

Journal of the National Autocycle & Cyclemotor Club Ltd.

# 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

## Committee Members & Club Officers

<b>Chairman</b>	3 St.Nicholas Road, Copmanthorpe, York YO23 3UX
David Casper	01904 704373 ✉ jdcasper@btinternet.com
<b>Secretary</b>	1 Honesty Close, Clayhanger, Walsall WS8 7RE
John Aston	07891 857655 ✉ john@johnaston.wanadoo.co.uk
<b>Treasurer</b>	Rose Cottage, 5 Sandy Lane, Codsall, Wolverhampton WV8 1EJ
Liz Butler	01902 842198
<b>Librarian</b>	3 Warwick Avenue, Sands, High Wycombe, Bucks HP12 4NG
Alan Hummerstone	01494 532172 ✉ alan@magic-wheelers.org.uk
<b>Machine Registrar:</b>	see Chairman details, above
David Casper	
<b>Membership Sec.</b>	72 Glenthorne Drive, Cheslyn Hay, Walsall WS6 7DD
Bob Jeffcoat	07876 338759
<b>Buzzing Production</b>	Upper Cefn-y-Pwll, Abermule, Montgomery SY15 6JN
David Beare	✉ buzzing@abermule.com
<b>Shows Coordinator</b>	see Secretary details, above
John Aston	
<b>Publicity Officer</b>	position vacant
<b>Events Secretary</b>	14 Balmoral Close, Southampton SO16 8ER
Bryan Norton	02380 343093
<b>Regalia</b>	send orders to Liz Butler, see Treasurer details above
Ian McGregor	
<b>Transfers</b>	Annedd-y-Bryn, Llanharry, Pontyclun CF72 9JX
Ray Butcher	01656 646465 ✉ transfers@thebuzzingclub.co.uk
<b>Club Historian</b>	David Beare, see Buzzing Prod. above
<b>Committee Members</b>	Josie Stanley

Please send an SAE (an IRC from Europe, 2 IRCs from outside Europe) if you need a reply when writing to Club officers.  
General enquiries via email, please contact [info@thebuzzingclub.co.uk](mailto:info@thebuzzingclub.co.uk) Buzzing is published on the 20th day of February, April, June, August, October and December. Articles, letters & adverts for the December 2010 issue of Buzzing should reach Buzzing Production at the address above by Friday 19th November 2010.

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This month's front cover photo is courtesy of Christian Wolber- can anybody identify the mystery *cyclomoteur*?  
It's French, obviously, and so is the model. Her name is Mélodie, in case you wanted to know.

## 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](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

**NACC 2010 AGM, 10.30am Saturday 4th December, RAF Museum Cosford, just off J3 of the M54.** All welcome to our annual meeting to discuss club business and meet up with other members at this fabulous RAF Museum, in the main building conference suite. Car and bike parking at the museum is now charged for, though access to all Museum buildings is still free, so if you wish to attend please contact Liz Butler on 01902 842198 by mid-November for a free car-park pass. See the Agenda on next page.

## Buzzing Production

This issue's front cover features Mélodie holding an unusual cyclemotor in a splendid setting, the Château de Vincennes. If you can take your eyes off Mélodie for a moment, I'd like you to identify the cyclemotor- all answers to [buzzing@abermule.com](mailto:buzzing@abermule.com) or in a plain brown envelope, the winner will be announced in December's Bumper Christmas Issue! **David B.**

## NEC Classic Motor Show, 11th-14th November

The NACC have again been asked to host a stand at Britain's biggest Classic Motor Show in the Classic Bike section. Last year's stand was very successful and attracted a lot of visitors, so John Aston is looking for a good dozen or more cyclemotors/mopeds/autocycles to put on display plus volunteers to man the stand again this year. You get a pass for the whole 4-day show and it is vast- well worth attending, you'll need four days to get round it all! Bikes must be on-stand on Thursday 11th and remain there until 5pm Sunday 14th November. Please try and support the NACC presence at this prestigious show- call John on 07891 857655 and tell him what you'd like to display.

## New Regalia

Additions to our tasteful range of NACC regalia have recently become available. One is a new design of lapel badge in chrome and red enamel with locking clip for security at just £3.50 each.

We also have knitted Beanie hats in numerous colours with a red NACC logo, just the thing for the cold winter we are bound to have, £4.00 each.

Badges and Beanies will be available on the NACC stand at the Classic Mechanics Show, Stafford Showground, October 16-17 or by post from Treasurer Liz Butler, subject to p&p charges.



## NACC AGM

10.30am, Saturday 4<sup>th</sup> December

RAF Cosford Near Wolverhampton

### Agenda

Welcome

1. Apologies
2. Approval of minutes of 2009 AGM held 6<sup>th</sup> December 2009
3. Matters arising from the minutes
4. Club Officials Reports
5. Approval of 2009 Club and Company Accounts as published in August 2010 Buzzing
6. Amendments to Articles and By-Laws
7. Election of Club Officials and Committee
8. Election of Directors

Amendments to Articles and By-Laws of the NACC for AGM 2010

The following proposed amendments to the Club Articles and By-Laws have been received in accordance with Article 20.1. In Accordance with Article 20.2 I am publishing them in this edition of Buzzing.

Proposed amendment to Article (*change in italics*) 4.3 to read:

4.3 The Committee shall have power to request the resignation of any member or to determine any membership in accordance with by-law 15, without explanation but before such power may be executed (but only in the case of this power) the vote of not less than two thirds of those committee members present and voting shall be required. *Any club member who uses the internet to denigrate the club and/or its Committee and officials will have their membership immediately suspended pending appropriate investigation of the alleged claim/statement. If those investigations are found to be meritorious, then that members membership will be revoked with immediate effect. Should such action be necessary, that member will receive correspondence signed by the club Chairman confirming the reasons for exclusion.*





**Seen at the NACC National Rally-** Member Ian Ross called in on the rally, riding something vastly bigger than our machines, but he brought with him something rare and very interesting, a 1952-ish Honda Cub clip-on motor unit. Yes, Honda designed and built a clip-on Cub long before the step-thru acquired the name, it's a 50cc two-stroke ½hp unit designed for attachment to a push-bike. It has definite Italian and French overtones; radial finning on head and barrel, slim magneto flywheel with external coils (Mosquito 35B), chain drive to a large sprocket attached to the rear wheel hub and encased reduction gearing (VAP). Apparently Honda only made this engine between 1952 and 54 before starting production of complete motorcycles in 1955.



*Left- overhung crank one side of the transmission, flywheel the other, compact silencer and downdraft carburettor hidden under round air-cleaner. Below- external contact-breaker and magneto ignition coil, a Mitsubishi unit and possibly not the correct original fitment.*

*Below- underside showing*

*small silencer and clever built-in prop- stand for the bicycle when the engine unit was fitted in place.*



*Below, photo of a complete Cub kit courtesy of the American website; [www.honda-tech.com/showthread.php?t=1928465](http://www.honda-tech.com/showthread.php?t=1928465) or Google smithenhiven to find it.*

*Right- the fuel tank is a simple circular affair, the rear wheel sprocket is made in two halves which must have been hard to line up properly, and what must be cables for throttle and drive engage/disengage with handlebar control levers.*



**The photos below** arrived at Buzzing HQ recently and captures two furtive cyclistmotorists “somewhere in Cambridgeshire” setting out on Day 2 of their Secret Side to Side Run in August.

They stopped at Fulbourn Scout Hut a little later for a photo opportunity, but they couldn’t remember why.



Something to do with (old) dogs marking territory, apparently. I will set the Cyclemotor Detective on the case and see what he can report for a future issue.



**Here’s one you haven’t seen before....** the photo below, courtesy of Patrick Barrabès, has never been published before, it was recently found in an archive in France. Look closely, that’s a Honda Amigo frame and running gear, except for the engine, which is a Motobécane unit.... This bike was built at a time when there were rumblings of protectionism within Europe about the Japanese invasion and the destruction of domestic motorcycle markets and manufacturers. Honda saw a tie-up with Europe’s biggest maker of mopeds as a way of staying in the game and proposed selling cycle parts such as the Amigo to Motobécane. Nothing came of this in the end, but Yamaha did eventually buy a controlling stake in Motobécane, so the Orientals got in anyway....





**And here's another.....** an email from Jean-Pierre Roquier who lives in the New Forest and owns a Solex 6000 (as does his neighbour Mike Townsend) alerted us to a piece on a Solex Flash published in La Vie de la Moto 9/9/2010 issue. Serge Cruz found a Solex Flash, predecessor of the 6000, in a jumble in Dakar, Senegal. No ordinary Flash either, it is a professional-looking



conversion to Flash 2x2, with a second shaft-drive engine over the front wheel.

Apparently four of these machines were built in 1975 for the Dakar Municipal Police, presumably in case they had to go off-road into sand....Franck Méneret says that there are separate twist-grips for each engine so the rider had to synchronise power outputs, and the left-hand control worked backwards, the rider twisting it forward to accelerate.....also cooling for the front engine must have been terrible, with no exposure to airflow apart from the standard little Flash uncowled



fan. The Flash 2x2 must be a goer, and a stopper too, with two disc brakes.....

