

Journal of the National Autocycle & Cyclemotor Club Ltd.

The

Buzzing

Club[®]



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The

Buzzing Club[®]



**The National Autocycle &
Cyclemotor Club Ltd.**
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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 December 2010 issue of Buzzing should reach Buzzing Production at the address above by Friday 19th November 2010.

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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's Veteranknallert Klub, Denmark and the British Two Stroke Club.

Club Insurance

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

Library

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

Website

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

Cover photo of Harry the Robin hoovering up breadcrumbs is thanks to Colin King

Vincent Firefly auction Liz Butler (Treasurer)

During the recent Classic Mechanics Show at Stafford the Club received a very generous donation of a Vincent Firefly Engine with ancillary parts and a Sachs moped engine, the only stipulation being that any proceeds made from their sale should be donated to the National Association for Bikers with a Disability. To that end we feel that the fairest way to give ALL Club Members an opportunity to own either of these engines is to offer them for sale via a sealed bid auction, so here are a few details, firstly the Vincent Firefly.

Although there are no documents with the engine, it does have front and rear number plates that match the details shown on the tax disc, so there is always a possibility that the original number could be reclaimed. As you can see from the picture it appears to be complete, including the engage-disengage mechanism, with no major parts missing and does include a proprietary headlamp which houses a speedometer. The engine turns over and there is no appreciable wear on the drive roller. The fuel tank appears to be sound though rusty in parts. In short a very desirable, restorable project.

The Sachs engine is complete with carburettor. It will not turn over but all of the castings are sound.

Due to it's desirability the Club has set a realistic reserve price on the Firefly based on current market values and very much hope that it will be restored and used by the successful bidder.

Please note that there is no reserve price set on the Sachs. If you would like to make a bid for either of these engines please send your bid and contact details including your Membership number and a telephone number to Liz Butler (address as shown re Treasurer details), clearly marking the outside of the envelope with the word 'FIREFLY' or 'SACHS'. If you wish to make a bid for both then please show both words on the outside of the envelope, and on your bid you will need to indicate a separate value for each of the engines rather than one combined figure. In the unlikely event of the Firefly reserve price not being met, this engine will be advertised in a future edition of 'Buzzing', but the Sachs engine will be sold to the highest bidder. In each case the successful bidder will be responsible for arranging collection and neither engine will be released until the cheque has been received and cleared by the nominated charity.

The closing date for receipt of bids is Tuesday, 18th January 2011



News from HQ

Buzzing Business

We thought we'd give you a treat with this Bumper Christmas issue of Buzzing by going over to a larger A4 format for one magazine, which means bigger photos and a different layout. We'll revert to the smaller A5 format as usual for February's Buzzing, unless you really like the larger font size and pictures of this A4 format and think we should go over to it in the future. All comments to Buzzing Production please, we'll listen to what you say and discuss possibilities. Lots of interesting articles in this issue and I'm pleased to say that a backlog of unpublished reports has built up over the year (every editor's dream, too much to fit in), so don't despair if your item hasn't yet appeared, it will eventually. Thank you all for sending in such absorbing material for publication.

I had several responses to October's front cover mystery moped, first to arrive was Bryan Hollinshead's correct identification: "The cyclemotor featured...is the Moby F2 from 1972, a prototype featured in Franck & Sylvie Méneret's book *Le Cyclomoteur à galet de Mon Père*." Tony & Maggie Calton also found the answer. A brief article on this ephemeral machine appears elsewhere in this issue. However nobody offered an answer to the "who made the Doll's Pram" quiz on page 10 of October's Buzzing, so I'll tell you it was Flandria in Belgium.

Merry Christmas to you all!
Dave B.



