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The **Buzzing** Club



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

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Please send an SAE (an IRC from Europe, 2 IRCs from outside Europe) if you need a reply when writing to Club officers. General enquiries via email, please contact info@thebuzzingclub.co.uk Buzzing is published on the 20th day of February, April, June, August, October and December. Articles, letters & adverts for the October 2010 issue of Buzzing should reach Buzzing Production at the address above by Friday 24th September 2010.

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Thanks to Philippa Wheeler for the magnificent cover photo of her Ducati Cucciolo out on a perfect Spring day.

Club Information

Membership

Membership of the NACC in the UK costs £10.00 a year plus a £3 joining fee for new or lapsed members. Application forms are available from the Membership Secretary (see previous page). European membership costs £12.00 and the rest of the world £16.00 per annum.

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 Veteranknallert Klub, Denmark and the British Two Stroke Club.

Club Insurance

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

Library

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

Website

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

Events Calendar

Don't Forget!

If you want to organise a club-permit event and wish information to appear in Buzzing in time, please write to the Events Secretary at least 2 months prior. 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

Buzzing Production.

I would like to update the NACC Marque Enthusiasts listing for Buzzing as it is very likely out of date now, the list as it is now is on pages 40-41 of this issue, could all present Marque Enthusiasts please contact me to confirm if they are willing to continue as such or if anybody would like to take on the ME role for one of the vacant marques, please also let me know. I've volunteered for a vacancy (New Hudson) to start the ball rolling- I'm not an expert but have recently enjoyed working on a 1950 version and a 1958 restyle. Hopefully you feel the same way about your favourite mount.

Because of the quantity of Run reports included in this issue I've had to carry over a number of articles and run reports to October's Buzzing, so if you'd expected to see your contribution in this issue but it's not there, that is the reason why. Sorry! **Dave B**

From the Library.

I've had quite a busy period recently supplying information for enthusiastic rebuilders. I'm impressed by the very high level of interest in our little machines. Thank you to the kind folks who have donated material to the library, new material is always most welcome. Scanning has taken a back seat recently purely because of the number of events I just have to ride in during the relatively decent weather. I'm sure I'll catch up during the dark months. **Alan Hummerstone**

Parking for the AGM at Cosford, 4th December 2010

Just a reminder that bike and car-parking chages are now levied at the Cosford Museum complex, so if you are planning to come to our AGM please contact me Liz Butler (see page 2, Treasurer) and I will be pleased to issue you with a free car-parking pass for the day. **Liz**

New-look V5C

From 15th August 2010 a new-format V5C document will appear, it makes plain that a V5C registration certificate is not proof of ownership, and the 'scrap' box has been deleted as now all end-of-life vehicles have to be taken to an Authorised Treatment Facility, where a Certificate of Destruction (CoD) will be issued. Anyone with an existing blue V5C need do nothing as both types of document are still valid. **David C**

News

John Lennon- born 9/11/1940, died 8/12/1980. Nearly thirty years ago John Lennon was shot four times in the back by Mark Chapman outside the Dakota Building in New York, where John lived with Yoko Ono. He died instantly and a few days later was cremated, his ashes scattered in Central Park where the Strawberry Fields memorial now stands. Lennon's life has been very well documented over the years but one aspect of it is of particular interest to us- he was a Raleigh RM12 owner and rider. The RM12 Super 50 was bought for John by Brian Epstein (Beatles manager until his death from an accidental drug overdose on 27th August 1967) in 1965 to enable Lennon to get through traffic to EMI's Abbey Road studios on time for recordings and rehearsals.



The Raleigh RM12 itself and John Lennon's driving licence are preserved and on display at a Japanese museum dedicated to John Lennon, his life and music, Chou-ku at Saitame City. He would have been seventy years old on November 9th this year had he survived, so look out for major retrospective programs on radio and TV celebrating his achievements.

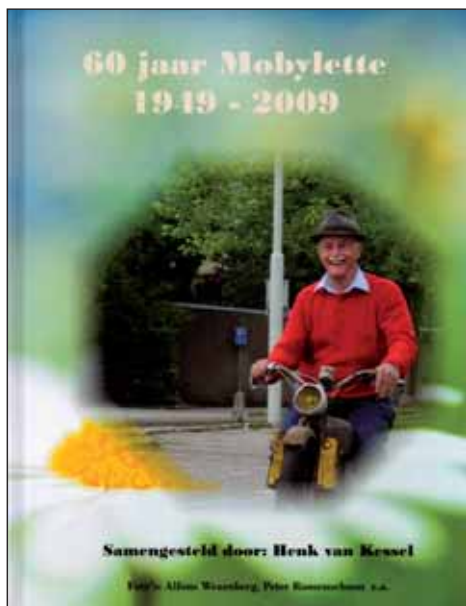
(photos courtesy Patrick Barrabès & the Enrique Mayor archive)

ONE MORE CYCLEMOTOR ON THE ROAD



Thanks to David Casper for registration and paperwork.

Anthony Hawker's superb Gundle Carrier cycle fitted with one of Phil Vincent's powerful Firefly clip-on cycle-motors.



Mobylette 60th anniversary celebration book-

NACC member Henk van Kessel from Holland has, with some help from friends, created a super book commemorating the 60th anniversary of Motobécane's Mobylette in 2009 which also illustrates some of the runs and activities organised by Vrienden van Kaptien (Friends of Kaptein) last year. The Friends are part of a Virtual Network Group dedicated to preserving Mobylette and Motobécane license-built Kaptein mopeds in Holland.

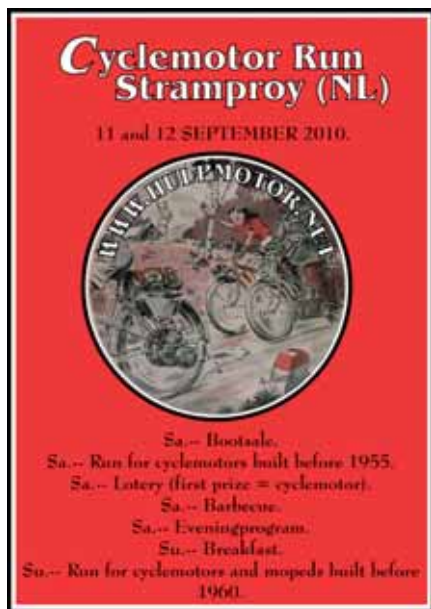
Henk, Peter Langemeijer and the "club" were also awarded the Motobécane Club de France Club Trophy in recognition of the work they have put into preserving the marque and for new information on the circumstances that surrounded the birth of the Mobylette in 1949 (see Buzzing August & October 2009)

New taps- the classic push/pull petrol tap fitted to innumerable motorcycles and many autcycles & cyclemotors eventually give trouble when worn and leak. Now a good quality British-made reproduction, far better than other repros, is available from Hitchcock's Motorcycles, Rosemary Court, Olwich Lane West, Chadwick End, Solihull B93 0EY, tel: 01564 783192, email-info@hitchcocksmotorcycles.com The new tap is available in quarter inch BSP- gas thread- part no. 36583, and one eighth inch BSP gas thread, part no. 36583A, and incorporate a gauze fuel filter and lever-operated reserve. Prices for either tap is £37.50 plus post and VAT.



6th International Hulpmotoren Treffen, Stramproy, Holland, 11-12

September 2010. Our good friends at the RHC (Rijwiel Hulpmotor Club Nederland- The Dutch Cyclemotor Club) are organising their 6th International weekend rally 11-12th September at Stramproy, which is just over the Belgian border, about 140kms from Brussels. **Saturday 11th** events include signing-on 12-13.30 when there will be a large cyclo-jumble and boot-sale (bring everything you want to sell!), 13.30-17.30 a 45km run for cyclemotors built before 1955, with a halfway break where a lottery will be held with a real cyclemotor as a prize! In the evening 18.00- 20.00+ a BBQ will be held for all participants. **Sunday 12th-** 08.00-09.00 a breakfast is on offer for those who stayed overnight, followed at 10.00-16.00 by a 60km+ run for cyclemotors and moped built before 1960. Full details in English, entry forms and information on where to stay, camping sites and guest-houses can be found on the RHC website- http://www.hulpmotoren.net/index_bestanden/Engels.htm . There are also loads of great photos of previous year's runs on the web-pages, showing many machines we never see over here. Also of interest to British participants would be the 23rd Internationaal Bromfietstreffen cyclemotor & moped event held the Sunday before Stramproy, on 5th September, at Wellen in Belgium. It is one of the biggest events of its kind in the European calendar. Details at <http://www.bromfietstreffenwellen.tk/>



How about an NACC team entry, probably too short notice for this year but what about 2011? Let's do it!



Letters to the Editor



fao David Beare

Dr Moulton has asked me to let you know that he was delighted with the article in “Buzzing” and much enjoyed reading it. Yours, **Gillian Marston, secretary to Dr Alex Moulton.**

Dear Dave

CLARK SCAMP PAWLS- Following my Scamp write-up in Buzzing, the clutch pawl broke as duly prophesied in Richard Workman’s letter in the April issue. A company near Poole have created a 3D computer image from which their high-tech machines can cut pawls out of a solid, non-brittle plastic block. If any other Scamp owner is pawl-less, phone 3D CNC Ltd. on 01202 632727 or email them- simon@3d-cnc.co.uk -. The technology means that they could also make pawls out of virtually any other material, but I chose to stay with plastic.