(photos courtesy LVM)

**Nutcase of the Year-** a short clip from a French website will make your hair stand on end, in it a madman on a highly tuned Peugeot 103 moped takes off up a motorway. Lying horizontally, he winds the Peugeot up to 140kph (87mph!) according to the speedo in the car following him, as he weaves in and out of traffic- and he's not even wearing a helmet. One for the Darwin awards.

<http://www.toulouse7.com/2010/09/16-buzz-il-roule-a-140kmh-avec-une-moderate-mobylette/>

**Seen on eBay Germany-** an Italjet Pack 2 folding moped, yet another try at the same "stick it on your boot" theme, looks to be largely made of plastic so should be fairly light. The vendor put on a buy -it-now price of €1,290 and a starting bid price of €990, but nobody thought it worth that much....thanks to Ian Chisholm for the link, so that's how you spend your evenings, is it??!



# Letters to the Editor



## Dear Dave

Thanks for such a great group of folks, newsletter/magazine and the club in general, wish I was over there to do all the rides with you folks , but must get my little Sinclair-Goddard Syncromatic Power Pak unit up and running after “ sleeping“ for 30 years in an antique furniture store’ s front window. I’m seeking someone who knows these critters/what I should look at /for inside when disassembled and before trying to start it. Where can I get replacement parts such as seals gaskets,piston, rings ,internal and related parts and service information, supply sources/connections/contact addresses-phone numbers, a shop/repair manual and also I’d like a good parts/donor engine/power unit to purchase. I can be reached at : Pager - 650-377-7112. E mail : [xrtt750@yahoo.com](mailto:xrtt750@yahoo.com), or please drop a line to; JC Racing, PO Box 3227, Half Moon Bay, California, 94019, USA. Thanks Everyone ! **JC Lynch**



## Hi David

I always look forward to my copy of the Buzzing. I know it’s a bit late for members to visit my Musée this year but if any find themselves in our part of Brittany in France they would be most welcome. Details can be found at <http://petebikemusee.lagressainlaurent.iffance.com>

**Peter Harris**

## Dear David

As you may be aware I have recently finished work on my new book “Excelsior, the Lost Pioneer”, the story of Excelsior motorcycles & autocycles. I have been offered a number of proof copies with spelling & printing errors at a discount to sell and as I’m a member of the club I thought I would pass this discount on to any NACC member who wished to purchase a copy from me. The book normally retails at £7.99 but while my stock of 24 lasts I can offer copies to members at £4 per book inc. postage. Contact me, Terry Liversidge, at 22 Pounds Park, Bere Alston PL20 7AY, Devon.

**Terry Liversidge**

## Dear David

Re Bryan Hollinshead’s letter April Buzzing, I too have sent two 1st class stamps to Cyclemotor & Autocycle Spares for a catalogue several weeks ago, but have had no reply. Should I expect a “stamps for sale” advert to appear soon in Buzzing from this source?

**Stan Hughes**

### Dear David

Members might like to know about a company making repro handlebar grips for vintage machines. They recently supplied me with a pair for a 1911 Imperial cycle. Originally these were of celluloid, the new ones are of a modern resin but they look the part. If interested, contact Dial Patterns Ltd, Manor Farm Workshops, Hornash Lane, Shadoxhurst, Ashford TN26 1NW, tel 01233 733234. The company have a website at [www.dialpatterns.co.uk](http://www.dialpatterns.co.uk) where many types of grips are illustrated, mine were made to order and delivered within ten days, not cheap at £27 inc. post & packing and VAT, but I have been looking for these for 20 years! Be aware that the website is out of date and gives the wrong phone number. Thanks to member David Benn for putting me in touch with Dial Patterns.

**Bob Alexander**

### Dear Buzzers

While out on my VéloSolex in France one day I came across this town name- does it ring a bell? Best regards, **Phil Hastilow**



### Dear Dave

I thought the enclosed snippet from The Bolton News in a section entitled "Looking Back" would remind some members of their youth? *50 years ago (1957)*- "A police constable had to give chase on his pedal cycle when a 15-year old Bolton youth- who he was taking to a police station to make enquiries about his possession of a motor-assisted pedal cycle- suddenly started the cycle's engine and made a getaway." Cheers, **Derek**

### Dear Mr Editor

The Granadaland Section will go to the ends of the Earth to find an appropriate setting for the presentation of the coveted Red Lion Trophy Shield and this year very nearly did so. We found this truly depressing and ugly spot at the most Easterly point of the UK mainland, our roving Presenter travelled 300 miles (*on cyclemotors, see page 12*) to make the award to a surprised and bewildered Stuart Metcalfe who had been lured there under entirely false pretences from sunny Surrey! The selection process leading up to the award is a Mystery, especially to the recipient!



**Peter**

Jim Reynolds kindly loaned Buzzing the photo reproduced below, a sequel to his story on Terry Hill's career as an NSU Quickly importer for Northern Ireland. It shows the forecourt of "Harris??? Engineering Works Ltd." with a line-up of new Quicklys, early peanut-tank models, ready for sale. The business also carried out Thornycroft Sales & Service and sold Seagull Outboard Motors which might lead on to suspect it was somewhere near a coast. A duotone Mk1 Ford Zephyr and some great old caravans over the road complete an evocative picture of early 1950's Britain and the beginnings of a tidal wave of Continental mopeds that was about to engulf British manufacturers.





# Shows & Run Reports

## SW Lincs July Run

David McKenny

The South West Lincolnshire Section July Run started at the Royal Oak pub in Long Bennington. The landlady (is this an acceptable term now – landperson?) kindly let us use her adjoining field to park bikes and cars. Thanks to her for that. Coffee was served in the pub amidst piles of broken crockery. Evidence of hooliganism in the village? No, the aftermath of a Greek evening the previous night apparently well enjoyed by the diners. The eight riders had a more or less uneventful run to the Bubble-Car Museum at Byards Leap. Unfortunately we arrived to find the museum is no longer there and we were told that it had been moved to Scotland ..or Spalding ..or somewhere else? However the Byards Leap Café is still there so we could enjoy lunch. All plates and mugs returned to the counter intact.



The riders were Vince Shreeve Honda C50, Mark Bailey Mobylette AV42, Michael Green Honda PC50, Les Gobbett Honda Graduate, Alan Lacey Raleigh RM9, Archie Bryson Batavus HS50, Alan Sharp Aprilia, David McKenny Honda PC50. Our next run is on September 19<sup>th</sup> 2010 starting in Colsterworth and all are welcome.



## Coast to Coast 2010

Brian, Stewart & John, photos by 'Velton'

We all met at Tom's house in Hartlepool ready to set off to the start point. So here we are 10.15 Saturday morning, scuttling up the gutter at the side of a bleak Durham dual carriageway. The road surface would not be out of place on a lunar landscape, the traffic is heavy, it's cold, wet and blowing a gale. Ahead of me in the murk, I can just see my travelling companion Stewart on his Honda PF50 (stands for Pretty Fast). As I start to pedal against the wind and rain I think back to how we came to be here on the C2C this year. It all began when having snapped the fan belt of my Solex Flash and had to retire on last years event, John Shaw said "next year we should do it on something



really feeble, our friction drivers?" I agreed even though the only friction driver I had then was my Solex 2200 and I would not attempt to go as far as the shops on that (Yes you do, I've seen you!) When I got back to France and told Stewart how things had gone he said that he would like to do it next year and would also find a suitable machine. We both set about sorting out transport and as a result Stewart rebuilt his Honda which was bought as a scrapper for 50 euros and I set about my Peugeot Bima. (Unlike some people neither of us cares what others ride as long as we are not expected to do the same and it does not scare the horses). By Christmas both rebuilds were well under way but John's plans were now changing and he was heading off down the BSA Winged Wheel route. Anyway we all progressed towards running machines and after much pre-event testing on the empty roads of France, ended up at the start and set off into the rather unpromising morning.

As the rain eased a little I caught site of John's bare legs flailing away at the pedals of the BSA and thought that as nothing had fallen off the Bima yet I would risk trying to catch up. As I hauled the throttle open I saw that we were all turning left onto a minor road so I cancelled the overtake and started the slow down procedure instead. Note both machines are fitted with ABS in the form of



heavy walking boots. Once safely on the minor road, with the weather improving, I started pressing on again and inched passed the Winged Wheel. Shortly afterwards I entered a sweeping right hand bend and the engine died, fortunately there was a lay-by on the left so I pulled in as the speed fell away. Looking back I saw John pulling over too, but as he passed me I also saw that he had trouble, as what appeared to be a jet of fuel was spewing from the side of his fuel tank!

He came to a halt and gracefully threw the bike on its side and at the same time plugged the leak with his thumb. Suddenly there were lots of stopped bikes and helpful hands. John had lost his fuel tap, so a search party retraced the fuel trail back up the road and found most of the missing bits. While John affected a repair to his machine, which included bits of wire and insulation tape donated by Stewart, I looked for my problem and found I had no spark. Martin of very original Mobylette fame kindly offered to take the Bima off my hands if I could not fix it, but fortunately I found a spark and we were all off again in improving weather. Not wishing to tempt fate further I tucked in between John and Stewart until we got to the pub at Chilton. After a brief halt and photo shoot we pattered away again for the run in to the lunch stop at Staindrop but not before Tom's bike had....