From the Library

We have seen a marked increase in requests for help from the library in the last few weeks, Winter projects I guess. It's a pleasure to be able to help. The library is now extensive, and the full library list is very large indeed. My own Winter project will be to continue scanning and sorting the information many of you have kindly sent me. The computer makes the whole job of sorting, and providing information much easier than trying to thumb through mountains of musty paperwork. Give me a call, send an e-mail, or even lick the end of your pencil, and write to me with your requests. I'm always happy to talk about our machines. **Alan Hummerstone**

Chairman's Chat

By the time you read this the AGM will have come and gone, a brief report on this will be published in February's Buzzing. At the AGM the **2010 Chairman's Award** for outstanding services to the NACC was won by the **South Staffordshire Section**, for their hosting of this year's National Rally and for their sterling efforts in putting together the 6-monthly bike displays at Stafford Showground.

Regalia Shop

Just a quick note to say we currently have the following items in stock. Please note the following prices do not include postage, so give Liz a ring for a quote as individual costs vary depending on what and how many items are ordered. T-shirts, black with NACC logo printed in red, sizes M, L, XL and XXL, £6. Long-sleeve sweat-shirts in Navy blue, with NACC logo embroidered in red, sizes M, L, XL and XXL, £13. Beanie hats in numerous colours (ask Liz for what's available) with NACC logo, one size fits all, £4. New-style metal lapel badges, £3.50. Binders for Buzzing, hold a minimum of 18 months worth of magazines, £6.50. Mugs, NACC and cyclemotor design, £3.50. Car stickers 0.60p, Machine stickers 0.60p, embroidered badges £1.50. If you have any queries or would like more information give me a call after 7pm on 01902 842198. Merry Christmas and Happy Buzzing throughout 2011. **Liz**

News



A copycat listing appeared a few days later, only this one was of lesser pedigree, being an incomplete British origin Cucciolo (missing gear-change mechanism and no correct Ducati-made fuel tank) attached to an ex-Post Office ladies bike. Asking price, £1,750 because "if you look on eBay at the moment there are two for sale at around the £2,500 mark, so...if you buy this for £1,500 it's a bargain" The vendor even copied in the listing from the Eriac/Rocher Cucciolo to convince potential buyers. Not surprisingly this one found no takers either. These speculative prices do nothing but take Cuccioli out of circulation between real enthusiasts because, if buyers paid those prices, they'd never ride them for fear of damage. Shame.

Seen on eBay recently-

There seems to be a move underway to push Cucciolo prices into the stratosphere if a couple of September eBay listings are anything to go by. One was a superb, unusual and rare 1953 French-built Eriac frame with a Rocher Cucciolo engine, all in good original condition which would only need recommissioning rather than restoring, asking price.....£2,400. It sat there for a month but at that price, no takers.





While on the subject of Cuccioli, Ian McGregor sent in the photo, reproduced above, of a Britax Cucciolo ridden by one Frank Stockham in September 1954 from Lands End to John o'Groats. Has anybody heard of him or his ride? Any further information gratefully received.



Henk van Kessel was on holiday in Ibiza last summer and was browsing the antique shops (as you do) when he was astonished to see a "cane cyclemotor" on offer in one. It looks to be a good-quality 1940s or 50s German or Dutch bicycle frame with stirrup brakes and full chaincase very artistically covered in multi-coloured cane binding! The clip-on engine unit is a roller-drive Bernardi Mozzi Motor with electronic ignition, so a lot more recent than the bike. Lovely, but who had the patience to make such a good job of the cane-work and wood trim on the mudguards?



Happy Birthday to You!

You may or may not know this, but 2010 marks the 40th anniversary of the introduction of a world-beating moped in July 1970.....the Ariel Three! Yes, Britain's motorcycle industry's finest hour came when whoever was in charge at the time was allowed to create this extraordinary bendy 3-wheeler. Presumably conceived in the white hot heat of tech-tech-technology (© Antony Wedgewood Hen) in the late 60s when anything seemed possible, this was a step too far for a ladies econo shopping trolley and bombed badly. The Ariel 3 was the result of extensive market research by consultants for Ariel who predicted a brilliant future for it- how wrong can you get it. Motive power was courtesy of a Dutch Anker engine and belt drive to one rear wheel, which did nothing for stability. Masses of engines were bought and loads of spares made, but sales were dismal and that is the reason you could still buy a surplus Anker engine for tuppence ha'penny many years after Ariel went bust.



