore it! He gave me one of those looks that we NACC members get used to, "Why?" he asked. I could not think of a suitable answer. He was still laughing and shaking his head as he headed away from me and my heap of rust.

"Oh no" my wife exclaimed, from her stance at the front door, "Just what are you going to do with that rubbish, hope you are not planning on keeping it here" But before I had chance to lie, the door slammed shut.

Don't think she is very impressed" came a voice from over my shoulder, it was Eddy, my next door neighbour, "I was watching you get that off the truck, wondered what you had got, still don't know" he sneered.

Eddy was a cheque book restorer and he had in his spotless garage a pair of pristine Norton Dominator 500 cc twins, a 1955 and 1957, they never went anywhere. "Well it's a, it's called a....", but at this time I had no idea what the bike was but I was not going to admit this to him, "It's a Challenge, yes that's it. A Challenge"

"Sure is" Eddy mused, "biggest one I have ever seen"

**A MIRACLE OF ECONOMY.....!**

**LONDON TO EDINBURGH**  
for less than **10!**

Talking of economy, the Norman Nippy makes for inspired riding at surprisingly low cost. One gallon of petrol carries you along for two-hundred miles—that's really cheap traveling! Two-speed gear—easy pedal starting in the stationary position; the robust "small wonder" 50 c.c. engine is capable of reaching 30 m.p.h. Price (including tax) £71. 18. 6. See your dealer for attractive H.P. Terms.

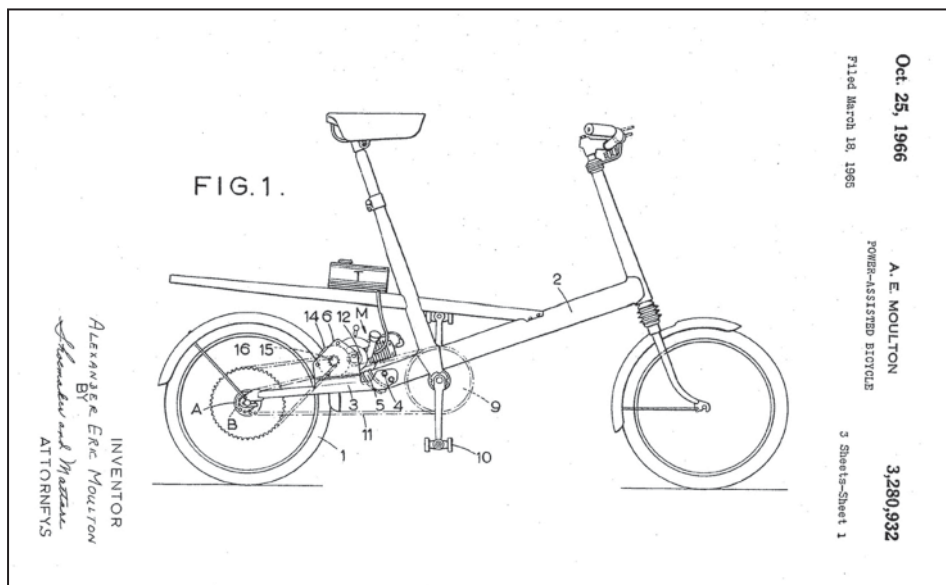
**NORMAN Nippy**  
A COMPANY OF THE CYCLES DIVISION  
NORMAN CYCLES LIMITED, ASHFORD, KENT



# The Moulton Moped

DB

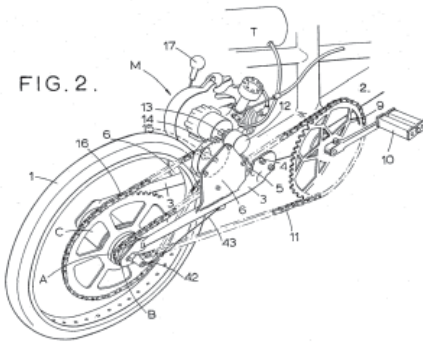
In Buzzing April 2009 a letter and photos from Gerry Wallis were published showing his recreation of the almost mythical Moulton Moped, for which patent drawings exist but no further information was forthcoming. With very limited information Gerry has done a superb job recreating Alex Moulton's idea. Curiosity was aroused so further investigations on behalf of Buzzing were made, and with the very generous assistance of Tony Hadland, Sturmev-Archer and Moulton cycle expert and author, contact was made with Alex Moulton concerning the Moped. He is now aged 90 but still very active in his Moulton bicycle business, based at The Hall, Bradford on Avon.