Regards, **Chris Tucker**

Dear David

Re Frank Brzeski- the committee of the NACC work very hard, for little reward, to bring a great deal of pleasure to hundreds of members. I am one such; and I thank them for it. If my local “House of Extasy and Relaxation” starts to employ girls whose dimensions and disposition do not please me, I have a choice, and either confine my attention to those girls who accommodate my particular proclivities; or go elsewhere, FB please note. Secretary and Committee, keep on as you are! Best wishes and thanks, **Howard Bentham**

Dear David

The Saxonette that Bill Phelps saw in Holland could possibly have been correctly dated as 1938. Certainly, its maker, Fichtel & Sachs AG of Schweinfurt/M were in production with a 60cc unit by that date. They even tried their luck with a stand at the Earls Court Show in September 1937, when *Motor Cycling* printed a photograph of a unit assembled into a gent’s safety-cycle frame set. Externally this appears very similar to the Dutch sighting, but I know little more about this seemingly neat and advanced design. Presumably F&S hadn’t secured an importer by showtime, as neither a British agent nor supplier’s address was given. Maybe they never did land one?

Next, I feel fairly sure that “gentleman” Jim Reynolds’ chum at the Road Research Laboratory must have been referring to Road Research Technical Paper No:38 - “Some safety aspects of Pedal and Motor-assisted Cycles”, issued by H.M. Stationery Office in late 1957. *Motor Cycling* - once again- carried a somewhat damning piece on this work in their issue of 21 November 1957. They didn’t doubt that the extensive practical testing carried out by the Laboratory had been thorough (i.e. long-winded and expensive) but questioned its value- too late and irrelevant to then current market conditions (mopeds having mostly displaced motor-assisted bicycles). It wasn’t that the Industries Association pooh-poohed the report, rather that its British member companies were already scratching their heads hard to find an answer to the Quickly which had already been available in Britain for two years and more. Kind regards, **Ken Hallworth**

(The Saxonette question in Bill Phelps' letter in April's Buzzing has aroused quite some interest and it is possible the machine dates from 1938, as per Ken Hallworth's response. Member "PC49.9- the Cyclomotor Detective" puts the record straight on pages 36-7. I was dead wrong!)

Dear David

I'm a relatively new member of The Buzzing Club, being in my second year after restoring a Raleigh RM6, this is my first mechanised purchase for a very rural paper-round in Somerset! As this has a Motobécane engine I'm hoping to keep it going for some time. While visiting a builder's reclamation yard nearby (Degagnac, Midi-Pyrénées, SW France) I found tucked in a warehouse the "VéloSolex" as pictured, I've no idea about the machine and did not enquire about purchasing it as my wife was close by....I thought members might be interested in what still turns up in the strangest of places.

Regards, **John Pickersgill**

(Thanks John, the photo was taken on a phone and is too dark to repro, but the bike is clearly a VAP VéloVap, quite a rare beast these days, it's complete, quite tidy and worth saving from the reclamation yard! The illustrations below are from the Dutch market sales leaflet)



Dear David

The Power Pak was sold by Sinclair Goddard of 162 Queensway, Bayswater, London W2, according to Stinkwheel 1, 65,000 were apparently made. Can anybody tell me where they were manufactured as Bayswater is not known for its industrial area or its factories?

Regards, **Roger Brown**

Dear Dave

I was interested to read about the BMG Mosquito (*Buzzing, April 2010*), as I also have one. It has exactly the same faults as Guy's ie the lights on the engine cut out. I did speak to Guy on the phone and discovered they also both have the same riding characteristics where they almost reach top speed and then make a noise like a demented bumble-bee and really start to pull, only to cut out again after a few seconds and then repeat it- wierd but not unpleasant. I would also be pleased to see pictures of original transfers as all the pictures of 1952 ads do not show any of the main frame. My machine has a small duck on it and was advertised as a "Paperino" (Little Duck) on Peter Smith's website, you can just see the duck at the top of the main frame by the headstock ♣♣♣□□♣♣♣



(Looking at all the available period pictures and line drawings of the BMG Mosquito and my own 100% original machine, I can see no traces of any little duck transfer. It may be that the BMG acquired this name from users, as the Ducati Cucciolo became the Little Pup, and somebody made after-market transfers of a cartoon duck. Such transfers were popular in Europe in the 50's and 60's and readily available from bike shops. Perhaps Garelli liked the idea too and

adopted the name Il Paperino together with the duck transfer for later machines. Who knows?!)

Dear David

As a newcomer to the NACC I would like to send a few words regarding a Flink cyclemotor. The photo shows my 1952 Flink cyclemotor Type 43B, serial no. 013360, 43cc capacity, made by Motorwerk Varel GmbH, in Varel, Oldenburg, Germany. It is equipped with a floatless MECO-Bielefeld carburettor.



Thanks to Alan Hummerstone the NACC Librarian for finding a handbook for me. Best wishes, **Rolf Rekdal, 6470 Eresfjord, Norway.**

Dear David

I've just this week got a copy of *The Motor Cycle*, 16th July 64 with a short report on the 1964 ACU rally, it mentions the Sunbeam team (*see page 37, June's Buzzing, Honda 50cc team entry*) coming second out of the teams entered. Not bad on C110's! The report reads-

“...many of the die-hard regulars were on the list, men such as one-legged Ken Wheeler, the Worcester rider on a 125cc Honda, competing for the 12th time; and Arthur Lavington, mounted (inevitably) on a Velocette. Big machines, little ones; oldies and brand-new models. From the Sunbeam Club, a compact squad of Honda fifties; against them, a well-organised group from the Boots (Nottingham) Club, all on little Raleigh Roma scooters. In contrast, Ian Findlay was aiming at a full-distance run with his 1921 CS1 Norton sidecar outfit.” All the best, **Paul Duley**

Dear David

I've been a member of the club since 2007, during which time I have read with interest other member's accounts of experiences with electric bikes. These include Nick Devonport's 1994 road-test and Norman Smith's and Alan Hummerstone's reports on the Sinclair Zeta MkI and II. They are admittedly short on power in original form, I have two rear drivers- one is a 1994, the other a 1995 with lifting handle, I made my own for the 1994 version.

I've always been interested in clip-ons for push bikes, the whole idea was to make riding a push-bike easier, be it petrol or electric. Due to reasons beyond my control I am not in a position to ride a mechanically-propelled machine, although I do own one couple. Back to the Zetas, I have one on a Raleigh Superbe roadster, it is switchable to run on 12 volt, 18 volt or 24 volt. 24 volt will carry my 12 stone to 20mph, 18 volts to 15mph. 12 volts and 10mph is best for gentle assistance in dry weather, but the higher volts are great- all speeds being pedal assisted! Best wishes, **Alan Humphries**



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Dear David

I am inspired to write after reading Colin Durham's letter about his Cyclomaster, as I think I can at least equal it! In October 1951 I went to work as a farm pupil in Shropshire and as I lived in 'digs' a mile or two away it was too far to walk. Also my family was about 40 miles away so on the occasional weekend off I went to stay with them. The most economical transport seemed to be the new-fangled cyclomotor or clip-on, so I got a Power Pak and fitted it to the bike I'd had since I was 8 years old. It had a slightly small frame but an extra-long seat tube, so it has lasted me to this day! The Power Pak Standard cost £25 brand-new from a garage in Uttoxeter. It took me to and from my digs and the 40-mile journey home was made in around two hours, it never failed me. I would usually talk my father into running me back to work with the Power Pak sitting on the back bumper of a 1939 Wolseley 18 which the family had at the time.

When I had finished my year's pupillage more luxury seemed attractive and so, like Colin, I moved up to a 1932 Austin 7. The Power Pak was used by my brothers in succession until they upgraded to motorcycles (a Scott, Ariel Square Four, BSA 250 and Brough 680SS amongst others), when they thought to sell the Power Pak. Luckily I avoided this and so still have it. It runs just as well as ever and is almost entirely original apart from a (correct) replacement drive roller. The problem I have now is in finding rear inner tubes which will stand the usage. The available ones are made in Indonesia and they split along the seams, and, as "any fule know", a flat tyre curtails a journey. Can anyone suggest a satisfactory alternative? If so, I could get to the Shropshire Buzz'ards Section at the Corbet Arms, but for now it's very local use when I can push it back home, so it languishes in the company of a Sunbeam S8 and a Power Pak Synchro, and this last is exercising me somewhat as I can't get it to produce any power. It starts and runs readily but wouldn't pull the skin off a rice pudding. Everything seems normal and I've looked at all the usual suspects- crankcase compression, carburettor, exhaust, ignition and I've even had the flywheel remagnetised. Any suggestions would be most welcome! Yours, **Cedric Hill**

Shows & Run Reports

East Anglian Transport Museum, 25/4/10

Carl Squirrel

A hastily arranged event saw a good number of Pedalers arrive at Saxmundham and Norwich to ride to the East Anglia Transport Museum at Carlton Colville as part of the Federation of British Historic Vehicle Clubs "Ride it Day". The Suffolk members enjoyed a pleasant ride up the coast stopping off at Dunwich and Southwold en route whilst the Norfolk contingent enjoyed their ride across the border to the Museum. We were given a warm welcome by the Museum staff and by Barrie and Janet Brasted who had very kindly set up our stand the previous night. An enjoyable few hours were spent looking at the many exhibits on display before we set off for home in various little groups, some managed to dodge the April showers all together whilst others gave their waterproofs a good test !! All in all a great day, most of us rode about 75 miles and it was a run with a difference !