...shown just how difficult it could be when it did not want to start. With things starting to settle down a bit I was able to start taking an interest in the rest of the field. Cyclemasters look entertaining but judging by the fairly constant pedalling, hills could be hard work. Raleighs and Mobylettes were steaming past on the flat but seemed to lose a little on the hills. There was quite a gaggle of Fizzys not having the same problem on the hills and also seemed to be enjoying their trip.

From the top of the Pennines down to Alston the Winged Wheel was 'on fire' and as I had already achieved more than I expected I just hung in there. By now the combination of my solid Lofthouse saddle, no suspension and narrow tyres was starting to tell where it hurts, so all round I was pleased to dismount in Alston. We got settled in at the Youth Hostel and devoured a great manly dinner and of course a glass or two of an unusual mixture made of hops water and yeast, Sunday dawned fine and calm and after a good



night's rest and a manly breakfast we were well set for a day on the road. After hastily sorting out who was leading and where we would meet with the back-up crew, we were off. The climb out of Alston, up Hartside was excellent with lots of pairs of little legs taking their morning exercise. At one point we caught up with a slow moving tractor and whilst waiting for a safe overtake, were joined by a group of motorcycles one of which offered me a tow, however as my tyres are only rated at 30kph I thought the better of it. On the descent, things got a bit confused with our little group and so I found myself being navigated through the country lanes by Alan on his trusty Puch. We continued in splendid isolation to the agreed coffee stop at Caldbeck where we spent a pleasant 10 minutes eating home made scones and listening to other machines howl past whilst waiting for the rest of the team. Having regrouped and refreshed we set off this time following Alan again. The route to Bassenthwaite proved most entertaining, but the poor road surface and the Bima's lack of refinement was again starting to impact where it hurts most, so was glad to refuel for the final leg.

Stewart was following being very aware of the gravel acting like marbles and of his feeble brakes. He did not need to re-fuel but possibly needed a change of underwear?! Lynda took a picture of two souls whose brakes were in a worse state than ours (actually a very good display of Scare Crows at Alston) We only stopped briefly but when we set off again we had lost Alan and were now following Malcolm. The road out of Cockermouth was considered a bit of a non starter so we again took to the side roads and discovered some truly excellent hills that had everyone working. We lost Stewart at this point, he had taken another route following Tom's machine equipped with GPS. It was while we were meandering round these country lanes that Alan reappeared, (I don't know how he managed to find us!) and directed our way up even more serious inclines. However, once we were in sight of the sea the going became easy and we trundled down into Whitehaven to meet up with Stewart and the support team for cups of tea and ice cream. A couple of grand days out!

The South Staffs Section organised the most superb National this year, based at Wolverhampton Rugby Club, which offered everything we could possibly need. The Clubhouse bar was open both evenings and had attractive serving wenches, a massive Full English breakfast on offer each day, a superb roast dinner on Saturday evening cooked to perfection by Jill and Sue and served by S.Staffs members done up in DJ's (though in one case just an apron and underpants...you have been warned!), splendid rugby-style communal showers, acres and acres of grassland for camping and testing/warming up/trying out bikes and a couple of great runs out. Arriving members were given a "welcome bag" of goodies with information on the weekend's activities and the organisers had thoughtfully erected a large under-cover bike store which, as it turned out, was needed because it rained like billy-oh on Friday night and Saturday morning.

*Right, ready for the off on Saturday, Jim Reynolds and his recalcitrant James auto-cycle in the foreground. Below- Nick and Mike mend the puncture.*



Members attending came from far and wide- East Anglia, South Wales, the West Country, oop North and even Scotland (thanks for making the long journey John) so the weekend was a great one for renewing or making new acquaintances.

Thirty-one riders assembled on Saturday for our first run out to Ironbridge Gorge in glorious sunshine, for a great route set by Ian Harris and led by Neil Howells, but it was not to last and the heavens opened soon after departure. We started with an obligatory wrong-turning and about-turn within five minutes of setting off, thus maintaining that great NACC tradition of following-the-leader-the-wrong-way-and-creating-traffic-chaos, even though we had all been issued good route notes. Other than that the run was a splendid one largely minor roads through fine countryside and small villages that featured lots of expensive Range Rovers, Mercs and Beemers.

The run developed into two groups with the faster mopeds, autocycles and Honzukiha's in one set and the cyclemotors enjoying the scenery at a more leisurely pace, though Philippa's Cucciolo featured regularly with the speed merchants. Nick Devonport suffered a catastrophic front-tyre blow-out on his new Moto Graziella Cheeky Boy folder, which spat him off into a hedge with a skinned knee. Cheeky! Jim Reynolds's borrowed James autocycle developed a habit of conking out on hills, later diagnosed as a blocked fuel cap breather hole. Other than a few whiskered plugs, we all arrived at the spectacular Ironbridge Gorge for pies and refreshments, Nick and his Graziella arriving in Chris Bason's Land Rover back-up vehicle. The return leg was ridden in the dry!

Saturday night was party time and about sixty members and spouses were served a memorably-good roast-pork dinner with cheese board and pudding in the clubhouse, the bar was open, the wenches dispensed excellent beer & wine and a great time was had by all. We ended the evening with Irish Bingo- in case you've never heard of this, everybody stands up (or those who still could) and as each number is called out the person holding that number sits down, and so on until last man/woman standing chooses a prize. A big bottle of Jameson Irish whiskey came home with me- thanks guys!



*Left- Bob Terry addresses the throng, just look at the length of that bar...*

*Below- Neil Howells in pudding-delivery mode- don't say you weren't warned.....*



Sunday morning dawned bright and dry, those members who could face it after the roast-pork dinner lined up for another gut-buster Full English breakfast, after which the assembled company of 23 riders queued up behind Paul Harris on his Zundapp Combinette for a run to the RAF

Cosford Museum and back, all in glorious sunshine. We had a fantastic weekend, can we do it again next year please?



Thanks to Bob, Liz, John, Neil, Nippy Bob, Keith, Anne, Pat, Margaret, Chris, Ray, Renate, Carol, Trevor, Paul, Ian, Di and everybody else on the South Staffs team who put it together or acted as back-up on the road, and to Jill and Sue in the clubhouse kitchen for feeding us so well!



# Powderham and the Chip Shop Run

Roy Best

Record entries for the club stand for many years, with 17 members and families booked in, including some coming down from Wales for the weekend, also for years “lots of sunshine”. We had 31 bikes booked in with 27 bikes on display, a good range of machines from a Sinclair Zeta to an Excelsior Consort. It all started Thursday evening with our team of grass cutters and us arriving just as they were finishing the hard work, not that I was going to do anything anyway (down to one crutch now and just starting to walk again). Not sure that John Glanvill and Steve should be racing lawnmowers though, thank you to Steve, John Rowe & (son) Justin, John Glanvill, Theresa and James for all the help. This in itself was a good evening with our now security team lighting their barbeque later that night with me & Theresa staying late into the evening eating their food.

Friday saw us arriving late again as normal lately, with many people waiting for us as we had all the club props etc for the stand; they soon had the van cleared and happily setting things up (me pointing with my crutch to where things were to go). I did leave



the roof of our gazebo at home though, leaving some to go back again to look for it. Time soon arrived for our chip shop run on the bikes with John G, John R, Steve, James and me with Justin on his push bike joining us for part of the ride. I was sort of able to ride my Novio by now, with help in the initial starting of the bike but not sure how I would get on especially on the dirt track out of the showground. John R now with his Trotter running well but not previously getting past the 4-mile marker, did well in completing the route after the work put into the bike. We normally have some of our riders that go there own way and this ride proved the norm with John G & Steve taking the return route on the way out, meeting up at Dawlish for the photo call. With the chip shop coming into view at Starcross we parked up and piled into the shop for our now famous fish and chip supper. We had a few problems with bikes- John G was having a lot of trouble starting his Runabout, but after restarting it again and us shooting off he had stalled and couldn't restart the bike. Sadly John was unknowingly left behind and pedalled his bike back, sorry about this John it shouldn't have happened, next year we will see if anyone will drive a back-up trailer.

Saturday and Sunday the display was put on and again many offered their help in sorting out the displays for the weekend, sun still shining. The show needed this good weather after previous years of poor weather, the stand was busy a good deal of the time and some new members were signed up with one renewing his after rejoining last year. Good to have so many members entered with many old faces coming back to meet up again and good to be able to talk to people about our bikes offering help & advice when possible.



This is also a social event for us and proved to be good fun once again, with John R, Justin & Steve looking after the bikes again over the weekend. Sunday night soon arrived and the stand was taken down, I think there were more people there helping than bikes on display at times. Too many to thank for the organizing and helping with the weekend so thank-you to you all once again. Justin though needs a special mention for his enthusiasm to offer help when needed without being asked and when I needed help at times, he loves his rides out with us on his bicycle and how he keeps up and eats so much I will never know. Well done.

## Buzzing to Bickleigh

Roy Best

My first club ride of the year not on my bike but in the front passenger seat of the camper and back up trailer, Des at the helm, Irene & Theresa in the comfy seats to the rear. No problem with the bike apart from not being able to ride it with two crutches, with breaking my leg on April fools day it was just not going to be. Thank-you to Des, Irene & everyone else for not letting me do anything "could get use to it though" also the currant bun for looking down on us for the day.