It's not a Bike, it's not a Car, but it's fun!
was the advertising slogan.

Above- the Ariel 3 Display Team in action 2008, photo courtesy of Rog the Dodge, leader of The Wrinkly Helmets, Taunton, and also yes, The Ariel 3 Museum!

If you'd like to communicate with fellow-enthusiasts why not visit www.ariel3.com where there's a fab website dealing with all things Ariel 3 or visit the museum itself at- Ariel 3 Museum & Motorcycle Model Collection, 167 Winchester Road, Brislington, Bristol BS4 3NJ . Email andrew@ariel3.com to make an appointment to visit, the museum was voted Museum of the Month by Classic Bike magazine.

LETTERS TO THE EDITOR

Dear Alan

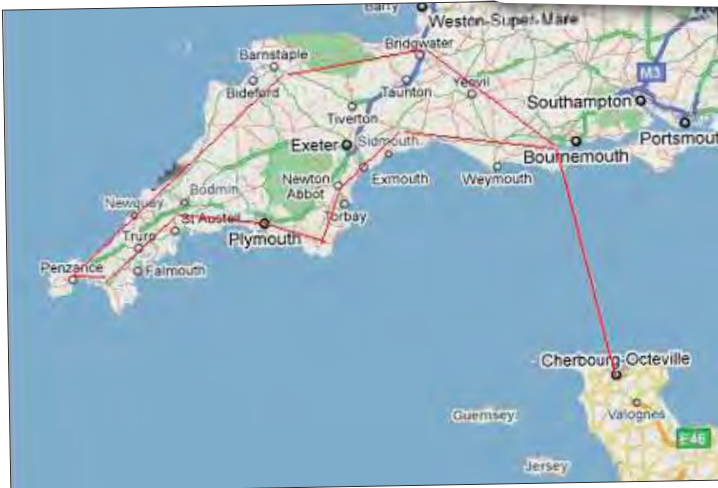
(originally sent to Alan Hummerstone)

I am a member of the Buzzing Club and really enjoy receiving the magazine every month. While on holiday in France recently and came across a chap who supplies and sells everything Solex. I took his card with name, address and telephone number. However he doesn't have an email address so if members would want any parts for their Solexes then they would have to write to him. Unfortunately he doesn't speak any English, which could make it a little difficult to speak to him on the telephone. Anyway, if you could put the name and address in the club magazine maybe other members could use it. He is- Monsieur Pascal Poulain, 194 Route de Bretagne, F-14760 Bretteville- Odon, France. Tel. No. - (0033) 6 62 60 42 34. Hope this can be of some help to someone.

Best regards, John Barrett

Hello from France

I am just retired and two months ago I bought a VéloSolex 3800 which I am fixing and trying around my town. I am also learning English and when surfing the web I saw a French trip to Cornwall made by the French club ABVA. This gave me the idea to try the same myself, so I'm looking for contacts in Cornwall county to find help if I have any breakdowns with my machine. I wrote to Roy of devonautocyclists website and he answered to contact Buzzing. I think I will leave in March when I hope to cross from Cherbourg or St.Malo and hope to find information on campsites. I see there are Youth Hostels in many towns. For the moment it is a plan I want to realise as I have the time, the machine and want to discover the UK. Thank you for any advice on this trip.
Regards, Joseph Martin.
(email: moyotux@gmail.com or write to Joseph at 128 rue du Docteur Schwiezer, F-85180 Le Château d'Olonne, France.)



(If NACC members from Cornwall would like to meet Joseph and ride with him or help him out if he needs assistance, please contact him at the above email or postal address in good time so he can plan his journey. I'm sure it would be much appreciated.)

Dear Dave

I've had some repro stickers made for the Honda PF50 I am renovating. I would be happy to pass on the print-run surplus to NACC members at £5 plus post per set. They are not exact copies but a pretty good imitation, phone me on 01502 560869.