Extraordinarily, we learned that the original Moulton Moped prototype probably still existed and might possibly be found in "The Cellar" at The Hall, an underground *oubliette* where many aborted projects and abandoned prototypes now slumbered. Via the good offices of Tony Hadland Buzzing made an appointment to visit Bradford on Avon one very cold, snowy day in February. The Hall is Alex Moulton's family home which once belonged to his late father, a rubber-trader, an extraordinary large country house with extensive grounds yet near the centre of the town, the grounds are now studded with additional building which house the thriving Moulton bicycle business. Our objective was to visit The Cellar and see if we could find the Moped prototype.

Alex Moulton himself was not thought to be at home on the day, so Tony and I were given permission to look for the Moped and ushered down into the bowels of the house, formerly the kitchen and pantry area where staff stored provisions and cooked for the Hall residents. It had a wonderfully evocative 'dungeon' feel to it, dark, gloomy corners with massive black kitchen ranges contrasting with ultra-modern heating-system plumbing in stainless steel. We turned a corner and there, through the next doorway, on the floor were row upon row of prototype Moulton bicycle frames in a kaleidoscope of colours, all with the weights written on- that's the photo on page 25.

This then was the inner sanctum where many of Alex Moulton's trial runs ended up and there were so many of them to look at- serried rows of bicycles with an extraordinary variety of different frame construction techniques, all interleaved with cardboard sheets: F-frame touring bikes, lightweights, sports frames, some braced, some not and multi-thin-tube spaceframes. All had some variety of Moulton's renowned rubber suspension systems, some with early compression/shear units, others had tiny, exquisitely-made rubber in torsion springing. There were many electric bicycle prototypes too, some very crude- just to see if the electrical bits worked, some very sophisticated- like a Japanese-made Moulton frame with an electrical propulsion system which could have gone straight into production.



We continued our search in the gloom and, sure enough, in a dark corner near the door and leaning against a pile of cardboard boxes, we could see the metallic-blue rear end of a cycle which also sported a silencer! There it was, the Moulton Moped prototype. Once disinterred and wheeled into the light we could see that it was very cleverly constructed, apart from a very obvious temporary Mini Motor fuel tank. It has a Moulton Stowaway frame and the complete engine and transmission system is suspended with the rear wheel, thus eliminating all chain-tensioning problems associated with fixed engines and suspended rear wheels.



The engine is a superb Ohlsson & Rice Compact III, a 1hp two-stroke model aircraft-type unit with pull-start, similar to the Varo Amp Champ 12vDC generator made by Ohlsson for starting model aircraft engines in the field. It also apparently served the US military in WW2 and Korea.

The transmission side has what looks like a tiny manual cable-operated clutch driving a reduction gear with a sprocket taking power to the rear wheel. However, the US patent granted on 25 October 1966 states the clutch is centrifugal, with a unique free-wheel sprocket on the hub which allows engine starting via the bicycle pedals but not push-starting, while LPA is still possible. As we were continuing our investigations a voice called down the passageway "Hello, hello, are you down there?" and Alex Moulton himself unexpectedly arrived in the cellar!

He was most interested to see us ferreting around in his *oubliette* though he couldn't remember many technical details about the Moped. He did however mention that the main reason it was never produced was the usual intransigence of bureaucrats who insisted that, despite a tiny model aircraft engine, it be Type-Approved and registered as a full moped with lights, number-plates, tax,



insurance and all the other unnecessary impedimenta. The same forward thinking which saw off the Go-Ped as a brilliant, portable form of economy inner-city transport for commuters not so many years ago.