The day started off with some risk assessment in my drive and thinking some riders may not wish to fall the four foot to the path below. John Rowe arrived with his VeloSolex after a disappointing time trying to sort out his Moto Guzzi Trotter with Steve & son-in-law Peter with both Steve's Quicklys. Mike coming from Dorset with his Honda and David Benn coming from Salisbury with his Norman which was a fair way to come to meet up with us and of coarse James on his Mobyette. John & Margaret were unable to come early and would meet us at Bickleigh for the ride home. The ride started with the obligatory photo call with me trying to take photos on me crutches on the opposite side of the roads not realizing the batteries had fallen out in the drive beforehand.

James took the lead with no idea where he was going apart from some pointing of fingers from the camper to the general direction of the route. Things went well for some miles with us at the rear and hoping James was going the right way and he did for a while, good job David was able to go and catch him going the wrong way again (seems to



becoming one of his habits). Sadly John Rowe had problems with the Velosolex and was recovered to the trailer, joining Irene & Theresa in the rear of the camper. At Bickleigh it was good to catch up with Matthew at the Devon Railway Centre where we used to display a load of our bikes; he also mentioned we were welcome anytime in the future. After a meal at the Fisherman's Cot James took the lead home. John & Margaret had caught up with us when we arrived there and took up the rear, we knew James would be alright as when he goes wandering it's always in the direction of home. I think everything must have gone well on the way home as we only caught up with everyone near the end of the ride, thank-you to Margaret & Theresa for sorting out the refreshments and food.

# The 2010 ECP Side to Side east to west coast enduro

*Day 1- Ness Point to Ely- Dave Watson reports;* Alarm set for 05.00 to start my packing, leave at 08.00 to be in Lowestoft by 09.00 ready for a 10.00 start was the plan. Lowestoft for 09.30 was good for me. Everybody else was already there plus Colin Clover and his wife to wave us off, Rod Fryatt arrived on his Di Blasi. After the photo shoot it was Rod that led us off - he being local - the traffic crossing the bridge was busy and when I drew up alongside Carl; he said "I was not intending on coming this way" we crossed the bridge and Rod signalled us to go left as he went straight on; I sensed that Carl was a bit confused and pulled up beside him again and said "I bet this wasn't in the plan" Oh dear! the wrong way, lost, and not even out of Lowestoft! But not a problem, as I know the area from my Eastern Electricity days. We join up with the A143 and Carl takes over. In Beccles we stop at Green's Motorcycles who kindly provide tea and sponsor me. All very laid back, who would think we had four days and 350 miles to go!



We set off again and it was not long before my bike made a strange missing sort of sound but picked up again. It was not long before the sound returned and this time it died! although Dave Wickens started to ask "is it spark or petrol?" I said "I will leave it to the expert", Carl returned and I told him the symptoms and went for a wee; two shakes later and it was running - diagnosed as a loose wire in the flywheel. We passed a sign - Welcome to Norfolk- wrong way, lost and a breakdown - this is not looking good! We carry on and the engine stops again; this time at the same time as getting off the bike as if by magic there is a flywheel holder thing and extractor produced; it's not the wire this time and a new set of points were fitted and away she went and was to be no more trouble all week..

First stop was at a garage for sandwiches and a drink and to top five bikes up for less than £8, next stop was a near miss for me as Carl spotted an Ice Cream van at West Stow Anglo Saxon village and promptly stopped, the Ice Cream vendor was having a good day but did not want to support Help for Heroes! We set off again with no incidents to report until in the middle of nowhere (Prickwillow Fen) we stop to stretch our legs as we stop Dave "its done Coast to Coast twice" Wickens Puch Maxi dies, blow out the main jet, check points and fit new plug but the problem of only running at

high revs and cutting out at low revs remains. We set off again and arrive at Ely in good time for a relaxing stop at the Cathedral for the Pedalers but lots of checking and pedalling for Dave means that he heads off first to meet wifey and son at the Travelodge. We arrive at the Travelodge book in and shower and Dave is STILL trying to sort his Puch. After much “Eat at Little Chef?, walk to local pub ? etc etc “ it was agreed to lock the bikes to an adjoining fence and go into the city in the van, the Wickens family followed in their car and we eventually found a nice hotel where we enjoyed a good meal and a few pints, before returning to the Travelodge for our first nights sleep of the trip.



*Day 2- Ely to Stratford upon Avon- Dave Wickens reports;* This was reckoned to be the longest day at around 120 miles. Rain at 6.30 saw just smokers and Dave Wickens outside the Travelodge both of whom were trying to get consistent smoke from their habits. Dave failed to



fettle the Puch and resigned himself to the ancient Moby AV42. The weather brightened later but not the demeanour of the traffic cop who thought it inappropriate for us to take the safe route up the footway of a stretch of the A1. Clearly he had never tried the A1 on a NACC type machine. First stop was at Grafham Water but it

was the wrong car park to meet the back-up van. Having moved on to the right one, a chap from the Water Co confessed to owning a Quickly and Terry had his first ice cream of the day in a rather nice cafe by the lake. We skirted the rain all day and avoided most traffic until NORTHAMPTON! There we fell foul of the A45 and a Stobart lorry. Just try indicating right whilst squeezing that bit of acceleration out of a PC50. You need two right hands or a sticking throttle. Much interrogation of maps eventually found a way round after terrorising local housing estates and a team of land surveyors who took our pictures.

On arrival at the Stratford “Lodge” Mrs Wickens and son were surprisingly absent. It transpired that they had blagged their way into the wrong “Lodge” and already used the facilities. “Two for One” at the Domino’s Pizza proved too much temptation for some but the highlight of the day could be said to be the sight....



...of several middle aged men getting over excited at the late night film in the lounge area. No it was not naked flesh but a glimpse of an aged Mobylette in the film. What the local thought remains pure speculation.

*Day 3- Stratford upon Avon to Hereford- Roly Scarce reports;* After a long high mileage leg the previous day most of us were looking forward to a slightly more relaxed trip today. The riders and support crew meet in the morning, first task was to attempt to bankrupt Travelodge plc by means of taking full advantage of the “eat as much as you can breakfast “ Task completed, we then assembled outside where Mark had as usual unloaded and fuelled the bikes before we had arrived. As I had driven the route of this day’s leg by car a week earlier some of the group foolishly thought I would remember it so I was promoted to second in line behind Carl. We set off leaving Stratford upon Avon via an Industrial estate that soon opened up into an idyllic country road. The weather was ideal when we stopped in Binton to consult the map and looked over to the village church where a Scarecrow which was obviously based on a portrait of Terry was tied to the wall; many silly photos followed before we set off only to return a few minutes later to return the Scarecrow and untie Terry from the wall!



The route continued as planned and we made use of the shorter day by stopping for the odd photo and a few tea breaks. The only worry in the back of our minds was the mighty hill that I had discovered on my route finding trip the week-end before .. The hill came into sight as we left



Pershore, it loomed up before us ....A mile or so before the road started it’s incline we met - as arranged- Soapy in the back-up van. In the lay-by we refuelled and Carl proved that he could well find a job with a Formula One team with his lightning rear wheel change. The wheel he fitted had a slightly larger sprocket attached to allow his sidecar outfit more of a fighting chance at the hill. The rest of us discarded tools and spare fuel in a weight-saving effort, whilst Dave Watson stripped off his coat in favour of a short sleeved shirt to make pedalling easier. My own weight-saving involved throwing my water bottle in the hedge -Tour De France style - and

smoking a couple of my cigarette ration. In order to comply with a Keep Britain Tidy spirit I later retrieved the water bottle and put it in the back of the van.



We set off, trying to get as much of a run up as possible; this worked for a while but soon we were pedalling, then walking alongside our machines. The incline did give way a tad, to allow us to ride up the last bit, albeit very slowly. Terry was the last to arrive complete with the police car escort he had picked up on the way. Lunch at the crest was enjoyed by all, a mixture of burgers, ice cream and more tea. Half of the group even recovered enough to walk - yes walk - up a further hill to see the ancient remains of British Camp that were scattered about. After that it was, literally, downhill from then on, soon arriving at Hereford Travelodge which was only twenty miles further. After a break in our rooms we all had an excellent meal and a few beers out in town before returning to base camp to be ready for day four.

*Day 4- Hereford to St. Clears- Terry Keable reports;* All having recovered from yesterday's trip up Little Malvern, the riders and machines headed off to Sainsburys for breakfast and to wish Sandi a happy birthday. Today will be another long day as we are taking a detour to the National Cycle Museum at Llandrindod Wells adding at least 20 miles to the journey plus the time spent looking around. Just after 9 o'clock Carl lead us out of Hereford and through the Golden Valley and stopping at the border (no custom controls, passports or visa's required ) for photographs, then stopping in the centre of Hay on Wye for a break. Off again A438, A4079 and A479 where Mick was waiting in a layby just outside Llyswen, machines filled and checked. I then took the lead, A470 to Builth Wells just after at Llanellwedd I had forgotten about the long left hand up hill bend and a longish hill which required a bit of lpa. We arrived at the Cycle Museum about 12.30, could have stayed all day looking at the finer details of all the bicycles and taking photographs (could you guess which was my favourite tricycle). Lunch from the excellent sandwich shop in the complex. Photograph of riders and bikes with the curator. About 14.30 we were under way again back to Builth Wells as the planned route to Newbridge on Wye then to Beulah, Mick's map had lots of arrows with the points at us. After Builth Wells it was the A483 to Llandovery, but there was no time to stop and photograph the stunning scenery, I was glad we were heading this way as the down hill runs seemed very long. Mick was again waiting for us in a layby so we could refuel and stretch legs (Roly must have a fag break). It was then suddenly noticed that Dave had lost his nuts! - off the exhaust pipe manifold, Carl and Mark soon had this sorted out and the rest of the machines checked for any other loose nuts and bolts.