Rod Fryatt



Dear David

You never know what is around the corner....the enclosed photo involves three clubs with slightly eccentric leanings. First, the Austin Ten Driver's Club who delivered the machine in question in style; second, the Old Lawnmower Club who will view it with much interest and the NACC for the same reason. Health & Safety would run their hands with glee as the "Lubrisall" petrol tank swings in an arc of 45°, ensuring a good mix. A wicker basket in a well-used tatty state was held in place by cycle clips. I wonder if there is a Cycle-Clip Club?

Regards, H.B.Gobey (Notts & Derby)

The wonderful picture sent in shows a Mini-Motor engine bolted to a small cylinder mower of indeterminate make- it must have frightened the owner as it doesn't look hard-used.

Dear David

Congratulations to all at Buzzing for not only producing a feature packed magazine in such a professional manner but also one which is such a great advertisement and encouragement for anyone interested in what some would see is our slightly bizarre 2 wheeled pastime. From the minute I picked up the October edition I was taken in, not just by the interesting and attractive model (the bike I mean!!) on the cover, but inside by the quality and variety of the articles. The fascinating technical reports, member's letters and reminiscences, the colourful photographs depicting the capers that members get up to or even the items for sale, all underline what a dedicated editorial team we have whose enthusiasm for small motorised two wheelers is infectious. Being over in N. Ireland and well away from many of the events makes the magazine even more special. I'll definitely have to get out more on my Mosquito.

Many thanks,
Keith Livingstone, Co. Armagh.

Please send correspondence to:
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Shows & Run Reports

Classic Mechanics Show, Stafford Showground *Autocyclus*

The South Staffs Section really excelled themselves with the NACC stand at October's event at Stafford, not only were we treated to a quality line-up of mopeds and autocycles but also half the stand was given over to a French scene recreation with picnic table, umbrella, fresh *baguette*, cheese and of course wine bottles (unfortunately S.Staffs had already drunk the contents...). No less than four VéloSolexes were lined up as part of the display and, the *pièce de résistance*, a 12ft illuminated Solex dealer's shop-front sign! Superb bikes on display included John Aston's Her-cu-Motor, Wilf Harris's Norman Lido and Aidan Griffith's immaculate Mobylette AV89 which was his first ever restoration. Kevin Curran's New Hudson was also impressive.



Philip Crowder's wonderful 65cc Cyclemaster Twin attracted much attention and comment all weekend.

The Solex display included Liz Butler's rare 1957 1010, Ian Chisholm's 2200 and a couple of 3800's from Paul Harris and Bob Jeffcoat. The stand was busy all weekend, lots of regalia was sold and 13 new members signed up! **Seen at Stafford**-on one outside stall a super restored BSA Winged-Wheel in a BSA gents frame with Webb forks was on offer at £1,000, alongside were two very well restored Zundapp Combinettes at £1,295 apiece, while in one of the halls a Hungarian-built VéloSolex forlornly waited for a new owner in vain- at £950 registered and taxed not surprisingly. The only other cyclemotor seen for sale was an incomplete GYS Motamite lying in the dust outside, the vendor asking £300 for it. You need a full wallet to buy anything at Stafford.....



Devon - World of Country Life Club Display *Roy Best*

This is our second year of displaying some bikes at the World of Country Life Museum at Sandy Bay nr Exmouth with the display organized by the West Country Classic Vehicle Club. There were plenty of classic vehicles and models on display with the Museum playing a big part in the day. We only managed six bikes this year and were dwarfed by two very large trikes, Des & Irene Heckle held the fort for most of the day as I was off with the Grandchildren who came along for the day. Plenty to see here for the family including a traditional Punch & Judy Show who entertained the youngsters, no video games here just pure fun. Many other things were happening including the falconry display, birds of prey, animal petting area, safari train with feeding the deer and play areas. Live music for the day by the George Formby Society with Dr Who's transport on display and real life Daleks collecting for Help the Heroes, no children were exterminated during the course of the day, but plenty of got wet. Bikes displayed were Garelli-Euromoped, Francis Barnett Powerbike, Honda Novio, Cymota, Powerpak and Berini Cyclemotor. Bikes displayed by Des Irene & Roy.