Our thanks to Barrie and Janet for all their input and to Dave Watson for coming up with the idea in the first place. Riders: Colin Clover - Honda Novio, Terry Keable, Roly Scarce - Honda PC50s, Barry Lewis - Honda Camino, Val Dearsley -Yamaha QT50, Richard Layton - Yamaha T80, Trevor Seymour - Honda C70, Mark Gibb - Honda C100, Brian Barley - Tomos A3M, Guy Bolton - Puch Zorplan Trike, Rod Fryatt - Mobylette, Dave Arnott - Victoria Vicky, Dave Watson - Puch MS50, Carl Squirrel et "Jacques" - Honda PC50 Sidecar.

Static Exhibits - Barrie Brasted - Raleigh RM11, Janet Brasted - Raleigh RM12.

Gt. Welnetham Vintage Rally, 16/5/10

Carl Squirrel

A new venue for the East Coast Pedalers; Geoff Daw had arranged for us to attend this event which was raising funds for "Help the Heroes". The Pedalers had a good turn out of varied machines to keep the many spectators interested. One machine which created a lot of comments was Peter Barwell who had travelled all the way from Peterborough with his Mobylette SP94TT - its not often we get to see a moped with off road capabilities, a few of us were caught looking at some nearby wooded areas obviously think "I wonder if " There was plenty to see and do (loads of superb cars including two very nice Messerschmitts, and a Bond Bug, even Del Boy was there with his Reliant ! Unfortunately most members were content to stay on the site and enjoy the attractions so we could only persuade a few riders to venture out onto the road run, however Geoff and Alan Bloys led five of us out on a superb run around the lanes.

Our thanks to Geoff for organising the day for us and to everyone for turning up and supporting the day which helped raise some much needed funds for our brave young men who are fighting for our country.

Riders: Geoff Daw- Garelli Bimatic, Alan Bloys - Super Moby, Dave Watson - Puch MS50, Roly Scarce - "Track Spare" Honda Novio, Carl Squirrel & "Jacques" Honda PC50 Sidecar. Static Exhibits: Peter Barwell - Mobylette SP94TT, Debbie Doy - Yamaha FS1-E, Barrie Brasted Raleigh RM12 Super 50, Yamaha QT50, Janet Brasted Puch X50, Billy Doy - Norman Nippy, Dave Watson - Vespa Ciao,BSA Winged Wheel, Carl Squirrel - Puch GP.



As It Was Buzz, 26/6/10

Colin King

It is really for the people who came to say how the AS IT WAS BUZZ, was, but listening to the enthusiastic chatter in the Royal Oak after the run and around the car park it would appear that the day was a success. The ingredients most likely made this a certainty. Take a clear summers day, a decent bunch of people, put them on fascinating machines and set them loose around the beautiful Vale of Pewsey. Add in a steam train and it's whistle, then return to the Royal Oak where the staff are as nice as you could wish, then scoff and quaff long into the sunny afternoon and the cry was "Lets do it again ". So it's very likely that AS IT WAS BUZZ 2 will happen in 2011. Derek Langdon won the T shirt for travelling the furthest to the event, he also brought his immaculate and super-rare Tailwind. So thanks to all those that came for those great little machines for your enthusiasm and helping make it a memorable Cyclémotoring day.

Below left- Derek Langdon's superbly-restored ex- Reg Bury Tailwind on its first run out since completion, the full story will be in October's Buzzing.



Below- Lorraine Carter rides in on her high-speed Vincent Firefly.

(photos Colin King)



Many more photos will be appearing on the Recent Runs page of the NACC website.

AS IT WAS BUZZ RIDERS & MACHINES-

Rodney Elmore- CYCLEMASTER; Martin Honeychurch- MINI MOTOR; Jonathan Sayers- POWER PAK; Keith Cook- WINGEDWHEEL; Derek Carter- MINI MOTOR; Lorraine Carter- FIREFLY; Geoff Hills- CYCLAID; Julian Wiltshire- CYCLEMASTER; Stuart Metcalf- WINGED WHEEL; Derek Langdon- TAILWIND; Martin Wikner- CYCLEMASTER; Alex Taylor- CYCLEMATE SPECIAL; G Barker- CYCLEMASTER; Keith Rutledge- MINI MOTOR; Norman Smith- MINI MOTOR; Alan Hummerstone- ITOM; Robert Hummerstone- NASETTI; Philippa Wheeler- FIREFLY; Colin King- MOTAMITE.



12th Odiham Run, 34 to the Dozen, 27/6/10

Colin King

The “Dozenth” saw 34 NACC folk arrive at the Four Horseshoes on a blistering June day to take part in the 12th Odiham Run, bringing with them a grand selection of machinery. We have had the odd wet Odiham when the cheery chat to raise the damp spirit goes something like “... well, 2 strokes like a bit of moisture, don’t they”. But on a blue sky day of 30 degrees the only moisture needed was provided by lotions and the brewery. Several of the riders had made a Cyclemotoring weekend by doing both the AS IT WAS and the ODIHAM and camping, caravanning or B&B Saturday night. Philippa had a dual weekend with a difference; travelling from Wales to a party in Kent, she stopped off to do the AS IT WAS on Saturday, went on to her party and did the Odiham on her way home. Now that is keen with a big K.



Above- Cyclaid takes a ride! Right- Philippa strikes gold...

We had the usual and by now almost antique pair of solid gold hand crafted and exquisite trophies to present. The ladies trophy was obviously destined to go back to Wales in Philippas bag, but the Gentlemans trophy was a little more difficult. Two men were eligible, Geoff Hills from Kent and Keith Rutledge from Essex, both had travelled similar distances to attend both days, so we got them together and tossed a coin. Keith won but sportingly offered the trophy to Geoff for the “ second half “. (continued next page)

12th Odiham Run, 34 to the Dozen contd.

There was yet another desirable item from the TVG Cyclemotorist's Boutique up for grabs in the free riders draw. This years much sought after piece being won by the man we call Bob, simply because that's his name, yes thats the very same Bob Goodwin that took home the SDT trophy at Christmas. So a very enjoyable day with a good turnout and as it was the 12th Odiham Run it means that next year we all become teenagers again. So something to look forward to.

Riders were: G Smith- RALIEGH; K Rutledge- TROJAN; P Jones- SOLEX; R Hummerstone - NASETTI; H Tew- HONDA; B Crook- BOWN; R Cork- TROJAN; S Wikner- MOBYLETTE; M Wikner- DERNY; B Goodwin- MOBYLETTE; T Bunting- SOLEX; J Tylee- GARELLI; P Royston- HONDA CAMINO; M Hunt- PUCH MAXI; A Hummerstone- ITOM; P Wheeler- FIREFLY; B Norton- PHILLIPS PANDA; D Iles- N S U; R Parkins- N S U; D Cooper- RALEIGH COOPERMATIC; L Carter- FIREFLY; D Carter- MINI MOTOR; C King- MOTAMITE; A Hyland- JAMES; J Burton- N S U; R Bardsley- MOBYLETTE; J Hawthorn- JAMES; I McGregor- HONDA; C Moffat- YAMAHA; A Townsend- HONDA; J Sayers- SOLEX; G Hills- RALEIGH; D Benn- NORMAN; B Marlow- EXCELSIOR 2 speed



Rando Cyclos, Sars Poteries 6/6/10

Nick Devonport

Dover has had its' day. This once-proud town, standing on the south-east corner of our fair isle like a sentry ready to defend us against all comers, is now a shadow of its' former self and sadly in decline. It is the town on which my review of Episode One of the Stinkwheel Saga was based. It is a town through which you pass because you're going somewhere else or because you've been somewhere else. Into the former category fell several of the participants in this year's Rando Cyclo event at Sars Poteries but one in particular was to experience at first hand the depths to which the town and its youth have sunk. John Redding, Puch moped and caravan in tow, pitched up at Tesco's car park in search of a quiet night before the early chat with a chap recognised the town and its youth have sunk. he has a mate who collects those out the mate is world) he settled be woken by local youths at the end of their night out and in search of somewhere to relieve themselves. The black Audi looked like a convenient convenience and John woke to find cast-off underwear and a tell-tale trail of urine against the car, a good start to his trip...



A day later, Ian and I set off for France. It has become the habit of several of the regulars to spend a night or two at another site before arriving at Felleries. We met up at Landrecies in search of somewhere interesting to stay. The disappointment of not being able to use the *halte nautique* on the River Sambre was soon overcome by the discovery of a charming *Camping Municipal* at Prisches in an area that we haven't yet explored to any great extent but which deserves further attention. At €7 a night it was good value and made a great start to the week.

(continued next page)



Above- the “peloton” regroup- John Redding’s favourite Puch to the fore & plenty of Solexes & Mobylettes

I found an Emmaús bric-a-brac site and spent a happy couple of hours there sourcing the trophies for Headcorn – now you know where they come from! Arriving at Felleries on Thursday, we found John, Dave Casper, the Witchards and Philippa already there in the traditional English enclave. Beer was soon flowing as we discussed the delights of the days to come. My chosen steed for the Sunday rally was a Mobylette AV92 as I fancied something a little more powerful this year and the Moby X7 was the reserve machine. John’s Puch, Ian’s Honda PC50, Dave’s Cimatti, Philippa’s Solex 4600, Paul’s AV89 and Pat’s Peugeot were soon joined by John Aston & Joanne’s Hondas. The Glamorgan Section lads, also Honda-mounted, presented us with a Krypton factor-style challenge with a tent without instructions but we got there in the end.