From Llandovery it was back to the original route, A4069 to Llangadog and minor roads to Ffairfach (passing through Bethlehem) then the B4300 to Llangunnor near Carmarthen, again stunning scenery across the Afon Tywi river valley, we were on the south side and the A40 runs on the north side. The 8 mile stretch of dual carriage way from Carmarthen to St. Clears was a fast run with the traffic overtaking us

with no problems. We turned off left as per sign post for St. Clears (should have carried on to the roundabout) then right on to the A4066, just outside the built-up area there were sheep running loose





everywhere even on the football field (Roly what are you doing in goal) we then back-tracked, asked directions and arrived at the Travelodge at about 7 o'clock approx 120 miles covered. The machines were put away in the van Mark has this off to a fine art. The rooms sorted out, now to find somewhere to eat. While gathering in the car park Jill, Stewart and Peter turned up, they were on their way to eat at the SAVOY (pub) just down the road the other side of the roundabout. They had heard us go past their b&b earlier. So we walked down to the pub only to find it would be over an hours wait to be served with any food. Roly decided he fancied fish and chips and had seen one just down the road earlier when we rode through, Carl, Mark and Mick decided to join him leaving Dave and myself, so we ordered our food and drinks and went and joined Jill, Stewart and Peter for a good old chin wag and catch up as I had not seen them since the end to end run. Just to keep up the tradition a sharing after or two was demolished. Much much later we arrived back at the Travelodge, fortunately Mark was not asleep as he had our room key and Dave had to rouse Mick. Carl has booked a separate room for himself so he could get some sleep. I wonder who snores ??????. Good night the last bit tomorrow.

*Day 5- St. Clears to St. David's- Mark Gibb reports.* The final day of our trip started later than usual due to the comparatively low mileage to cover and following a long day on Thursday. Some light rain and a Little Chef breakfast later we crossed our fingers (it was Friday 13th !) and I took my turn to lead us out onto the A40; "Lead on McGibb" was what I heard from the gaggle of riders behind me. The A40 was very busy meaning stops every few miles to allow the tailback of vehicles to pass our group.

The long hills we encountered were compensated for by a timely burger van stop. At Haverfordwest the multiple roundabouts eventually led us to the St Davids road, the last push was on ! We descended into Newgate to see the sea in front of us and we all felt a sense of elation ..... until the impending mammoth hill appeared putting everyone off their Ice Cream and beer. Despite a run-up the inevitable pedalling ensued plus some off seat pushing, this proved to be the final big hurdle and we were soon standing for photos at the St Davids sign with big smiles all round ..



At 2 pm after 39.6 miles on the day and 428 miles covered in total we were in the car park at St Davids ready to walk the last mile to the furthest outcrop, the weather was now brilliant sunshine and very welcoming. A celebratory cake and badges supplied by David, Sandi and Peter Wickens were gratefully received and many photos were taken - we had made it .... definitely an East Coast Pedalers all time high point !! After the walk back the bikes were loaded into our van and we said goodbye to David, Sandi and Peter, the last Ice Creams were devoured and we took our seats in the van to head for home; it felt weird to be driven and not to be holding a pair of handlebars...all in all a great week, excellently organised and enjoyed by all, despite the snoring ! Many thanks to Carl, Roly, Dave and Mick for their efforts in making the week happen. What's next then?

The VMCC did us all proud again this year, an entire weekend of touring and racing bikes thundering round this wonderful little circuit, with high-speed demonstrations by heroes such as Freddy Spencer and Carl Fogarty, all making what has now become Europe's premier historic bike and star rider event unbeatable, especially since Moto Légende at Monthléry was closed down.



The NACC's substantial stand and marquee was packed with interesting and bizarre machinery and attracted constant attention from big bikers reliving their youthful adventures aboard such things as a Raleigh Deluxe, but then we all had to start somewhere... Most impressive was 18-year old Victoria Bolger's outstandingly original Raleigh Super 50 RM12 (*left*), which she is learning to ride in preparation for taking her CBT.

We had two Ariel Threes on display, John Aston's ultra-original orange one complete with screen and Mark & Ray Gibb's 'Hondariel' which was thrashed mercilessly round the track. Pete Welbone brought his 1959 Lavalette Paloma moped which had 5 pedal gears- in a derailleur on the back wheel....then there were a couple of fine Cyclemasters, two well-marinated New Hudson autocycles, a late NSU Quickly S23F 3-speed, Roger Simpson's VéloSolex 1700 and Honda Amigo, Brian Brimson's very nice 1954 Winged Wheel & Sparta Spartamet and a shifting



population of daily arrivals adding to the show.

It was baking-hot both days, much liquid refreshment was partaken of and everything got covered in dust, but what a fantastic event. Thanks to all the Leicestershire Enthusiasts team for putting together such a great show, we signed up a

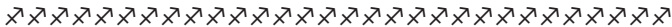
good number of new members, all wanting to get out there on cyclemotors & mopeds, pretending to be slim, youthful, energetic and seventeen again and join us on runs.....



Left- portrait of a happy man- vile orange Ariel Three with very desirable vile orange windscreen and optional spare wheel- the ultimate three-wheeler. Blazing sunshine, shorts and a cold tinny of Carling Black Label, what else is there in life! John Aston looks content with his lot.....



Right- Robert Hummerstone with Power Pak sail majestically round the circuit during the pathetically-underpowered cyclemotors and Veteran bikes demonstration run on Saturday.



## South East Hampshire Run

John Forshaw

Good company, lovely weather and beautiful countryside- what a combination. We met at The Sir John Barleycorn at Cadnam and, with much competition for the day due to the Netley Marsh autojumble and the final day at Beaulieu plus family commitments, we ended up with ten riders. Mark Hunt had done the route sheet with considerable local knowledge, taking me and the others to some places we knew and others us locals had possibly not been to.

We did have one or two stoppages, typical of mechanical machines- why, when they are going so well, do they suddenly stop? The answer being of course anything made by man can break down. We were off the busy roads and, bar the odd cyclist and one pony and trap, we had a clear run. One funny stop was near the village of Brook, coming round a corner we encountered our only traffic-jam, a multitude of cars, all being held up by five donkeys who were ambling along the road, blackberrying as the went.

Riders were; Mark Hunt- Puch Maxi; Bryan Norton- Sun autocycle; John Forshaw- Piaggio Ciao; Terry Dat- Moto Morini; Rod Ellmore- Cyclemaster; Bev Crook- Honda Express; Dave Benn-Norman Model C; Mike Townsend- VéloSolex 6000; Alan Mintshall- VéloSolex 4600 and Pat Harper- Francis Barnet Falcon. Many thanks to organisers and riders, a very enjoyable morning, if you didn't come make sure you do next year, countryside guaranteed, weather unfortunately not in our hands.

# The Borders Classic Bike Show

David Flye

As usual the Cleobury Mortimer show was well supported by the Welsh and West Midlands biking fraternity; the standard of machines on show (and visiting) was impressive. The Buzz'ards had a good corner in the Club Area, but only one machine to show - David Eyre's neatly restored 1959 Bown 50 moped. Before set-up Friday evening, Jim Reynolds - organiser - asked would we accommodate an independent entry, and we gladly accepted a red mint 1976 Crayford Puma 50cc folder complete with bag and lots of information, owned by Shropshire lad, Glyn Williams. This machine (right) was built in Italy (DiBlasi?), and sold under the Crayford label, probably only six in the country. Nice, two good'uns to show. On arrival at the stand on Saturday morning, I started to believe in fairies, Santa Claus, and divine providence. On the stand, between the Bown and Puma stood a gleaming blue and silver 1967 Raleigh RM12, with 564 miles on the clock! A Rudge Club member, Steve Bolger from Lancs, had "come across" it recently (found in a bedroom!) and had shown it once, at Mallory Park. He loaded a couple of Rudges for the show and had room in his van, so "took it along" thinking that it would find a place somewhere. Jim knew just the place!



It is now registered to Steve's daughter, Victoria, and he has enrolled her into the NACC. The Raleigh took a public vote prize, "Best in Show" by a large margin. So, Granadaland, give a warm welcome to Vicky and her prizewinner, and our thanks to Steve for helping to make the stand a centre of attention. Dave showed a Mini-Motor in a box and, with no mystery object to puzzle over, we held a "Caption Competition" using the photo of a chimp with spanner to a Trojan Mini-Motor (see p71 of Stinkwheel Saga 1). Best of the bunch were: "B---r making tea, this is much more fun." "I have it on good authority that there are some nuts in this box". And one for the Darwinians - "My first invention was a sharp stick, and now - the Cee-spanner!" Members making contact were:- Paul and Annette Raybould, Alan Redgrave, Leslie Evans, Mike Drakeley, Aiden Griffiths, and Jon Chesworth. Good to see you all; if any other buzzers attended, sorry we missed you. Happy Buzzing all the way, folks.