North Wilts Run, Wootton Bassett Richard Woodbridge

A very cold day which I think must have put some people off. A new route from Dennis & Jenny of 38 miles which we cut short by 5 miles due to the cold. At 10.30 am we thought we would have to call it off as only Dennis was there, and then Rod Western turned up with his lovely Puch Monza. A few minutes later John Ewart arrived with Mr Stanford (a new rider to us) and this was enough to say lets go! Mr Stanford had just acquired a lovely Peugeot Vogue in stunning white which is spite of being 19 years old looked like new! A bit of a mystery here as the log book says it is a Fiat, can anyone tell us why please? Riders were as follows:- Dennis Iles NSU Quickly, Rod Western Puch Monza, John Ewart Honda SS90, Mr V Stanford Peugeot Vogue. Thanks to all for attending

Shows & Run Reports continued

Northern Ireland Run John Maconaghie

There are no regular NACC activities here, but a few enthusiasts from various parts of Northern Ireland met in the Village Hall in Portballintrae, Co. Antrim Hall on Sunday 19 September, to become acquainted prior to a run along the Causeway Coast. We had an interesting line-up of bikes including four autocycles from the 1940's and mopeds from the 50's, 60's and 70's. The weather was good and the village busy with other visitors so the spectacle of these venerable machines doing warm-up laps of the car-park attracted many curious onlookers. The run itself took in the splendid coastal scenery from Dunluce Castle and then through Bushmills, past the Giants Causeway to Dunseverick, Whitepark Bay and to Ballintoy for lunch, returning via the inland road.

Riders and machines were: Robert Gault, *Mobylette AV80*, Don Ferguson, *Raynal Autocycle*, (and *Raleigh Wisp* after the Raynal had a puncture), John Maconaghie, *Norman Motobyk*, Joanne Elliot, *Garelli Garlend*, Ivan McConnaughie, *NSU Quickly*, Trevor Kirk, *Excelsior Autobyk*, John Barkley, *Norman Motobyk*. Joe Gault kindly provided back-up and Chris Sharp took the photographs.

These can be viewed on Flickr- <http://www.flickr.com/photos/chris531/sets/72157624864231455/>

It is intended that the North Coast Run will become an official NACC event next year. We also hope to organise other runs and get an active Section established.



Still running then? John Redding checks all is well with Luke Booth's BSA Beagle. Luke usually breaks down....

Headcorn Airfield Run Nick Devonport

A less than encouraging weather forecast did little to deter the regulars and some new faces at this year's Headcorn run. Four campers of various shapes and sizes were on site when I arrived on the Saturday and we were joined by a steady stream of day visitors and overnighters throughout the day. The wind made life interesting for the parachutists and the light aircraft taking off and landing seemed to be enjoying the challenge, too. Hot air ballooning was a casualty of the weather, though, a pity as the sight of them never fails to draw a crowd. Another casualty was Durham John's Puch Maxi which broke a newly-fitted freewheel and his Batavus which seemed to be in need of a replacement condenser. Field engineering involving car parts and tape got it going satisfactorily again.

I parked the Mitsubago camper with the pop top facing the wind and prepared the Poirier for the short run to Jean Hammond's micro car collection at Hawkenbury. I thought I ought to keep the Saturday run short – after all, you never know when someone's going to turn up with an Ariel Three! Jean was happy to allow us free rein in the Bubble Shed and asks me to pass on her thanks for the generosity of the visitors towards the upkeep of the museum. Following a gentle wander up Headcorn high street it was back to the airfield for supper, drinks and a showing of the DVD of last year's event in....

the mobile canteen of the Gill Brothers which had been converted into a cinema for the evening. A pint in the Wings Bar was washed down with the speciality of the Gill canteen, a strong Irish coffee. Few of us had trouble sleeping that night despite the wind tearing across the open airfield.