The first run out in the afternoon was a scratch run to Val Joly to catch up on the redevelopment there but the AV92 died on me at L’Epine – naturally on a busy roundabout - with symptoms of fuel starvation, odd because the tank was clean, the carb had had a serious rodding out with a new fuel line and filter for good measure. It started again after another carb strip and made it, albeit noisily, to Willies for a childish photo-call by the village sign. Another failure to start necessitated another carb strip which got me on the road back to the camp for – oh, I don’t know – a mile or two maybe? The final stop was at the bottom of a steep hill where it expired once more to be left in disgrace while I began the long slog back on foot. A kindly Frenchman – a nuclear engineer keen to practice his English in preparation for a visit to Sheffield to visit his girlfriend the following week – gave me a lift the final few miles and the stricken Mobylette came back to camp on the bike rack for yet more field surgery. What had begun as a slightly suspect clutch bearing had developed into “your main bearings are bugged” and the X7 was to be my saviour once again. I’ve always said that it’ll be the last bike to go if push ever comes to shove and my faith in it remains undiminished.

As ever, alcohol and flatulence played a large part in the evening get-togethers. The former ensured a sound night's sleep and the latter kept the mosquitoes away. Friday morning is market day in Avesnes and the trip there was made all the more exciting by the newly gravelled road. I've mentioned the closed Mobylette garage in the town before. This time I managed to make contact with the lady whose aunt lives in the house next to it but was unable to make her understand why *zees stupeed Eengleesh* was so interested to find the owner. Presents for the new family (to assuage my guilt at enjoying myself) purchased, it was back to the camp for a leisurely afternoon and glowering at the AV92. Dave Beare had turned up after a visit to a friend in Paris followed by a night's wild camping in a forest, the only evidence of which, he confided, was a small turdaceous deposit left buried beneath a tree. Proof, if proof were needed, that Beares do sh*t in the woods



Above left- Luc de Groote from Belgium with his Mobylette AV33 and trailer; above; what Rando Cyclos is all about, empty roads, brilliant cyclemotoring conditions. Left; all yours for only 30 euros & a load of hard work!

On Saturday, Solre le

is always worth a visit for good quality camping stuff and, in years gone by, the odd moped. The moped shed remained closed this year but we set the till jingling as we stocked up on clothing and bits and pieces. This was followed by a run to Hestrud and the Customs Museum on the Franco/Belgian border. It's a fascinating insight into how my Continental colleagues dealt with the perennial problem of illicit importation of contraband goods and some of the methods encountered then are still in use today, a reminder of the Biblical truism that there is nothing new under the Sun (Ecclesiastes 1:9). Aware of the Felleries *vide grenier* scheduled for Sunday morning, it was to bed, relatively sober and early, for those of us with an unhealthy interest in other peoples' cast-offs.

Sunday morning dawned overcast but dry. The village streets teemed with stalls being laid out and the buyers were out early, too. Ian and I patrolled the tables in search of bargains which were there to be had and practised our haggling skills. Breakfast at the camp then to Sars Poteries on our machines for the display and autojumble where yet more Euros changed hands. The sky was getting darker and more threatening, then the heavens opened, sending the us to the bandstand for a game of sardines whilst some nasty bugger took advantage of the downpour to steal a trailer with a Pegaso moped from Michel Humbert. Taking advantage of a lull in the monsoon to get to the village hall for lunch, we saw that the prize-draw bike was a Mobylette- and trailer! The weather brightened up for the start of the run through a new part of the Avesnois region for us, mainly on back roads made treacherous by fresh gravel and standing water from the recent drenching.

(continued)

There were regular regrouping stops, a good idea to rein in the throttle wide open brigade but frustrating if your X7 has just found the “power” band when you turn a corner and find everyone else revving the nuts off their machines, impatient for the next leg. Another theft, this time of a part from one of the machines, marred the half-way drink stop as did the renewal of precipitation. Approaching Avesnelles, we fell foul of a cycle race whose marshals misdirected one or two of us and I found myself on the N2 heading in entirely the wrong direction. Navigation skills having deserted me, it took a while to rediscover the route by which time the rest of the riders were but a cloud of two-stroke on the horizon. This was, perhaps, the most enjoyable part of the run for me as I could concentrate on the scenery without tripping over slower machines or looking out for the press-on types coming from behind, so to speak.



The party was in full swing back at Sars Poteries salle de fêtes. The dazzling array of tacky cups was well up to the usual standard and the lovely Céline was on fine form on stage as the local mayors and assorted worthies glad-handed the prizewinners. Team NACC won a basket of goodies in recognition of our regular attendance and the Mobylette and trailer were won by our own, our very own, Paul Witchard. It was recovered to Felleries and subjected to copious amounts of Easy Start and a battery drill on the flywheel in an attempt to get it going but it clearly needed some serious attention before it'd be capable of hitting the road again. One thing it won't be getting is a good polishing apparently. Elsewhere on the camp site other machines were being dismantled – the AV92 engine is in the Beare workshops pending examination and rebuild with new bearings but it won't be at the 2011 event as it's blown its' chance there.

2011 is the 20th anniversary year of the run. We should do something to mark the occasion in style. Fancy dress is one suggestion. Concours is another. (That's me out, then.) Put June 5th in your diaries and get your thinking caps on.

Looking forward to it already!



Top left- About to pig out in the salle de fêtes, Above- Our Leader with basket of local goodies, awarded to the NACC for most regular club entry at Rando Cyclos, organisers Christine and her sister Céline officiate. Left- Paul Witchard stunned by his good fortune in winning another crappy moped to rebuild, John Redding checks the brakes. Nice trailer and matching panniers though....

VJMC Uttoxeter Show NACC stand 3-4/7/10

John Aston

Our second trip to Uttoxeter for the VJMC Show proved to be a good mixture of young and old; from the experienced restorers like Harvey Spencer (Raleigh RM8), to the first time restorer Wayne Harris (Mobylette AV89). The standard of bikes on show was exceptional, T K Donovan's Heinkel



Perle being a superb restoration of a rare machine. We also had the very nice Norman Super Lido of Aiden Griffiths, and Dave Casper's Nasseti and Cyclemaster were a real treat for the cyclemotor enthusiasts, as was Bob Terry's Bernardi.



We also had my Ariel 3 on display but not too close to the posh bikes! Many thanks must go to Jo Stanley, Lizzie Butler and Nippy Bob for their help and enthusiasm throughout a busy weekend. And Lizzie took ALL her empties back!



Wirral Wobblers Easter Egg Run

Ted Bemand



With over 10,000 riders it was impossible to remain in a group, nevertheless it was an excellent run in superb weather for a worthy cause.

Picture taken at the Wobblers Easter Run, with (left to right) Ted Bemand, Marcus Hasted and Daren Jones, with Daren's Mk2 hybrid clip-on complete with hi-fi sound-system!

The second Breck Farm Camping Weekend held at Breck Farm Camp Site was very well attended and we had several members who travelled a long way to visit. The drama started on Friday night when John Dainty who had come down from Durham phoned, he had broken the drivebelt on his Ariel 3 and could we find a replacement? A few phone calls and we had one organised for delivery the following day - mind you as events turned out some of us wished that we hadn't been able to find one! When the locals arrived on Saturday morning there were already many people there with their machines on display. Including our long distance travellers John, Harvey and Gill Spencer, Chris Saunders & Luke Booth who had camped Friday night along with Norfolk members



Dave Arnott and Barrie and Janet Brasted. Our routemaster Keith Ashby arrived mid afternoon, unfortunately his normally reliable New Hudson had expired a few days earlier so he had booked the "Track Spare" Novio for the weekend, after a few minutes tuition on the intricacies of Japanese machinery he felt confident enough to lead us out on the Saturday "Slowped" run, as expected some weird and wonderful machines lined up for the off including: Luke's Bernadi Buzz, Dave Watson's Cyclemate (a Cyclemaster engine in a Norman frame), Dave Arnott's Moby AV32, Mark Gibb on the Breck Farm Honda Express which

was donated to us last year, John on the Ariel 3 with replacement belt fitted, and myself on "Le Mobchop" along with some more conventional machines such as Ray Gibb's Motobecane, Chris's James Autocycle, Barries Puch X50, Harvey' Raleigh RM8 Runabout, Gill's PC50.

Dave Arnott had organised a superb campfire & barbecue and a good time was had, we hoped that with a bit more planning we can do it again next year. A large group of Harley riders pitched next to us and we were expecting scenes reminiscent of the 60s Mods and Rockers riots in the 70s



and half expected our bikes to end up on their campfire, but they were very friendly and most of them were asleep by 10.00pm!!!! Sunday dawned bright and other members started to arrive, Brian Hastings with his lovely Bown Autocycle was followed by Barry and Val on their Honda Camino and Yamaha QT50, day member Gary Garrett joined us on a Suzuki B100P. A plan was formed to ensure that we wouldn't get split up and once again Keith led us out, some machine swapping had been arranged as this was going to be a 30mile run, John wisely decided against using the Ariel 3 and blagged another outing on the Mobchop, Dave Watson rode Mark's Honda PC50, Dave Arnott was on his more modern Mobylette, Luke was on a Bantam engined BSA Beadle (A BSA Bagel?), Mark was on a Mobylette, Ray on his NSU Quickly, whilst I had already arranged to use Roly's PC50. Keith had devised a superb route taking in Blickling Hall and other places of interest, Lunch was taken at Aldborough and then purely by chance we were invited to view a private collection of machines owned by the inventor of the Sidewinder leaning sidecar, we did lose Barrie and Gary after they decided to head back early but we all returned safely back to the campsite.

All in all a superb weekend, our visitors all enjoyed the weekend and we hope to see them at future events. Our thanks to Dave and Keith for organising everything for us all, and to everyone that turned up to support the event. Spare a thought for Mick "Soapy" Sudds though; he turned up at the campsite ten minutes after we had set off, spent a couple hours looking for us on the coastal roads (which we used last year) and then gave up and rode home and got drenched in the pouring rain !!!!!