The Moulton Moped was an early foray into the realm of powered cycling, using an adapted standard Moulton cycle frame. Had more of a future been seen for it then a special frame, probably with improved brakes, would have been built and perhaps a more readily-adapted engine. The Ohlsson & Rice is a tiny, light unit but was probably designed to work within a limited rev-range suitable for model aircraft, whereas a road engine needs a much wider effective rev-range and power-band.

France might have been a good market for the Moped- realistic regulations and a national fondness for quirky, stylish machinery may have offered it a better future than in rule-bound Britain.



Left- tiny gem of an engine, the Ohlsson & Rice Compact III, capacity unknown but 1hp output, and below, transmission side of the Moulton Moped. The Sturmey-Archer hub gear is driven by both the engine and pedals, giving a range of 3 or 4 speeds with both, via Moulton's patented multi-freewheel mechanism described in USPO 3,280,932

Continuing our ferreting, we made another exciting discovery in a corner- the front end of another powered cycle, only this one was front-wheel drive. The engine was again an Ohlsson & Rice Compact III, with the starter cord-pull extended to handlebar level. Transmission is similar to the complete Moped, with the Sturmey-Archer hub



gear on this green prototype (*left*) also driven by the motor, but without the complex free-wheel arrangement of the Moped. The frame tube had been severed from the rear end, which led us to wonder if the green prototype had been designed to be split in order to stow it in a car boot. The rear end proved elusive so we couldn't prove this, and by then Alex Moulton had moved on to a stack of electrically-powered bicycle prototypes deeper inside the cellar and had begun reminiscing about what he had been trying to accomplish with them, so we accompanied him to learn more.

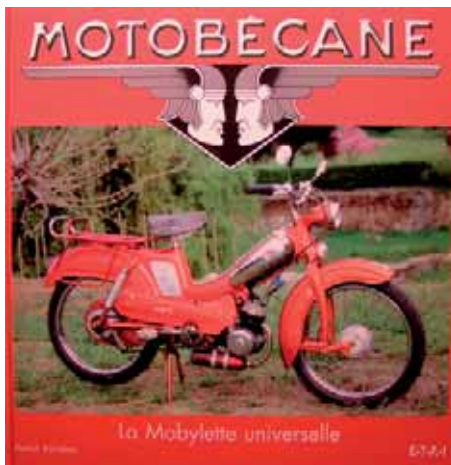
No more space in this issue but there will be much more to see of Alex Moulton's prototype bicycles, powered or not, in the June issue of Buzzing.

# Book review- la Mobylette Universelle by Patrick Barrabès. ISBN 978-2-7268-8804-9 ETAI Paris 2008

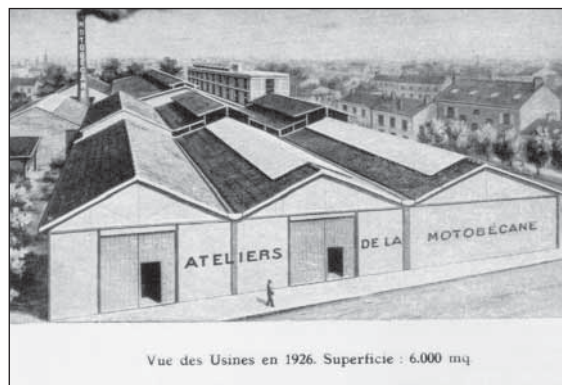
The third edition of Patrick Barrabès' definitive work on the genesis and career of the Mobylette has recently been published and merits study as probably the best book so far on the world's biggest selling moped (yes, I know, Honda's step-through has sold trillions but it hasn't got pedals..) ever. Inevitably the text is entirely in French but there are so many images, drawings and photos that the story can largely be gleaned from these. Patrick starts his narrative thus-

"This story begins in October 1949 in Pantin, a working-class northern Paris suburb. We are in front of a factory, one of those built with a 'saw-tooth' roof so typical of the 1930's, which reflect the rainy autumn sky in their clouded glass..... Motobécane's workshops were officially established on 27th March 1923 by Jules Benezech who, at 2.10pm, registered his business with the *Tribunal de Commerce de la Seine* as Motobécane, situated at 13 rue Beaurepaire, Pantin, with a capital of 500,000 francs. The business was to design motorised cycles, spare parts and accessories" In French a *bécane* is slang for a bike, so Motobécane literally means 'motorbike'.