Barrie Brasted had very kindly volunteered to take some of the load of my shoulders and take over the running of what is an important and prestigious event for the East Coast Pedalers Section, with the help of his long standing (and moped tolerant !) wife Janet together with other members of his family he did a grand job in liaising with the organisers to ensure that our presence at the Royal Norfolk Showground was well received.

We were fortunate that it was a glorious day and were rewarded with a large turnout of NACC members from near and far with a fantastic diverse display of machines; as it is a purely static display there were several previously unseen - and in one case unheard of - machines, many of these were unrestored and provided much interest for the scores of people that came along to see us.



As well as our machines there were plenty of other attractions to see; classic cars, buses and lorries, arena events including the Godbold Moto X display team, Monster Trucks, Rock and Country & Western Bands, Craft stalls, Autojumble - no wonder the NACC members kept ringing during the week to secure their free entry passes !!! The Pedalers team ethic ensured that there was always someone manning the stand and keeping the public informed - mainly our Essex member Tony Chapman who had brought along two superb Yamaha sports mopeds - and everyone was rewarded with Deb's canteen supplying copious amounts of Tea, Coffee and home made biscuits to everyone. Our thanks to Barrie and his family for all their hard work in ensuring that this event went ahead and we hope to be invited back next year.

Exhibitors : Debbie Doy - Yamaha FS1-E, Gill Spencer - Honda PC50, Tracey Garrett - Honda PC50, Val Dearsley - Raleigh Runabout, Tony Chapman - Yamaha SS50 & FS1EDX, Dave Watson - Honda PC50, Berini, New Hudson, Mobylette, Harvey Spencer - Raleigh Runabout, Barrie Brasted - Cyclemaster, Honda Stream, Raleigh RM6, Janet Brasted - Raleigh RM11, Gary Garrett - Honda PC50, Peter Barwell - Motobecane SP94TT, Trevour Seymour - Goricke SP50S, Mobylette, Barry Lewis - Raleigh Runabout , Mobylette V50, Carl Squirrell - Honda PC50 Sidecar, Puch Grand Prix, "Le Mobchop".

# Wirral Wobblers August Ramble

Ted Bemand

A now typical grey 2010 summer day in August found seven riders once more outside the Rake and Pickle pub, just south of Chester. All ready to enjoy another social run planned by Eric Peers. David Schubmehl decided (wisely as it turned out) to, a few days earlier, test his recently acquired NSU Quickly.

Being new to the awesome torque of the Quickly motor, he fed the power in too fast. The ensuing 'wheelie' collapsed the back wheel, which the previous owner had 'tarted up' with Plastic Padding and silver paint! So David kindly agreed to



follow with the trailer, as tail end Charlie. Eric's superb 24 mile run had all the right ingredients, empty country lanes, no hills to write home about, lovely scenery- even on a grey day- around Beeston Castle with the inevitable half way stop at the famous Tattenhall Ice Cream Farm. And, upon our return we were greeted with a very reasonable two for £8.00 meal back at the Rake & Pickle. The Wobblers know about value for money venues! No rain, no accidents, no breakdowns..... Nirvana. With a few of these social runs now under their belts, the Wobblers hope to list a 'cards in' invitation event for next year.



# 18th Silchester Saunter

Colin King

When you squint into the gloom of the far reaches of that place that is closest to your heart- yes, the shed- that dark cave of rusting delights, and get excited by a vaguely recognisable box of bits which seems to be smiling back, you have suddenly and without wanting to become attached, committed-maybe feel a kind of love. You want to go a bit further, lift it up onto the bench and fiddle with it. Well, that's what happened a few days before the Silchester Saunter. There in the shadows a wooden wine box lay and in it lots of aluminium shapes that if tethered together as one, could just become a Motamite front wheel drive Cyclemotor. A dive into the files provided a log book that matched its engine number. Oh dear, this was deep affection on a kind of blind date. The log book was as if some sort of engagement had taken place , so now just marry the parts together and hopefully a long and happy future would follow. Cyclemotors have few parts and a Motamite fewer than most, so the marrying ceremony was short. A hasty MOT was obtained and the 13th Silchester Saunter lined up as a potential Honeymoon for the old dear but she wasn't interested . Two-strokes as we all know have few moving parts and on the day mine had less than that and sometimes none, just an odd cough and splutter was as lively as it got in the pub car park so she spent the day slumbering...

...on the rack and seemingly content. Happily though 41 other machines arrived and made the lanes hum with a splendid selection of exhaust notes and provided an interesting back drop to the legendary TVG Half Way Café. Home baking was in evidence once again amongst the Bread Pudding, Lardy Cake, Carrot Cake and Sponges. All of these being served up by a selection of our resident staff, this runs rota turfing up Barbara and Val to add the glamour whilst B B Q celebrity chef Dirk Cartier displayed his considerable skills at the urn. Dear reader, few in the southern hemisphere can dodge a jet of steam or turn a tap like Dirk, he is certainly worth his fee. After Cake Heaven it was back in the saddle for the fortunate with convivial engines to complete the route back to the pub where more scoffing and quaffing would take place. At the New Inn Heckfield we were once again looked after by pretty young things and conversation danced far and wide including a thought that if the visiting Pope has a Popemobile in England does he have a Popemobile back at the Vatican.

So once again a lovely day organised by Gilbert Smith to whom we all give our thanks. Thanks also to all at the New Inn, Heckfield for looking after us. Now as you read this the Thames Valley Café will have been parked up for the winter, the free beer supplied by our sponsor put to good use, our entire



Lottery grant blown during one happy Sunday in September and even the dancing girls will have drifted into the night. So, do you feel as if you have missed something? No need to worry because we will do it all again next September at the 14<sup>th</sup> SAUNTER and also the AS IT WAS BUZZ & ODIHAM RUN next June, we hope to see you all there. Just remember that in the Thames Valley Section's Enginedecycledermechanica there is an entry that reads thus ...CYCLEMOTORIST.. one who gets his kicks wearing a corker and cycle clips. Can be spotted during the summer months in pub car parks and around quiet lanes. A friendly type that is easily lured with ale and gentle banter. Not to be confused with PSYCHOMOTORIST. If that sounds like you, you sound like one of us. The winner of the riders draw was Rick Bardsley [Rick, please contact Gilbert who will post the exquisite gift to you] Many thanks to the Gentleman that provided the box of workshop goodies as extra prizes. The Fortunate 41 were-

Andy Day-Excelsior; Bev Crook -Bown; Richard James-Honda; James Bond-Suzuki; Bryan Norton-James; Andy Hyland-James; John Hawthorn- Mobylette; Tony Mersh- Honda; Jonathon Sayers-Yamaha; Allan Porter -Mobylette; Lorraine Carter-New Hudson; Les Wimborne-Honda; Alex Taylor -ABC Scootamota; Dick Cooper-Coopermatic; Neil Todd- ? Roger Parkins-Quickly; Roy Siddall-Quickly; David Benn-Norman; Matt Dampier -Mobylette; Chris Moffat-Yamaha; M Smith- FsiE; Nick Devonport- Mobyx; A. Hummerstone-Power Pak; Tim Bunting-Solex; Pete Jones-Solex; Robert Hummerstone-Power Pak; Edward Read-Mobylette; Clive Fletcher.Ann Fletcher . Sharon Wikner-Phillips; Martin Wikner-Derny; Terry Day-Moto Morini; Dennis Iles-AJW; Ian McGregor- Honda; Bert Beagley-Suzuki; Paul Beagley-Douglas; Peter Royston-Honda; Bob Goodwin-Jawa; Robin Cork-Mini Motor; Rick Bardsley- Mobylette; Mark Hunt-Puch.

The unfortunate 1- C King- Motamite [DNS]

FOOTNOTE- a reason to be cheerful- one of our Saunterers turned up with a Ducati Cucciolo engine in his boot, just picked up for £20 in a scrap-yard, it even had a carb.

# Pedalling back the years

Richard Heyse

I was asked recently why I am interested in mopeds. I suppose we all have our own personal reasons for being interested in the various 'Buzzing Bikes'. My own being to try and capture a little bit of the spirit of my mid teenage years, when as a schoolboy trips to town would involve a visit to the local motorcycle dealer to view the array of mopeds, or time examining the lines of parked machines whilst counting down the months and days to my 16<sup>th</sup> birthday. In more recent times visits to local historic vehicle rallies involves examining the machines of my youth on display and saying to the wife and kids 'I nearly bought one of those' or 'I had that bike' or 'Wotsit had one of them'. I think they can now anticipate what I am going to say before I say it. I am still counting down, only now it's the years to my retirement.

It was with this interest in such machines that I decided to buy a Puch moped and join the NACC. I remember many years ago looking at a second-hand model which a friend's



brother had for sale for the sum of £45, and to summon an old phrase 'Which was a lot of money in those days'. Recently I paid just over £300 for my machine – which believe it or not in the present financial climate is still a lot of money to me.