Saturday's Riders: Gill Spencer - Honda PC50, Dave Arnott - Mobylette AV32, Dave Watson - Cyclemate, John Dainty - Ariel 3, Mark Gibb - "Breck Farm " Honda Express, Ray Gibb - Mobylette, Barrie Brasted - Puch X50, Chris Saunders - James Autocycle, Luke Booth - Bernadi Buzz, Keith Ashby - Honda Novio, Harvey Spencer - Raleigh RM8, Carl Squirrell - Le Mobchop.

Sunday's Jockeys : Gill - Honda PC50, Val Dearsley - Yamaha QT50, Dave A - Mobylette 51V, Dave W - Honda PC50, John - Le Mobchop, Mark - Mobylette, Ray - NSU Quickly, Barrie - Puch X50, Luke - BSA "Bagel", Keith - Novio, Harvey - RM8, Carl - PC50, Barrie Lewis - Honda Camino, Brian Hastings - Bown Autocycle, Gary Garrett - Suzuki "Bloop".



ECP Waldingfield Wander, 27/6/10

Carl Squirrel

The hottest day of the year saw us gather at Great Waldingfield Village Hall for the first "Waldingfield Wander" road run. Geoff Daw, Alan & Maureen Bloys were there to welcome us with Tea, Coffee and home made refreshments, and despite the blistering hot weather, a minor football match going on somewhere in South Africa, a big local motorcycle show just down the road and a host of other things going on we still managed to get ten NACC members to brave the heat and take part in the superb run that our Sudbury hosts had organised.

Some members had ridden their machines to the starting point including John Gates on his NSU Quickly and Brian Denver on his Honda 125 (Puch Maxi waiting for parts), who had rode in from Clacton, Trevor Seymour had ridden his Honda C70 in from Lavenham, Geoff had only a few hundred yards to ride, whilst the rest of us brought our machines in vans or on trailers. Geoff led us out on the run with Alan at the rear with Maureen and Daphne in the recovery vehicle there

to pick up the casualties if required. A lovely ride through some very scenic roads followed although we did have a few hills to contend with ... there were plenty of nice views to enjoy and all too soon we were at the scheduled Lunch stop Lamarsh lion, a tasty Lunch was enjoyed and we then made our way back to the village hall for yet more homemade cakes and very welcoming refreshing Elderflower cordial drinks.



A great day and we thank Geoff, Alan and Mauren for all their hard work in getting this event established.

Riders were: Val Dearsley - Yamaha QT50, Debbie Doy - Yamaha FS1-E, John Gates - NSU Quickly, Brian Denver - Honda CB125T, Geoff Daw - Garelli Bimatic, Alan Bloys - Moby AV76, Terry Keable - Honda PC50, Barry Lewis - Honda Camino, Trevor Seymour - Honda C70, Carl Squirrell - Honda PC50 + Sidecar.

ECP Ufford Bygones Rally, 11/7/10

Carl Squirrell

Brian Barley had hastily arranged for us to visit this long established event as we were let down by the organisers of the event that we had initially planned for this date, knowing that the Pedalers like to plan their year around our events we felt it only right to slot something in on the allocated date - we would hate to think of you sitting at home on a Sunday !! It was a blistering hot day but thankfully there was a slight breeze to keep us cool. As usual at these events there was plenty to see and do, so much in fact that because of the heat we decided to forego the road run as everyone was quite content to sit and chat to the public and fellow Pedalers about the wide range of machines we had on display - and besides Brian had negotiated a discounted price on all refreshments for the bike exhibitors and being the tight fisted bunch that we are we had to take advantage of this didn't we ! Dave Watson brought along his as found Berini in the hope that Anneka would turn up and get it running for him, unfortunately she couldn't make it this time so we never got to hear its dulcitic tones ! - another time perhaps Dave. We signed up another new member Tony Chapman who had travelled up from Essex with his stunning Yamaha SS50 - the forerunner of the FS1-E, which made a welcome addition to the line up and attracted much attention. Guy had brought along his Honda PC50 which has been modified for increased comfort by the simple expedient of placing two squash balls under the seat rubbers, he was trying to explain the differences between the different grades of rubber used but the jury was out on what works best ... not sure how many orders he has taken but apparently he has a large stock to get rid of ! All in all another great day, thanks to Brian for sorting everything out for us and to everyone for bringing machines for the great display.



Exhibitors: Debbie Doy - Yamaha FS1-E, Tony Chapman - Yamaha SS50, Brian Barley - Tomos A3M, Billy Doy - Norman Nippy, Colin Clover, Terry Keable, Guy Bolton - Honda PC50s, Dave Watson - Berini, Raleigh "Stretched" Chopper, Honda PC50, Mick Sudds - Honda C5LE, Carl Squirrell - Le Mobchop

Route 66 and all that!

“Nippy” Bob Jeffcoat

A lovely day, the sun was bright, there was a strongish breeze,
Tanks were full, straps were tight, we started for Mill Meece.
Thirty miles (approx) we did, no one went astray,
Lots of yellow dots were there, to guide us on our way.
Refreshed, again we mounted up, and off we went once more,
The smoke was blue and copious, (exhausts were twenty-four!)
The “Star” was our next port of call, wherein we all did pile,
This is where we took our lunch, and rested for a while.
But, soon, back to the open road, and so to Norbury Junction,
For tea and buns or just ice-cream, for that’s the Junction’s function!
By now the fuel was running low, so back to base we went,
Tired and weary, but satisfied, at how the day we’d spent.
Sixty-seven miles in all, it went by in a flash,
But a grand day out, we have to say, including a water splash!
Apart from punctures, all went well, of troubles there were few,
The route was clear to follow, and hills?...well, ..one or two!



Our thanks, once again, to Keith Walker for a super scenic route, the potholes weren't his fault! Thanks also to Liz for “admin” duties and thanks to Margaret and Andy for following us around. There were seventy sets of yellow dots, usually in groups of three or four (just in case you wondered!)

Riders were: Ian Chisholm, Puch Maxi; Paul Harris, Velo-solex; Bob Terry, Bernardi Buzz; Alan Jinks, James Autocycle; Eddie Dewe, Raleigh Wisp; Bob Ackley, Yamaha QT50; Mandy Cooper, Honda City; John Burgess, Honda PC50; Bob Rushton, Honda 90; Glynn Udall, Triumph (1913); John Hook Dawes Buzz; Stan Watters, Cycle Motor; Neil Howells, Honda NC50; Kevin Curran, New Hudson Autocycle; Dave Tipton, Yamaha 80; Bob Jeffcoat, Norman Nippy; Trevor Jones, Bown Autocycle; Keith Walker Honda Cub; David Eyre, Mobylette; Mike Stott, Mobylette AV32; Alan Redgrave, Virago 535; Paul Jephcott, Velocette LE; M+S Crumpton, Royal Enfield Bullet.



Coast to Coast 19-20/6/10- photos of a fantastic weekend!



Ted and Roger's Amazing Journey

Ted Bemand

Roger Caunt, BSA Winged Wheel marque enthusiast, and Wirral Wobbler Ted Bemand, whilst on a trip to France in May happened upon a gathering of motor cycles/mopeds at a local village. With a range of unusual French machines and an autojumble, Roger was off like a rat up a drainpipe searching for a part for a Peugeot moped. We did wonder why the local 'security'/amateur radio group were in attendance, then at 3pm we understood.....The whole gathering mounted up

and proceeded to lap the village streets, Mobylette riders, coats a flapping, mixing it with pukka racing Honda 4's!!!! (no doubt with the permission of the Mayor...) Many of the bikes were real 'oily rag,' well worn examples but all the better for being used.



Above: Roger hunts for that elusive part....Right- lovely late 1930's Gnome-Rhône side-valve 250cc Junior in front of a very desirable ohv Koehler-Escoffier 350cc single.



Left- 1952 Alcyon 50cc *cyclomoteur* with ABG Vap engine, made in Courbevoie, very typical of the multifarious marques which flourished in the late 40's to early 50's, only to be swept away by the runaway success of Motobécane's Mobylette.

Le Scoto encore!

(As promised in February, new information on Le Scoto (see Buzzings Dec 2009 & Feb 2010) was received from our good friend, prolific author and archivist Franck Méneret in France, who has unearthed more interesting facts and images on two fascinating cyclo-scooters.)

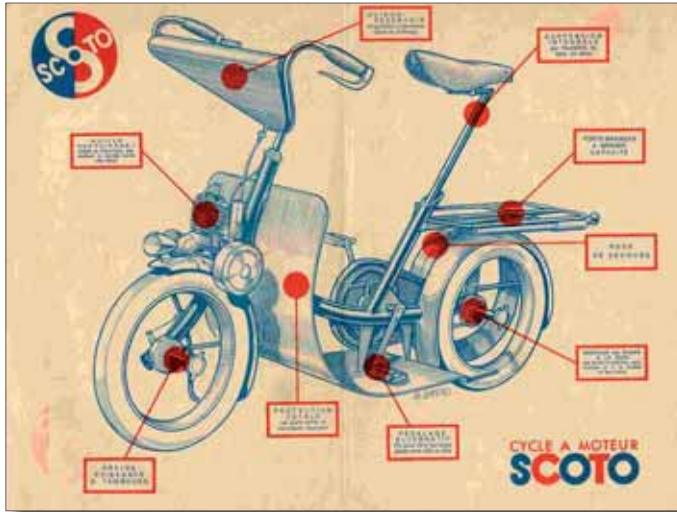
Franck Méneret

“The Paris Salon of 1949 was very well stocked with roller-drive machines. The most original of these was, without doubt, Le Scoto, made by Tubauto (*a company supplying the automobile industry with tubular seat frames*),

it was a true small scooter. Motive power was courtesy of an engine from Cicca/Vélorève over the front wheel and the front & rear forks were monotube, which gave exceptional ease of wheel removal, wheels that were small diameter and interchangeable. The presence of an identical spare fixed to the right rear side confirms this. Between the handlebars a substantial thin and flat fuel tank of 3 litres capacity had been fitted

and below this a curved aluminium dashboard screened the rider from road dirt, very much in the ‘scooter’ spirit of the machine. The small ‘bicycle’ style pedals did not rotate but were pushed down and up in an alternating manner, both pedals facing forwards. On the other hand the luggage rack was rather oversized for such a small machine.”