At the first board meeting one Abel Bardin was nominated director-general, and Benezech and Bardin were soon joined by a talented engineer, Charles Benoît, these three men, joined later by Eric Jaulmes, were creators of the Mobylette. Motobécane's MB1, launched in 1924, was little more than a big



motorised bicycle with a 175cc two-stroke engine, no clutch or gearbox and belt final drive. It was undeniably elegant, the result of Charles Benoît having spent the 1914-18 war in America, where he was much influenced by the style of Indian, Evans and other transatlantic motorcycles. Styling was of great importance to Motobécane, the beautifully swooping lines of the first Mobylette, the AV3, were partly down to the artist Geo Ham (Georges Hamel) who drew the pre-war BNX ladies bicycle (see

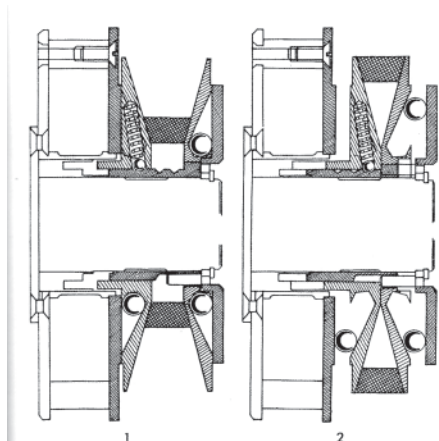


Buzzing August & October 2009) on which the AV3 frame was based. Patrick Barrabès also notes the creation of a subsidiary of Motobécane, Novi, in 1926, specifically to manufacture ignition and lighting components for the company, probably as a result of the abysmal quality and pathetic reliability of bought-in items. If you look at your Mobylette's coil you will see the initials "PB" inside a circle- representing the initials of Pérouze-Benezech, the co-founders of Novi.

In 1930 new government regulations created the BMA motorcycle category (*Bicyclette à Moteur Auxiliaire*), similar to our own autocycle regs, which dictated a maximum speed of 30kph, weight of 30kgs and the fitting of pedals capable of being used to propel the cycle. The bureaucrats somehow forgot to specify an engine capacity limit, which resulted in many BMA's, with a little tweaking, going considerably faster than 30kph. Post-war a capacity limit of 50cc's was set for *cyclomoteurs* but then 'they' initially forgot to limit speed, so we had those glorious 50mph *cyclospor* bikes.

*La Mobylette Universelle* continues the story of the prototype AV3, hidden away behind the Poney 50 and other larger motorcycles on the Motobécane stand at the 1949 Paris Salon until discovered by journalist Max Enders who, aided and abetted by Willem Kaptein in Holland, more or less forced Motobécane to manufacture the Mobylette. On the technical side, an innovation appeared in 1953 in the form of telescopic front forks on the new AV31 "Luxe". Until then bicycle front forks were *de rigueur* but Eric Jaulmes was tipped off by an engineer at UTAC (the French equivalent to MIRA, the Motor Industry Research Association), who was testing an American bicycle made by Huffman from Dayton, Ohio, equipped with simple, solid telescopic front forks. The design was perfect for Motobécane- simple, cheap to manufacture and robust, so the company bought patent rights from Huffman and every front fork made for Mobylettes since 1953 are almost exact copies of the Huffman bicycle fork. For good measure, the streamlined, mudguard-mounted headlamp of the AV3- AV33 Mobylettes was also a straight crib of Huffman's bicycle headlamp.....