My first moped memories however are of the 1960's when as a small boy I remember my Dad bringing home this rather poorly-looking early NSU Quickly. Still to this day I'm not sure whether he bought the NSU for transport or as a fitness bike, I am sure he lost pounds pushing and pedalling it trying to get it started. Pedalling on the years to my mid teens, my first machine was a brown Garelli Bimatic. I remember seeing the particular machine in a garden where it remained and never moved week after week. Being a cheeky little beggar I remember knocking on the door one day and saying to this man 'Do you want to give me your moped mister'. The man uttered a few choice words of Anglo Saxon origin and slammed the door in my face. However a few days later he saw me and offered to sell me the bike for £15 – which was a lot of money to a schoolboy in those days!

Being only 14 at the time I used to bike for riding up and down a nearby lane and even towing friends on skateboards. When my 16<sup>th</sup> birthday was approaching, and by this time the poor Garelli had towed one skateboarder too many, I was bought a Puch Maxi.



Rides to school became races between me on the Maxi and my friend Steve on a Mobylette AV46, only for us both to be beaten by Martin on his Suzuki AP50. I lived near Kings Lynn at the time, and the fenland roads and lanes are as near to a moped riders 'God's Country' as anywhere else in the world. Many miles were enjoyed on the little Maxi buzzing around, with late night ride-outs into town and up and down the multi-storey car park. When the time came to leave school I soon found a job as a Telegram Boy with the Post Office, riding two-speed Puch mopeds. The one good thing about this was that they put you through your test on a moped, which I duly passed. This meant I could carry passengers, but not any old passenger, female passengers. Obviously this presented problems on a single seater Puch. Even though the desire to be close to my passenger was high on the agenda, the ability to actually be able ride the bike with a passenger was a priority. So therefore the Puch was sold and along came a Garelli Tiger Cross.

In an extra attempt to try and blonde called Jayne, I thought the bike. I went through how gently and how to change was how to use the brakes and resulting in a broken wrist the hard way. I ended up with banned from seeing her again! success with the single seater



impress one girl, a rather shapely I would teach her how to ride to use the clutch, to pull away gear. What I did forget to tell her stop. A collision with a brick wall meant she found out how to stop a written off Tiger Cross and was I think I might have had more Maxi after all....

So the Garelli made way for a Honda SS50. I loved the sleek elegant style of the SS50 and the way the 4 stroke engine echoed off the walls. Sadly it was still slower than Martin's Suzuki AP 50, and, even sadder, every girl in the neighbourhood was now banned from seeing me because of Jayne's crash! I remember on one occasion my uncle arrived on a Honda C90 and hearing I had bought a Honda was excited about demonstrating the merits of his bike in our back garden. Unfortunately he had been in the King William for one too many Double Diamond's and negotiating our garden path between the shed and the fishpond proved a little bit too tricky. Believe me a swearing and cursing uncle and a Honda C90 parked in a fishpond is one water feature you don't want!

The SS50 was the last of my mopeds for a while. The film Quadrophenia was released and the next few years were spent as a parka clad mod riding a Lambretta or Vespa. In more recent times I bought an MZ motorcycle and became involved with the MZ Riders Club. It was at the Powderham Historic Vehicle Gathering near Exeter, whilst on the MZRC stand that I noticed a plethora of mopeds, autocycles and cyclemotors on the display opposite, and discovered the Devon section of the NACC. This rekindled my interest in the machines of my mid-teens, but it proved to be several years later before I went out and purchased a moped and joined the club.

Now I have the same model Puch which I first looked at all those years ago, and it has a dual seat. However I think I shall resist the temptation to try and teach any young blondes how to ride the bike – as I think her indoors might break more than my wrist!

This is basically how I became interested in the types of machines inside the NACC. Since joining I have now started to look at cyclemotors and autocycles. I am sure each of us has a tale to tell of how we became interested in our types of bikes, and there are many others out there to just waiting to be involved, pedal back the years and get buzzing again.

# Her-Cu-Motor revived

Autolycus

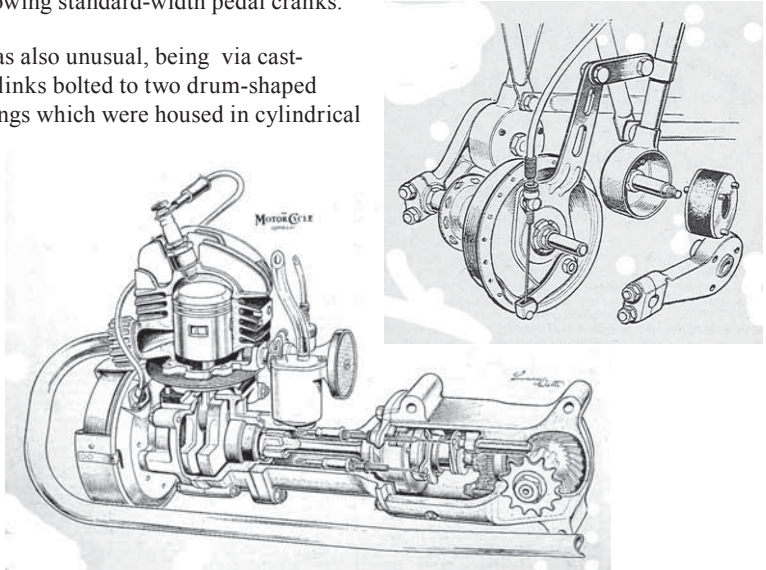
When the Hercules Cycle & Motor Co built the Hercules Grey Wolf moped in Birmingham it was a 100% British moped- unlike rebadged Continental machines being flogged by many “manufacturers”. It was launched in November 1955 at the Earls Court Show but Hercules soon renamed it the Her-Cu-Motor as it didn’t look much like a grey wolf, though it could be bought painted that colour. For once it was a clever original design, with an in-line crank engine designed by G J Jones in consultation with JAP and Hercules, coupled to a clutch and two-speed gearbox. The engine sat forward of the frame bottom bracket, which was straddled by an aluminium alloy casting, the gearbox and spiral bevel final drive sitting behind, thus giving good weight distribution and allowing standard-width pedal cranks.

Front suspension was also unusual, being via cast-aluminium leading links bolted to two drum-shaped rubber in shear springs which were housed in cylindrical extensions to the tubular front forks.

As was often the case with technically advanced designs, manufacturing costs were higher than expected but the selling price was limited by what other makes were charging. Competition was fierce in

the moped sector and a Mobylette could be bought for just over £50 or an NSU Quickly for £65, Hercules priced a Her-Cu-Motor at £61.15s. It is doubtful if Hercules ever made any real money from the moped because the margin was so slim and sales were low. It quietly disappeared by the end of the 1950’s, a brave try by a renowned make.

John Aston has recently finished a three-year restoration of a rough Her-Cu-Motor found in a farm barn near Bangor, North Wales. It was almost complete but very shabby and had been off the road since 1973, the date of the last MOT. It was bought new in 1957 by Lilian Griffin of Droitwich and sold on to J.Bead of Bodern, Anglesey in 1970.





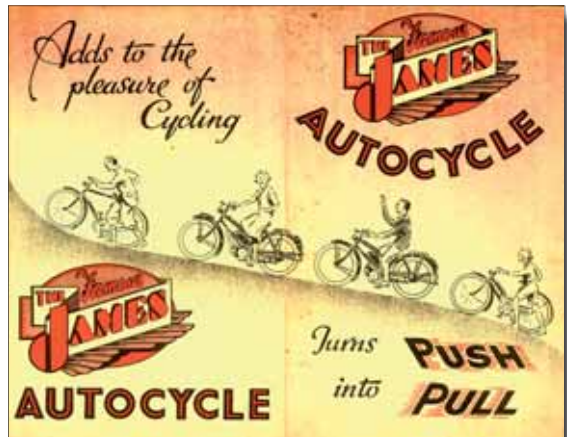
Above, John Aston's superbly restored 1957 Her-Cu-Motor will be displayed on the NACC stand at the Classic Mechanics Show, Stafford Showground, October 16-17. (Drawings courtesy Mortons Media Archive)



## James K18 reborn

“Autolycus”

Neil Addison from Ingatestone, Essex, recently sent a couple of photos of his first restoration project to Bob Jeffcoat and they were forwarded to Buzzing. An impressive début would be an under-statement, given the quality of Neil's work. He really had very little of a 1939 K18 James auticycle to start with- just a frame, wheels, most of a 98cc Villiers Junior engine, a saddle and one mudguard, so finding all the missing parts must have taken an age. However the end result speaks for itself and Bob really wants to know how Neil achieved such a good paint finish!







The James Cycle Company of Birmingham was a long-established business making bicycles and motorcycles, having been founded in 1880 by Harry James. The first James motorcycle was built in 1902 and the company soon concentrated on making well-designed single and V-twin four-strokes. The factory burned down in 1920 and took over 2 years to restart production, by which time the



competition was well ahead. The company recovered but in the 1930's decided to use proprietary engines such as Villiers units and to concentrate on utility models. The James J18 autocyclus was introduced in 1938 with a small tank and no front springing, it was succeeded in 1939 by the K18 with girder forks and in 1940 it became the L18- then the L20, a de luxe version with engine covers and the new JDL engine. Post-war the



JDL-powered autocyclus was built until 1949 when Villiers introduced the 2F engine, the resultant new model being baptised the Superlux. It continued until 1954 when autocycles were dropped, though James continued to make motorcycles until 1965.