“The following year Tubauto changed to a Mosquito engine driving the rear wheel, the front reverting to steering only, while the spare wheel took advantage of this rearrangement to migrate to the front of the dashboard. The fuel tank and engine were hidden under a large zip-up fairing of “Moleskin”! While the wheels remained interchangeable the forks had swapped over from the right to left side and the pedalling gear became conventional.” *(more on Le Scoto in October’s Buzzing)*



The NSU Quickly's arrival in England

Jim Reynolds

It was back in the 20th century that I interviewed Terry Hill for The Classic Motor Cycle. He was renowned in Northern Ireland for his own prowess as a trials rider for the BSA factory and his later interest in nurturing the racing careers of Sammy Miller and Tommy Robb. May I put on record my thanks to Jane Skayman, archivist at Morton's Motorcycle Media, for e-mailing a copy of that original feature to me as a reminder, since my own magazine files are in store while the builders pull the house apart. A Belfast man, Terry Hill served an engineering apprenticeship at Thorneycrofts, graduating from novice to a handy competitor as a trials rider at weekends. By 1938 he captained the Ulster team in the International Six Days and was also a good enough road racer for BSA to lend him an early Gold Star for the North West 200. He worked at Shorts aircraft factory during the 1939-45 World War and discovered their unusual quality incentive scheme; the man who had worked on a plane went up on its test flight.



He was clearly a very capable young man, and was approached by a Mr Knopp, who didn't give much information about his own background but was important enough to arrive at Short's with a police escort. He'd heard that Terry had fitted diesel engines into boats and wanted him to take on similar work for the government. Terry found an old stable as premises and Mr Knopp found the finance and the equipment, as well as supply of 1000bhp diesel units to install in marine barges. He was circumspect about the destiny of the craft, but Allied landings in France were ahead and one could guess that preparatory work was started early. "By the end of the war we had a thousand men working for us and we'd moved out to Warren Point," explained Terry. He had well and truly arrived as a businessman and added an engine reconditioning specialist to his portfolio. He was still riding for BSA, a leading name in their trials squad until a bad crash in the ISDT put him in hospital; he continued riding as a private entrant and was building up a garage business that had sprung out of the engineering venture.

In the early 1950s Terry and Betty Hill took a holiday in France and Italy in their new Ford Zephyr, when a very neat little autocycle caught Terry's eye. He asked the owner of this NSU about the bike and was impressed by what he saw: "We were trying to sell the Vincent Firefly at the time and it was not very easy," he explained. The journey home diverted via Neckarsulm, where he bought a Quickly, dismantled it to fit into the Zephyr's boot and headed homeward, via Birmingham and the BSA factory. There he met Bert Perrigo, the company's competition manager, and presented the assembled NSU for inspection. "I'll have our Chief Engineer see this and say if it's any good," said Bert. The engineer duly arrived, looked the little Quickly over and turned to Terry: "Do you think we're going to import this filth into the country?" he asked.

(continued next page)

“Yes, I’m going to bring them into Northern Ireland,” replied Hill, to be told bluntly that he was wasting his time. Terry and Betty returned to Belfast with the sample Quickly and set up as the importer in his Hollywood Road premises. “The first batch of 20 cost about £18 each, including purchase tax, carriage and a wee bit of duty and we were selling them at double that,” he remembered. “We were spoiled. People were lining up to buy them and we had them sold before they got off the boat. There were garages and cycle shops all through Northern Ireland who wanted them, and we’d a feller with a car and trailer, who went round delivering them and taking orders for the next lot.”

‘This filth’ as it had been dismissed at BSA proved to be a huge success in an area renowned for its enthusiasm for motorcycles and hungry for economical transport in the lean post-war years. “We imported them for ten years and brought in 1000 a year,” Hill claimed. “I was offered the franchise for all of England and Ireland, but I thought it was too much bother and didn’t take them on. I should have done, but there we are.” He did contact Fred Armstrong of Dublin, whose son Reg had won the 1952 Senior TT for Norton and went on with team mate Geoff Duke to join the Gilera team. Fred became the Eire importer.

Because he was so successful for NSU as their Ulster importer, Terry was offered one of the single cylinder 250cc racers for £600 and began to sponsor local riders, taking them on as quick local lads and lifting them to International standing. Sammy Miller was one outstanding example, who graduated to a place in the FB Mondial team, to be followed by Tommy Robb, who in turn rode for the Honda team. Robb tells a lovely story about a last minute rush to get the NSU ready for the North West 200 race on the Portrush-Coleraine circuit, Terry finally turning to him in the Hollywood Road workshop and telling him put on his leathers and helmet to ride the streamlined racer up the coast road to run the engine in. The open megaphone exhaust would have made the machine noticeable, but the local bobbies knew they had no chance of catching it. Tommy won the 250 class. Terry Hill died in 1999, active in racing organisation to the last and anxious to sell off the NSU RO80 parts he had in his garage, the final legacy of his interest in the factory. With some 10,000 Quicklies sold, he’d served them well.

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Mobylette- testing times

DB

During the sixty-plus year career of Motobécane's Mobylette, the compact 50cc engine of every Mobylette acquired a reputation for being incredibly durable and would put up with a great deal of abuse and lack of maintenance before throwing in the towel. One reason these engines are so unbreakable can be laid at the door of truck-drivers delivering fresh horticultural produce from the agricultural areas south of Paris via the route d'Orléans to the vast Les Halles markets in the city.

Motobécane's engineers spent a lot of time at the French motor industry's reasearch and test track at Montlhéry south-west of Paris, testing frames for strength using special torture-racks to stress frames to destruction and run engines on test-beds under load until they wore out. Mobylettes were also thrashed mercilessly round the track for hour after hour, testing every component to the limit.



*(Motobécane's engineers checking fuel consumption of an AV85 at Montlhéry during the hard winter of 1961-62.
photo courtesy MBK & Patrick Barrabès)*

Motobécane's engineers were all enthusiastic motorcyclists and often stayed on at circuit long after work with the Mobylette was finished, watching racing bikes being put through their paces or speed record attempts being made. Naturally the return journey to Pantin on the north-east side of Paris was made using the test Mobylettes. It was a long way. Riders would find a produce truck at an intersection and grab hold of the tailgate on the right-hand side, where the driver couldn't see them because rearview mirrors on that side were not then obligatory. The ensuing 30kms of over-revving melted pistons, peeled chrome off the bores and ran bearings but improvements made as a result of this abuse rendered the Mobylette engine all-but indestructible, partly thanks to Les Halles truckers.

Saxonette sniffings PC 49.9- the cyclemotor detective

Bill Phelps' letter (Buzzing June 2010 p13) set the bloodhound sniffing, anxious to investigate the Editor's comment on machine age. The Perle cycle could indeed well be from the 1930's and is most unlikely to be a 1950's model, I think. The Saxonette hub motor was shown at the 1937 Berlin Motor Show and appeared the following year in a number of maker's frames – 26 in total, including several plain or lightly modified cycle frames, and at least one frame type specifically designed for it. Brief details of the Sachs Saxonette Hubmotor are: 60cm³ capacity; 38mmx45mm stroke and bore; 1.2PS (1.6kW to you sonny) power output at 3500 rpm; 25 – 30 kph level road speed claimed; 8% gradient ability without pedalling, and claimed fuel consumption of around 190 mpg. Transmission via 3 plate clutch and gear reduction. I have not investigated post-war production, but 1938 seems to be the main year for introduction of this unit in bicycles – WW II undoubtedly interrupted production in the many industrial towns and cities in which bicycle production was centred. I assume that many thousands were made, given the number of frame makers using it, including Brennabor, Torpedo, Miele, Wanderer and Hercules.