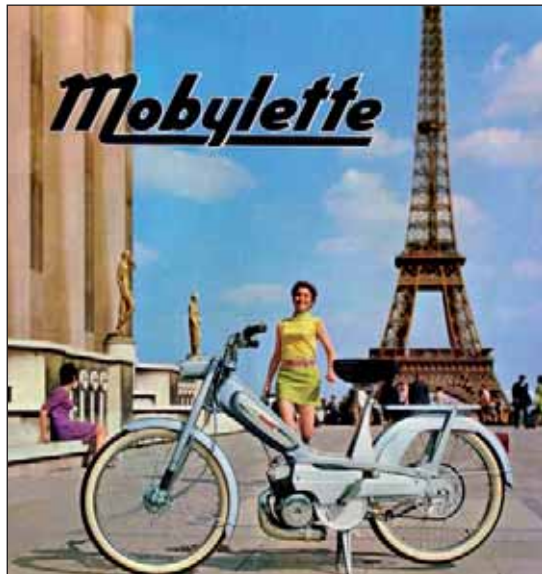
Other innovations soon followed- in 1952 the "Super Standard" AV32 was offered with with an automatic clutch, enabling riders to start the engine with a simple push of the pedals and accelerate away and stop without having to restart the engine every time; 1954 saw the introduction of aluminium cylinders with hard-chrome bores, a technique pioneered by Norton in Britain using Alfin patents for racing engines, and in 1954 by the adoption of René Mangin's wonderfully simple but effective variable diameter engine pulley, allowing variable gearing according to engine speed and road conditions, a system used to this day in any number of 'twist & go'scooters. The first version envisaged by Motobécane had sprung ball detents which gave three definite "gears (see below), adopted by Eric Jaulmes in case constantly-variable gearing frightened owners unused to such a thing! This was soon replaced by the Mobymatic variator familiar to many millions of Mobylette owners.



Patrick Barrabès' book is illustrated with a wealth of previously unseen images: prototypes which never reached production, brochures dating back to the very first Mobylettes, technical drawings, rare photos of various factories at work (the automatic wheel-spoke machine at Rouvroy is astonishing), the multitude of different models built under license all over the world- Holland, where it all began, Britain with Raleigh, Spain with GAC, Austria with Lohner, America with Riverside, Motomarina and eventually MB America, Dynamax in Canada, Beldesan in Turkey and Caloi in Brazil. Mobylettes were also manufactured in many African countries, Indochina, India, the list is almost endless.....

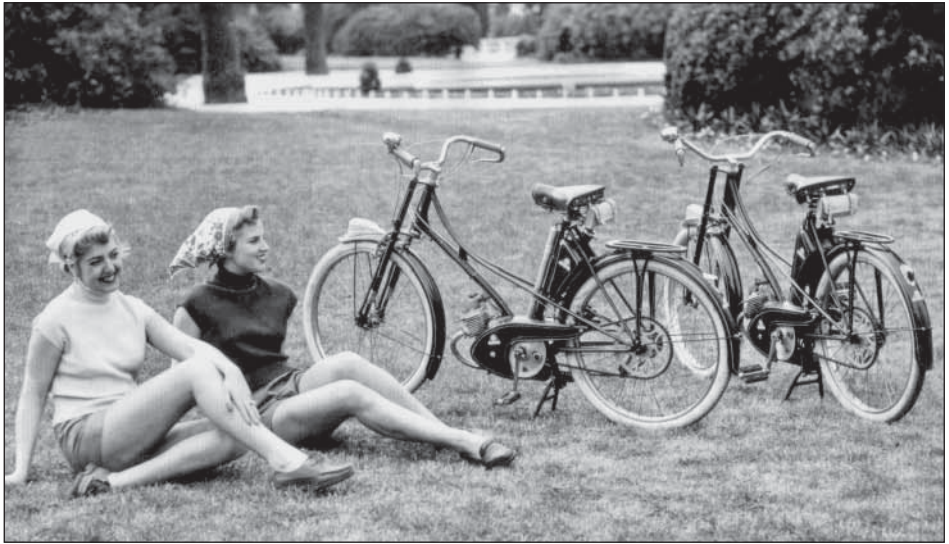
The next major step was the introduction in 1956 of pressed-steel frames incorporating the fuel tank, the famous “bleue” or “chaudron” (blue or bronze) Mobylettes which were made worldwide, followed by the AV40 series in 1959 with rear mounted fuel tank. Once Motobécane had mastered pressed frame technology a veritable explosion of new models followed, countless variations on a theme, with the upper end of the range occupied by the SP series which were small motorcycles with double variator gearing, gearboxes and even electric starting (SP93D). New, small mopeds like the Cady were designed for global distribution, niche market off-roaders, choppers, X1 and X7, you name it, Motobécane made it and in so doing became an industrial colossus- all these events are traced in *La Mobylette Universelle*. Patrick has also accessed many archives in pursuit of original