Sunday morning brought more riders out to defy the elements for a ride through the Kentish countryside to The Chequers at Goudhurst where the host made us very welcome in his very pleasantly refurbished pub. Continuing on a bit of A road to Cranbrook, we were given a fascinating tour of the Union Mill, one of the last operational windmills in the area and run towards the end of its' life by a co-operative of creditors when the last sole owner and miller found that he couldn't make ends meet. The Mill still grinds corn for sale in the on-site shop but has scaled down milling as this is now the end of the visitor season. The guide made full use of Blake Yeomans who was set to gainful employment in the demonstrations of milling practices of years gone by.

The heavens opened as we left Cranbrook for the homeward leg but our spirits were less dampened than our clothing. The rain got in through my storm suit, leaving a very embarrassing patch down my leg – it's where the water seeps in through the zip, honestly – and sitting in a puddle of what I hope was more rain, although it's difficult to tell at my age. A brief prize-giving ended the day with Durham John picking up the award for the furthest travelled and for not bringing an Ariel Three, a cup to the Brothers Gill for their regular attendance and consistent provision of apple pie and Irish coffee.

Hero of the Day was Steve Watkin who rode down from Bromley on his AV89 with all his gear and faced a very wet trip home – all on a bike that I'd sold him – and medals went to Blake, the youngest participant on the pillion of his Dad's nicely turned-out Lambretta and to Chris Mercer who struggled with poor starting on his Solex – one of several to join us this year – but made it back to base.

Runners & riders: Dave Arnott – Mobylette 51V, Luke Booth – BSA Beagle, Dave Casper – Italjet, John Dainty – Batavus, Terry Day – AJW, Nick Devonport – Poirier MS6, Clive & Ann Fletcher – Piaggio Runner, Michael Gill – Pashley bicycle, Robert Gill – Puch Mini Maxi, William Gill – Raleigh Runabout, Geoff Hills – Raleigh Runabout, Peter Jones – Velosolex, Mike Hele – Honda Dream 50, Dick Layton – Yamaha Townmate, Chris Mercer – Velosolex, Ian McGregor – Honda PC50, John Redding – Puch VS50, Keith Rutledge – Trojan Mini Motor combination, Paul Ryan – Norman Nippy, Carl Squirrel – Honda Novio, Ken Standen – La Française Diamant, Ian Trelease – Velosolex 3800, Steve Watkin – Mobylette AV89, David Wickens – Puch Maxi, Martin Wickner – Deryn, Sharon Wickner – Phillips Panda, Robert & Blake Yeomans – Lambretta LD.



Keith Rutledge with his super Mini-Motor & sidecar combination

Ribble Valley Run

Paul Jackson

(Also known as The Waddington Fell Challenge) Sunday the 26th September had been chosen as the day for the first 'Ribble Valley Run'. The day dawned bright and sunny. The meeting place being the Petre Arms public house in the district of Langho, a small watering hole east of Blackburn and, more to the point, the local of our leader for the day, Dave Bell. Riders and their hasty steeds meeting in the car park for an 11am start. The run had been billed in our journal as having 'very flat roads' some knew better didn't they Derek! Ten members signed up for the run and we were pleased to meet and welcome Chris Gornall and his wife Alex who had recently joined the NACC and chosen this as their first outing, little did they know what lay ahead. Dave had, in his usual organised manor prepared and printed copies of a route map and written up a sheet of directions, these were distributed to riders prior to the off.

Eleven o'clock prompt we were off turning left out of the pub car park heading for the historic village of Whalley. Through the quite village centre (well it was until we arrived) taking a left turn at a mini-roundabout and heading upward and onward towards Clitheroe heading for the village of Waddington. By this early stage we had already lost two riders, Derek Ashworth and his sidekick Andy Speak. Derek said later they decided to do their own thing and meet up with the rest later. This was just a ploy to avoid the very testing challenge of Waddington Fell that lay ahead.