Hercules and Brennabor produced almost identical-looking machines, front mudguard being perhaps the immediate distinguishing item between the two. The Brennabor pictured resides (or at least it did in 2007) in a museum in the cathedral city of Speyer, south of

Frankfurt, and shows how far ahead of us in Britain in 1938 certain people were. See the spine frame with fuel tank incorporated, the front fork pivoted at the crown with paddles working against rubber blocks in compression to give fore and aft compliance, valanced front mudguard, hub drum brakes, built-in centrestand, magneto-powered lighting set, plus the whole machine, even down to the exhaust, styled as a complete entity. Brennabor as a marque appeared in 1892 as a bicycle maker having begun in 1871 with the 3 brothers Adolf, Carl and Hermann Reichstein in Brandenburg building infants prams, childrens toys (scooters, dog carts, sleighs etc), later progressing into cars, light commercial vehicles and, inevitably, war materiel for both the Great War and WWII. How long if at all after WWII the 60cc Saxonette persisted I do not know, for certainly Brennabor were listing light motorcycles of around 100cc then, and I guess these were a utilitarian mainstay of post war transport in Europe, as autocycles were here



Some of the Brennabor light motorcycles with right-hand, tank-mounted 2 speed gearchanges resemble others such as Phänomen, and it appears that there was a “formula” machine much as for autocycles here. Fichtel und Sachs “reinvented” the Saxonette as a 30cc hubmotor several decades later (although I read somewhere that that unit was in fact built in Italy – let’s start that hare running and see where it leads us!) successfully installing it in their own cycle frames and the most well known are the Spartamet and the modern Saxonette bicycles which lasted into the present century. I think that a Chinese copy may still be in production. April 2010’s Stafford Show



Smith (Smith’s Autocycles) was seen looking curiously at it. Whether it was his trouser pocket that was lightened by £207 (including Buyer’s Premium) I do not know! Should anyone sight a Brennabor Saxonette, or indeed a mint Heinkel Perle, please send details to 999 Letsby Avenue.

saw a Sachs Hubmotor in the Bonham’s Auction (although listed as an unidentified Cyclemotor – the flywheel cover was missing!) and Mr. Peter



My Little Pony

John McPherson

I’m a member of the NACC but I really shouldn’t be! I’m in under false pretensions. You see, I don’t have the credentials. I’m 64 and I’ve never owned a motorcycle or scooter. I’ve never had any interest in motorcycles or scooters. I’ve never ridden on a motorcycle or scooter. I’ve never even been a pillion passenger on a motorcycle or scooter. I’ve never been on a ‘fun run’. In short, two wheeled vehicles leave me cold! I’m more of a car man ... with a keen interest in bubble cars. I recently restored an extremely rare 4 wheeled, 1957 BMW Isetta. It was one of only a very few right hand drive cars which, and this made it even rarer, still had matching engine and chassis numbers. But I digress. But one day, I’m online looking for wee vehicle of some sort that I could buy to keep me busy now that I’ve sold the Isetta. You see, for me, the fun was in the doing of it. Once it’d been restored it was no use to me so I sold it. So, there’s me, scouring the interweb ideally, hoping to find an EL Mini ... one of those little electric, single seaters with a glass roof. (Yes, I know, I could buy a Messerschmitt but they cost megabucks). *(contd. next page)*

So I'm gazing at my VDU as pictures of possible projects scroll by when wait a minute! What's this? A KTM Pony. Aw naw! It's a scooter. But hey, it looks really cute! And twin headlights. Wow! Reading the description, I see it's the extremely rare "Spezial Deluxe" version. Now, I could be tempted by that. Even if it is a scooter well, there's a first time for everything. I wonder who's selling it? It turns out that Bonhams, the auctioneers, was selling the collection that belonged to Professor Fritz Ehn's Motorcycle Museum in Austria. Ach, I'll put in a bid for it and see what happens. My bid won! I arranged to have it couriered to my home here in Ayrshire on the west coast of Scotland and a few days later, on the 25th January, it arrived. It was little more than a basket of bits. There were dents on the fairing, wires hanging every which way, paint peeling off, flat tyres, the seat hanging askew, control cables tied in bunches, no number plate and pitted chrome.



I took one look at it and was hooked immediately. I loved it!! It looked pathetic. Its twin headlamps, like a pair of appealing eyes, gazed mournfully into mine as if to say, "Help me! Make me better. Pleeese!" I paid the driver and put my sorrowful collection of bits and pieces into to my small workshop and went to have a cup of tea. Jeez! What do I do now? Where do I start? What do I know about scooters? As the Scots say, "Hee Haw!" (that's a euphemism for 'Nothing at all'). Later that day, armed with a digital camera and suitably refreshed by a can of Irn Bru and a deep-fried Mars bar (well, I am Scottish) I took some

pictures so that I'd know how to put it back together ... eventually.

With a big hammer and a can of WD40 I dismantled everything, except the engine and gearbox that got put to the side for later. Though I started off taking pictures of everything before I removed it, as time went on, I became caught up in the process of scraping of 40 years of compacted road dirt and wrestling with stubborn screws. Eventually the floor of my shed was covered in bits of scooter that I didn't even know existed. I found myself saying "I wonder what that bit does?"... or..."Where did that bit come from?" I soon realised that I had taken much fewer pictures than I should have! With mixed feelings of success (I had managed to get it stripped) and failure (I'd no idea of how to assemble it) I hastily shut the shed door and went in for my dinner; haggis, neeps and tatties (well, it was Burns Night after all!)

The next morning, replete with a bowl of porridge inside me, I opened the shed door and my heart sank. "Oh God! How could I have been so stupid? Whatever possessed me to buy this heap of junk? I closed the shed door again thinking, if I leave it, it might all go away. I went to my garage where I had put the 49cc Puch engine and 3-speed transmission and decided to dismantle it. (surely this can't be too difficult. 20 minutes later, with a broken piston in my hand, gears and clutch plates covering the bench and needle roller bearings scattered around my feet I knew I was wrong. It can be too difficult.

Eventually I got it all back together. I did have quite a few bits left over but I just pushed them under the bench. I took it on its test flight, it had only one gear (3rd), the fuel was leaking out quicker than I could refill it, the horn blared constantly and it wouldn't turn right. Now, I know that I didn't have much experience of scooters but I suspected something was wrong. I pushed it back to the shed and dismantled it again. That was eighteen months ago. Eighteen months of the steepest learning curve I've ever enjoyed. Yes, enjoyed! Because, despite all the scraping of grease and impacted grime, despite the rubbing down of paintwork to bare metal, despite the skinned knuckles, despite the hours spent puzzling through surprisingly complex wiring ... despite all that ... I've had a great time restoring this rare scooter.



The wisest thing I did was to join the NACC. This put me in touch with local member John Shaw who proved to be an invaluable source of advice, particularly in directing me to sources of spare parts. I also discovered that there is a KTM Ponny Club in Austria and got in touch with Sebastian who, although his English was only fractionally better than my Austrian, also gave me some useful advice. I learned from

him that my 'Spezial Deluxe' model was possibly the only one in the U.K. and that, as far as he knew, there were only five left in Austria. So, my wee bike's finished now. It's had a new piston, seals, bearings and gaskets. It's been re-chromed where necessary. It's been re-wired, re-painted and lacquered. It's MoT'd. It's been inspected by, and registered with, the DVLA (their man seemed very impressed by it.) The only thing I've as yet been unable to locate is the plastic worm drive for the speedo cable.

I've taken it for a couple of short test flights after borrowing a helmet from a neighbour's son. It always starts first kick, snicks smoothly up and down the handgrip operated gears and zooms along fine on the level. However, hills are a different matter! To avoid it crawling to a near stop, I have to anticipate gradients well in advance so that I can build up speed. (Ah, the joys of 49cc!) As I said earlier, for me the fun is in the doing of it. And so, now that all the work's been done and the restoration is complete, I plan to sell my wee Ponny. It might even be in the ads at the back of this issue. But let me finish by saying "I'm a member of the NACC. I really should be! I'm not in under false pretenses. You see, now I have all the credentials. I'm 64 and I own a cracking wee scooter!"

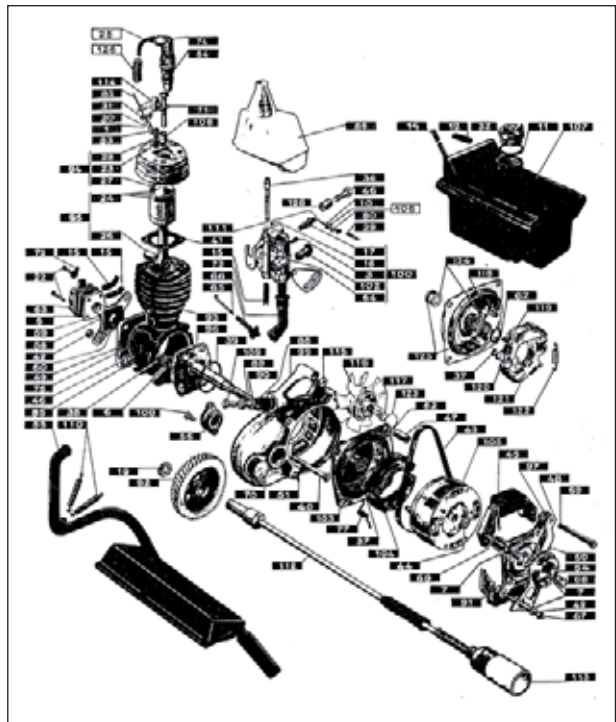


More on the VéloSolex 6000

Mike Townsend

I was pleased to see the article published in February's Buzzing on the Solex 6000 and also the mention of Jean-Pierre Roquier who lives, or lived, just half a mile from me. Two 6000's so close! It must be the New Forest air. The 6000 is basically a good bike in most respects, except for the motor unit! The folded sheet-steel frame is sound and so are forks, wheels, hubs, neat handlebars and controls, stainless steel mudguard and trim- but oh that power unit! I had one complete and two partially-complete units given to me, all worn out by field use. On dismantling the motor I found what I consider to be the main faults. Firstly the drive shaft is not positively located in the drive-gear wheel, there is no spline or key. A parallel shaft passes through one bearing, through the drive-gear centre and out through the front bearing with a clamping nut. The shaft on mine was tuning independently of the gear. A simple solution was to drill and tap three 3/16ths BSF holes around the cast-iron centre, dimple the shaft to suit and fit 3 hex socket grub screws.