brochures and advertising material, much of which is published in the book, and the contrasts between different nations advertising is very instructive, such as the examples reproduced here.



Above, French brochure cover from 1967, right, early Belgian advert from 1951 and left, a 1963 EEG from Holland, identical to the French AV42, with that classic Dutch accessory, the front-mounted carrier basket.

*Mobylette*



Above- publicity photo taken at the Garate, Anitua & Cia (GAC) factory at Eibar, Guipuzcoa, Spain, in 1953



Right & left, tasty birds from Italy & France, below- the UK. We got a fat bloke in a suit & glasses buying a carton of milk. Raleigh *really* made an effort with this one...so what happened to Twiggy then?





To sum up, Patrick Barrabès' book *La Mobylette Universelle* is undoubtedly the most comprehensive and best illustrated work you will find on the multitude of Mobylette models, the third edition is available on Amazon France for around 38 euros (approx £30) plus postage.

(Thanks to Patrick and Henk Van Kessel for permission to reproduce images published in *La Mobylette Universelle*)



## The Gripen Moped

Matt Little

*(This report first appeared in Real Classic magazine- the mag for Classic Bikers, check out their website RealClassic.co.uk and is reproduced courtesy of them and author Matt Little, thanks guys.)*

When looking around an antique dealer's barn on a cold, dark, weekend in Sweden, I noticed quite a few nicely mellowed, unrestored Swedish mopeds and motorcycles. My attentions were initially drawn to a 1930's Blitz 50cc, a 1940's Husqvarna 125cc and a 1950's Monark 175cc (the latter purely because of it's eligibility for the Moto Giro d'Italia). Sadly Johan, the snus (a type of chewing tobacco that's illegal in the UK) intoxicated proprietor had already taken a deposit on the Blitz. I thought the latter two would be a bit heavy for me to take back to the UK on the plane. Yes, that's right -- I



would be flying home! I know it's not normal to take a motorcycle on an aeroplane but thankfully Ryanair staff aren't always the brightest sparks in the fire. Hence if you unbolt the engine to make it lighter they'll rub their hands with the thought of the £15 excess fee when you take a 'bicycle' on the plane with you.

Moped riding is a bit of a national pastime in Sweden as there is no need to licence, tax, MoT and

insure them (how does the saying go? When in Rome...). The machine I decided on in the end was a 1954 Gripen 44cc. I could not resist the beautiful unmolested paintwork. Each wheel had no less than nine individually hand-painted lines of colour. After a quick credit card swipe had been made the Gripen was easily loaded into my hire car. On return to my hotel apartment it was a bit of a struggle to get the bike up to the fourth floor (there was no lift) but as the saying goes, where there's a will there's a way. I wonder what the cleaner thought of the dirty old bike in the Ikea style living room?