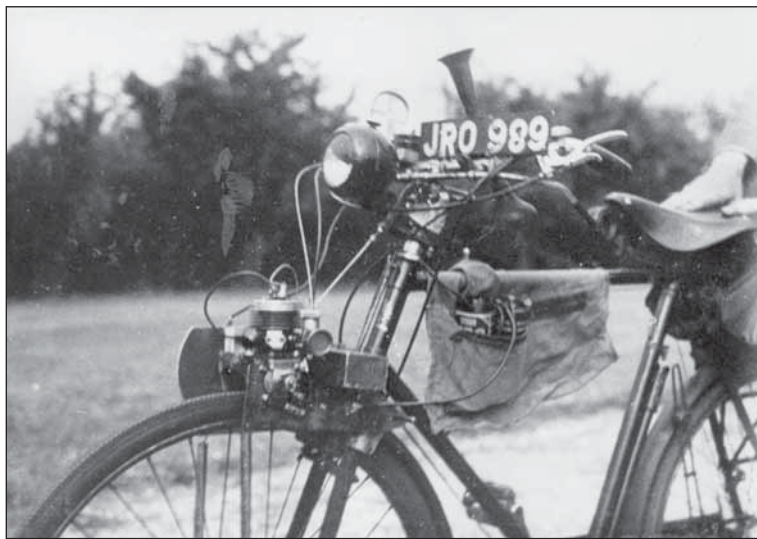


# Reg Bury's 29cc Tailwind

Derek Langdon

I was very lucky to find this engine at an autojumble in 2007. It's very small and light and has a 2-speed drive roller with a conical "step" between the two diameters, the idea being to shift the thing sideways to give a two-speed gear. When I got it, it was just a bare engine and the smaller diameter of the drive roller was missing large chunks of carborundum coating. I soon had the engine apart to see just what I'd got. The head appears to be machined from solid alloy, it had horizontal fins and is held down by six 2BA hex bolts. The head joint is spigoted and needs no gasket, and the combustion chamber is hemispherical. There are two holes threaded  $\frac{3}{8}$ " cycle- the spark plug and decompressor. At that time I'd never seen a plug to fit this, so I modified a small metric AC Delco plug.

The barrel is cast-iron with two transfer port covers made of alloy and retained by two 4BA screws for each one. A short alloy induction pipe (held by two 4BA studs and nuts) proved to be the right size for an Amal 308. The piston is slightly domed with port-holes cut in the skirt and the gudgeon hole doesn't go right through!



(Above- John Latta's Tailwind Mk2, similar to Reg Bury's Mk2, KPX 541)

The pin pushes in from one side and has an alloy end pad tapped 4BA for extraction purposes. The top end was in generally good condition; not so the bottom end. Firstly, the big-end uses  $\frac{1}{8}$ "x $\frac{7}{8}$ " rollers. As these seem to be unobtainable I had to do some head-scratching! I found some  $\frac{1}{8}$ " dia. rollers about an inch long and made up a jig to part them off to the right length in the lathe using an abrasive disc on a motor on the top slide. The crankcase seal was originally a (white-metal?) bush on a mild steel sleeve. I bored the crankcase (with great trepidation) to take a modern seal and made a silver-steel sleeve for it to run on. Instead of the usual overhung crank found on many such engines, the crankpin is extended to drive another crank-web, the left-hand crankcase half carries a crank-web supported by two tiny bearings. This web has a  $\frac{3}{16}$ " hole to allow it to be driven by the "peg" extension on the crankpin. After I'd laboriously chipped off the grit coating on the alloy drive-roller, it was re-coated....



(Left- Reg Bury himself tests KPX 541 in Bognor Regis, around 1949)

.....in an appropriate carborundum grit by Porcher Abrasive Coatings Ltd. I used a modern fully-sealed bearing on the magneto side of the crank and found a Wico Bantamag (of the right date!) to provide the sparks. It took a long time and several failed attempts before I managed to make all the fittings and the “gearchange” mechanism. I opted for a lever with a Bakelite knob on the end for the gearchange rather than the Cyclo-style twin-cable setup originally used. I incorporated a friction damper, to stop the gearchange from shifting at the wrong moment, using a leather friction disc cut from a lady’s sandal by the local cobbler. Two springs maintain roller pressure on the tyre and a small hydraulic damper, found in a skip, stops the roller leaping off the tyre when a large road-bump is encountered. The silencer I made out of the body of an old grease-gun with a piece of steel tent-pole for a tail-pipe. The petrol tank is an old fire-extinguisher, using the end-cap of the grease-gun as a filler. I cheated and brazed the corner brackets onto the



bicycle front forks as this was the easier option. I then made a sort of tubular sub-frame to hang everything on.

*Above & left- John Latta and Reg Bury [right] photographed on a trip to the Scottish Highlands in September 1949 to test their Tailwinds, where they discovered that a 1 in 8 incline could be climbed in low gear with some lpa.*



The bicycle is a war-time BSA, originally an “all-black”, but I had some new chrome Westwood rims so I built the wheels up using these. I also added a BSA three-speed hub gear, because I had one going spare. The first outing on the road was marred by a faulty plug-cap, but after ditching this and fitting an

old one it’s starting to run quite well. It has little low-speed torque, but on the recently-installed speed-camera on my nearest main road it managed 24mph!



*Above and left- the Tailwind Mk2 engine as found at a jumble- the proof that it was Reg Bury’s engine lies in the figure 1900 stamped on the crankcase. This number appears on West Sussex C.C. Form R.F.1/2G completed by him to register the 29cc “Bury” engine, fitted to a Raleigh bicycle frame and granted registration number KPX 541 on 9th July 1949.*





*Top and above- Derek's historic Mk 2 Tailwind in fully restored glory and [right] trial-fitting of the engine and frame. The full story of John Latta and Reg Bury's engines is told in The Stinkwheel Saga, Episode 2. Many thanks to Rory Sinclair for permission to reproduce photos from his archive, originating from John Latta's family albums.*



# Les Amis du VéloSolex 70 Bryan Hollinshead

Chers Amis

A few words of advice to anyone who is considering the purchase of a new Vélosolex from Mopex. Do your homework beforehand and gain as much information from owners of these machines as possible before actually parting with your cash. The reason that I write these words is that during the past few months I have been corresponding with two purchasers who have experienced a great deal of trouble with their newly bought machines. The first is an 'expat' who lives in Brittany and who has a very long list of troubles the list ending with the bike being replaced by Mopex. In spite of having received attention from a mechanic with considerable Vélosolex experience he is still not entirely happy with the replacement. The second is from an example recently purchased from Mopex by an NACC member who is in despair and is now also considering returning the bike to Mopex requesting a replacement under guarantee. Both owners have encountered problems with the clutch, uneven running and general poor quality all round. The fact should be kept in mind is that Mopex do not manufacture the components but merely assemble items produced abroad (*China?*). They admit to have had problems with quality control but are making efforts to remedy this state of affairs. A similar situation existed with the import of Royal Enfield motorcycles manufactured in India and imported into the UK some years ago.

In spite of diligent searching I have been unable to obtain the correct tyre for my 330 which has been idle for a number of months because of this. Although I have always been somewhat reluctant to buy anything unseen, in desperation, I ordered a tyre from Jean-Pierre Chambrier who advertises regularly in *La Vie de la Moto*. Although this tyre has been manufactured in Vietnam and specifies a speed restriction of 35 KPH it has, so far, proved satisfactory. Advertised as a 600 x 45B the cross section is slightly smaller than the genuine Michelin original but the ribbed tread provides adequate grip for the drive roller. M. Chambrier is also able to supply a similar tyre for the earlier 650 mm Solex rims

When the Tour de France is mentioned one immediately thinks of super fit young men racing around France riding the latest products of cycle technology for best part of a month. However, there is another "Tour", the Tour de France des Motos Anciennes, which, as its name suggests, is open to all vintage and classic motorcycles and takes place yearly. This year one of the twenty stages finished not far from my home so I planned a visit. The entry list was in the order of seventy bikes comprising examples from France, England, Italy Germany and the USA. In spite of it being a miserable afternoon with heavy rain making it unpleasant for spectators as well as the riders it was well worth braving the weather just to hear the sound of comparatively low revving four stroke engines which are becoming a dying breed. Which one would I have liked to take home with me? It would have been a difficult choice but I would have gone for the 1956 Moto Guzzi Airone.

The deadline for registering all cyclomoteurs is the 31st December and so I shall have to pay yet another visit to the Sous Préfecture armed with all the necessary documents. Having been assured by the press and a government minister that the staff will make effort to make immatriculation a simple process we shall have to wait and hope but knowing French bureaucracy I have my doubts. All in all I've had a successful summer's riding. No real problems other than that caused by dirty fuel bought at the usual filling station and which resulted in having to remove the tanks, fuel pumps and fuel pipes from three of my bikes in order to give them a thorough cleaning.

Bonne Route, **Bryan**