Secondly- the clutch. This is a centrifugal shoe operated device. The clutch has three duties- light springs hold the shoes in contact to give enough drag to start, at low speed tick-over it frees off then expands further for drive. A very complicated system, all inside the magneto flywheel. The least contamination of the tiny friction linings and it will never start. I have an Ariel 3, laughable things but more powerful and quicker than a Solex. This has a single centrifugal clutch with a locking roller bearing in the clutch and a free-wheel, which makes starting simple and positive. It was a relatively simple mod to convert the ghastly Solex system to this. Both these mods have proved serviceable over the years, however, a word of warning. With this mod I *never*



pedal-start as the high gearing and thus pressure on the bearing could cause damage- I push-start in just a few steps. I sometimes wonder if the Solex 6000 designer was at Slumber Glade Hall with the BSA designers in the late 60's and early 70's. Results were simliar. Go broke. Finally, I can't see that a broken flywheel key is too catastrophic, it is only for alignment after all. Lap the flywheel to the shaft, mark the key line with paint or centre-punch a dot, mark the shaft similarly and you have a fairly close alignment. The contact-breaker/cap can be timed by meter or battery and bulb, anything rather than give up, I say!

First an apology for the error in the June Buzzing, the Solex referred to in the text as a 5000 should of course be a 6000. Now, I use the station on the Paris/Brest line several times every year but am usually in too much a hurry trying to find a parking space on the station forecourt to take any notice of the sign saying Cyclos and Motoculture pointing to a fairly large building some distance along a narrow road. Recently I arrived at the station half an hour early to meet my two sons arriving on the TGV from Paris. Having time to kill before the arrival of the train I walked along the road and looked into the building . What I saw was an Aladdin's Cave packed with cyclos and motorcycles of every description. Several were undergoing restoration and the workshop was extremely well equipped . No one was around so I took advantage of that and examined some of the rare and exciting machines on both floors. These included examples of several well known French marques including Terrot and Motobécane as well as cyclomotors and scooters in various condition. The frustrating part is that I've lived in the area for some twelve years without making a visit to this remarkable place.



Yet another new Vélosolex is ready to take to the roads. This one is a small wheeled battery powered folding type designed by Pinin Farina. I have only seen descriptions in the press but apparently it weighs twenty-two Kgs, has a top speed in the region of 25 kph and a range of some 30 Kilometres. The price, which at the time of writing has not yet been fixed, is said to be in the region of 1200 euros. It looks very nice in the publicity photographs but it is probably of limited use . Should you be looking for the correct shade of paint for your Vélosolex, a visit to the site- www.solex-motobecane.com/ should be of help. Buying paint this way is not cheap as a 400 ml aerosol in yellow ,white or blue is on sale for 20 euros compared with supermarket prices of about five euros for a similar size. The site also offers a good selection of autocollants including those hard to find ones for the Motobécane Solexes as well as many other desirable bits and pieces.

Last week I had an email from a club member who has a holiday home about an hour's drive from where we live. Although now retired he had had contact with Alex Moulton during his professional life. We invited him and his wife over for the afternoon and although we had never met or knew each other we found that we had several mutual friends and colleagues who still live in the same area of a Solex owner although he expressed an interest in obtaining one. My bikes are running reasonably well although the 5000 could benefit from decarbonising and one or other gets an airing most days. However because of age (mine that is) I have to vary my choice of routes to avoid the numerous short but steep climbs in the vicinity of our house. More power is required but this is unlikely to be obtained from any of my Solexes so an alternative source must be found! **Bryan.**

Marque Time

Would all Marque Enthusiasts listed below please confirm if they wish to continue in the role of ME and advise of any changes in contact details, or if you would like to become an ME for your favourite marque, please contact Dave at Buzzing Production. Thanks.

Aberdale	David Stevenson (new address please)
Ariel 3	vacant
Benelli	see Italian- general
Bernardi Buzz	David Hitch, 8 Scoton Drive, Knaresborough, HG5 9HG. ☎ 01423 797808
Bown	David Stevenson (see 'Aberdale')
British Salmson	George Clements, 33a Brunswick Square, Hove, Sussex, BN3 1ED.
BSA W-Wheel	Roger Caunt, 11 Shrewsbury Avenue, West Knighton, Leicester, LE2 6JN. ☎ 0116 212 9101 📧 roger.caunt@ntlworld.com
Cairns Mocyc	Robin Cork, 5 Medonte Close, Fleet GU51 3NU, Hants, 📧 rob_brenda@hotmail.co.uk
Clark Scamp	Gilbert Smith, 12 Conifer Drive, Tilehurst, Reading RG31 6YU ☎ 01189 426997
Corgi	Ian Munroe, 25 Decoy Road, Ormesby, Gt. Yarmouth, Norfolk, NR29 3LG. ☎ 07786 245090
Cucciolo	Hugh Gallagher, 10 Swans Way, Higham Ferrers, Northants NN10 8NF ☎ 01933 419800 📧 hughgallagher@bulldoghome.com
Cyc-Auto	Mike English, The Coach House, 2 Churchberry Road, Enfield, Middlesex, EN1 3HR. ☎ 0208 3673897
Cyclenaster	Peter Crowder, Whin Park View, Arthington Lane, Arthington, Otley LS21 1PJ ☎ 0113 284 2679
Cymota	N Pearson, 26 Dale Street, Mansfield, Notts NG19 7DY
Derny	Bob Cordon Champ, 'Highcliffe', 2 Cherry Orchard, Lichfield, Staffs WS14 9AN, ☎ 01543 411154
Ducati	David Casper (see Machine Registrar)
Dunkley	Noël Loxley, Floral Villa, Wold Rd, Barrow Upon Humber, N Lincs, DN19 7DQ ☎ 01469 530678 📧 noellox@beeb.net
Excelsior Autobyk	Ridley Nichol, Ballinorig West, Causeway, Co. Kerry, Ireland ☎ 00353 87 679 4932, 📧 ridball@eircom.net
Garelli Mopeds	David Casper (see Machine Registrar)
GYS Motamite	see Cairns Mocyc above
HEC	Tony Spicer, 16 Fairfield Rd, Ashington, Pulborough, W. Sussex, RH20 3JZ.
Heinkel Perle	Mike Curteis, Combs Head Farm, Combs, High Peak SK23 9XA.
Honda mopeds	Carl Squirrell, Red Barn Cottage, Framlingham Rd, Kettleburgh, Woodbridge PE13 7LL. 01728 621096_📧 cesquirrell@hotmail.com

Italian (general)	David Casper (see Machine Registrar, Club Officers listing, page 2)
James	Brian Norton, 14 Balmoral Close, Southampton SO16 8ER. 02380 343093
Kapitein Mobylette	Henk van Kessel, Basstraat 44, NL-5702SH Helmond, Netherlands. ☎0031 492 546710, Henk's website is at www.pantin.nl
Kreidler	M J Dowell, 6 Moor Road, Collingham, Notts, NG23 7SZ. ☎ 01636 892482
Lambretta	Tony Price, 31 The Close, Sturton by Stow, Lincoln, LN1 2AG. ☎ 01427 788695. (Lambretta scooters, autocycles, mopeds)
Leopard	Bob Southgate, Old Car Corner, 15 Sutton Road, Leicester, LE2 6FL. ☎ 0116 221 8656.
Lohmann	Philippa Wheeler, 2 Cherry Tree Cottage, Llantilio Pertholey, Abergavenny, NP7 6NU. ✉ philippawheeler50@btinternet.com
McKenzie/Hobart	John McVey, 2 The Tithe, Felmersham, Bedfordshire, MK43 7JE. ☎ 01234 781079.
Mercury	Noël Loxley (see 'Dunkley')
Mini Motor	Glen Duff, 17 Chanterelle Highwoods, Colchester, CO4 9RY ☎ 01206 844378 ✉ glen_duff40@hotmail.com
Mobylette	Eddie Dewe, Penmon Cottage, Ffordd-y-Bont, Treuddyn, Mold, Flints CH7 4LS ☎ 01352 771571
Mosquito	Dave Greenhill, 22 Sovereign Place, Peterborough, Cambridgeshire, PE3 6DS ☎ 01733 897879 ✉ trophytr5@tiscali.co.uk
Motobécane	Eddie Dewe (see 'Mobylette')
Nasetti	David Casper (see Machine Registrar)
New Hudson	David Beare, Upper Cefn-y-Pwll, Abermule, Montgomery SY15 6JN, ✉ dave@abermule.com
Norman	Andy Bawdon, 15 Fairlyn Drive, Kingswood, Bristol BS15 4PU ✉ andyton@blueyonder.co.uk
NSU Quickly	Roger Worton, 56 Crosslands, Stantonbury, Milton Keynes, MK14 6AX. ☎ 01908 314797 ✉ roger@nsuquicklyspares.co.uk
Phillips	Ken Mettam, 7 Poynton Wood Glade, Bradway, Sheffield S17 4NH ☎ 0114 2356784
Power Pak	(vacant)
Puch	Jim Lee, 2 Bramfield Park, Theddingworth Road, Lubbenham LE16 9TP ☎ 01858 461386
Raleigh mopeds	(vacant)
Raynal	(vacant)
Sidecars	Ken Mettam (see Phillips)
VéloSoleX	Stuart Hall, 70 Cedar Road, Abington, Northampton NN1 4RW ☎ 01604 710791 (9am to 9pm) ✉ carat.uk@tesco.net
Vincent Firefly	Peter Green, 4 Beaufoy Road, Dover, Kent, CT17 0HX. ☎ 01304 202453
Wall	Tony Lloyd, 96 Fairdene Road, Coulsdon, CR5 1RF. ☎ 01737 555413 ✉ aj.lloyd@blueyonder.co.uk
Young	Les Sleath, 13 Felstead Road, Stocking Farm, Leicester, LE4 2GQ. ✉ mail@sleath.fsnet.co.uk
Zundapp	M J Dowell (see 'Kreidler')