On arrival in the UK, loading the Gripen into the hire car was a trickiest part of the whole operation. It was not only difficult because the car was just a Fiesta but also because it was what they would call 'a spanker' up north; it had less than 10 miles on the clock. I knew that I would receive a massive bill if any damage were caused to the car so I was more careful than most 'drive it like you stole it' hire car drivers. Once installed in my shed the machine was easily reassembled. The VMCC issued a dating letter. Johan told me that the bike should run but at the time of purchase there had been too much snow on the ground to even contemplate a test ride. The engine started almost immediately upon operation of the combined clutch and throttle twist grip and - hurrah -- the Gripen was running for the first time on English soil.

The first test ride was no longer than a mile, which was just as well as a couple of minor parts, which I obviously forgot to tighten up properly, fell off. A new chain and tail light bulb were required to bring the machine up to a full roadworthy specification; both of these were purchased for a pittance from my local bicycle shop. The MoT inspector claimed that the front brake was worse than useless but issued a pass certificate on the grounds that a) the engine power output was negligible, and b) the American style rear coaster brake was very effective. Incidentally the only non-Swedish component that I have been able to identify on the bike is the front hub, it was made by Sturmey-Artcher.

Almost immediately after I received the V5C from DVLA I decided to enter the bike in the VMCC Cyclemotor Section autumn ride at Ickford, Buckinghamshire. Richard, a 6'2" friend of mine borrowed his Father's Corgi for the ride. I can quite honestly say that of the 30 or so stinkwheels the Gripen was the joint duffest (there was also an ultra-slow Velo Solex on the run). For a guy who normally likes to get quite a shifty-on with his 500cc Velocette, it was quite an experience to be only just able to catch up with a Cyclenmaster when the owner was replacing his oiled up sparking plug. Obviously the Cyclenmaster was able to storm past me in no time with the new sparking pug in place...

Out of a total of 18 miles I think I must have used LPA for about 12 miles! Because of a combination of the not insignificant weight (30kg) and the bouncy girder forks, I honestly think I would have been able to complete the course on my normal, pedal-only bicycle in less time. It was the first Cyclemotor run that I had attended but it certainly won't be the last. All the regulars there made us feel so welcome. There was a fantastic selection of machines in use ranging from a Model H Triumph to a 1970's Mobelette. Since the VMCC run, the Gripen has seen action on several occasions when friends have wanted to try the comical bike for size. Without exception, everybody who's tried the machine has been entranced by it's quaint charms. Phil, a Kawasaki Z900-riding mate of mine had a close shave with the law on the Gripen. One dark night he took the bike for a test ride on the quiet country lane that I live on without a crash helmet on.

Unfortunately that night was the night when the local Bobbies decided to make their bi-annual drive-by appearance. When he saw the patrol car he quickly shut the engine off and peddled the bike up a dark driveway to wait for them to pass. We can only think that the flickering dynamo lights made the coppers think it was a regular bicycle, as they didn't come looking for him... The Gripen would obviously not have been a real road-burner when new but I think it should have a bit more power than it does now. When I find the time and inclination I'll check to ignition timing, crank seals and carburettor to see if any more performance can be found. I think that it's a fairly safe bet that's mine is the only Gripen on the British roads. They were only manufactured from 1953 to 1954 so my guess is that they are fairly rare in their home country too. This does not necessarily make it desirable, let alone valuable (!) but it does add a certain charm to a devout Gripen enthusiast such as myself. I have never seen another, though there is a 40cc Novette in the SAAB museum, they were both badge- engineered mopeds made by Husqvarna, AMC style, in both 40cc and 44c capacities.



### Chers Amis

During the ten or so years that I've been writing these notes I've given very little indication as to how I became involved with the Vélosolex and so to remedy this I'll offer some explanation. I have always been interested in mechanical things and had already carried out restorations on a B31 BSA and two Lambretta scooters as well as keeping my young son's various small capacity motorcycles roadworthy. During my working life I had access to very good workshop facilities including some high quality machine tools but on retirement these were denied me. Consequently any restoration projects would have to be simple models and with spare parts not too difficult to source.

The first attempt was to restore a Winged Wheel which I obtained from a former colleague for twenty pounds. Complete including tank and all fittings this was soon up and running using cycle parts found at a local steam rally. Encouraged by this I looked for another project by putting an advert in 'Buzzing'. The only response to my advert was from an NACC member living in the Bristol area who said he had a Vélosolex for sale but that it was, in his words, 'very rusty'. So on one Sunday morning I drove to his home to see what was on offer. This was my first glimpse of a Vélosolex and it certainly was very rusty but the compression was good and there was a fine spark so we haggled for a while and I finally loaded into the boot of the car and drove home.

*Right- Bryan's first Solex project, frame no. 22242 makes it a very early one, fitted with a later 330? motor. This had no identifying numbers! Both wheels were beyond repair and were of the Chapeau de Gendarme type- Westowood to us. Replaced by similar items found at a cycle dealers in Bath.*



Lots of work with wire brushes and the kind assistance of a neighbour who worked for a local engineering firm and could get some of the cycle parts sandblasted for me resulted in a bike which looked presentable, (it still does) ran reliably and was taken to several steam rallies. I discovered that the frame was from an early 45 cc model but the engine was a later one of 50 cc from the early 1950's. Several of the parts were non-standard but, so what, I had a lot of fun with it.

My wife and I were fortunate in having access to a holiday cottage in France which was owned by a relative. We were friendly with the local postman who knew almost everybody in the village and he promised to look out for any Solex items for sale. This resulted in the offer of a load of parts and five Solexes in various states of decay for a thousand Francs or approximately £100 at the exchange rate at that time.

The load consisted of two tatty 2200's with some parts missing, an incomplete 3800 and a complete 3800 Export Model which needed some TLC. I still knew very little about any of them but I took the better of the two 2200 's plus the bits which I thought I would need to put it in running order back to England in the boot of the car. Without too much difficulty I got it running, tidied it up and gave it a quick run around the block but I did not bother to acquire a UK registration number preferring to return to France with it where such tiresome details were not required. After a further visit to France I brought the second 2200 to England and put it into running order. By now we had decided to live permanently in Brittany and, in September 1998, three Solexes were placed in the removal van together with the Winged Wheel.

During the ensuing years I acquired various bits and pieces from different sources and, more importantly, gained much valuable information about the various models in the Solex range. I would never be so foolish as to claim that my knowledge could compare with that of such experts as Franck Meneret or the late Claude de Decker aka 'Papy Solex' but it's enough to keep the bikes in running order and to cope with most maintenance problems. One of the big advantages of the Solex is the interchangeability of parts which, no doubt, contributes to the very reasonable purchase price. I don't think that a single one of the present eight examples in running order is in anywhere near its original state. I have changed or replaced engines and cycle parts when necessary and there are still enough bits and pieces available on my shelves to do so for the foreseeable future. This will shortly change as from the 31st December all cyclemotors will have to carry a registration number. No doubt many NACC members could relate similar experiences with their collections and restorations and long may they continue to do so.

Bonne route

**Bryan**



Still on the subject of Solexes, our good friends in the Club Solex de Belgique run a splendid website at [www.solexappeal.be](http://www.solexappeal.be) with lots of photos of their events, news and information (in Flemish or French unfortunately, but the pictures are good...), and a shop offering not only the usual tasteful kits like caps and T-shirts, but Club Solex bottle-openers. Practical people- Belgium has more types of beer than any other nation on earth. They also organise a great many runs, one of which was attended by Marianne, a member who suffered a broken arm and could not ride solo, but she asked Jean-Pierre Salden if he would take her on his Solex-powered tandem, so he did, see below left.



Jean-Pierre's built his tandem from a couple of mountain bikes, it looks a little like a modern-day Derny and is very rideable, having derailleur gears to help it along and, according to Marianne, goes frighteningly fast downhill but this won't put her off passengering again on the Solex.

Tim Shields gets a mention in January's Solex Appeal magazine for his heroic London to Paris adventure which was reported on recently in Buzzing.