The run was lead by Ron Bond. Ron had ridden this route several times previously along with our organiser Dave Bell. The idea was to try to maintain a steady pace of 25mph, whilst Dave on his Honda 90 Cub ('does this bike comply I hear some say') was to ride rear gunner and hopefully avoid losing riders. Good idea? Well yes but! All went well until we hit the dreaded fell. I don't know the height the fell reaches but take it from me it is a long and difficult pull for the type of steeds we chose to ride. I admit I had to dismount at one stage and walk a short distance until a slightly

less gradient was reached where I was able to remount and proceed to the top. Fortunately at the top there is a viewing area which can accommodate a good number of vehicles, this was to be a place to regroup prior to moving on, and this is where the problems start.

On reaching the summit I was met by Ron and Alan Green both of whom had made it to the top with ease, may be 'ease' isn't the right word but anyway they'd made it. We waited some time before a motorcyclist on a beautiful, newly registered Triumph came as messenger to inform that 'the chap who had broken down had managed to fix his bike and would be with us shortly', sure enough Dennis Hiller duly arrived.

That made a group of four from the original ten and we had been on the road less than half an hour. Eventually Dave Bell on his Honda 90 arrived, no problem for Dave, but it wouldn't be would it? Believe you me it was a blessing he had chosen to ride this bike as what was to follow could not have been attempted with any lesser bike. Dave rode off to see what help he could offer, he returned towing Chris Gornall on his Auto Vap. This bike had decided this run was not of its choosing and would give a difficult time for the rest of the day. Chris decided he had better walk back down to assist his wife if married life was ever to be the same again.

Our gallant Honda 90 rider also returned to base camp. I say 'base camp' as that is just what it was, Alex and Eddie had decided their best bet was to go for a drink at the Moorcock Inn. Why didn't we all think to do that? Dave Bell arrived back with a big smile on his face and Alex on pillion. Back our rescuer went only to return this time towing Chris again but this time on his wife's Batavus at about the same time Eddy Dewe arrived under his own steam. Well we were all at the top well those that mattered were and a good laugh was had by all. Soon it was time for the off again with a nice long downhill stretch into Newton. At Newton we turned left for 'The Centre of the Kingdom', known to many as Dunsop Bridge. We were told on our 'Directional Notes' that toilets were available here but no time to stop. Pity really because Dunsop



(photo courtesy: Eddie Dewe)

Bridge is a very picturesque village and a watering hole of many motorcyclists and cyclists. Pressing on we headed for hamlet of Whitewell, lo and behold, who should we encounter at the side of the road, partially hidden in the hedgerow but our dear colleagues and partners in crime Andy and Derek. After Derek's half baked story of how they had got lost (sorry how they became separated) we continued into Whitewell and passed the 'Inn at Whitewell' where most people take time to stop, but not us. No way. Onward to the village of Chipping where believe it or not a stop was planned and actually happened!

By this time Chris had probably peddled his bike at least half of the way. On his arrival he was still smiling and appeared to be enjoying himself, mind you looks can sometimes be deceiving. Two of our ace riders had decided enough is enough and took themselves off to the cafe. It had been the intention we all take time out for a brew. Intention, yes but it now was beginning to look as if rain was imminent so like all good colleagues we decided, democratically, to head for home, well Petre Arms, leaving Alan and Dennis in the cafe. Gentleman Eddie kindly went to the cafe and advised them of our decision.

Leaving Chipping behind we headed for Longridge, left through Longridge on the B6243 to Hirst Green here we took a slight detour in order to visit the grounds of Stonyhurst College. As you drive down the college drive you have a spectacular view of the college buildings this was really worth....

...the short detour. A two minute stop here to regroup, we were now down to five riders! From here it was just a matter of picking up the Great Mitton Road which retraced our outward route back into Whalley and the Petre arms.

A few minutes later Eddie Dewe arrived. Eddie had initially decided to go at his own pace and follow Dave Bell's directions and map which were quite adequate, if you chose to read them Chris. We had lost Chris and his good lady wife in Longridge where Chris had decided to take a right turn rather than a left as directed. Chris and wife Alex then did a tour of the outskirts of east Preston. I can assure you when they finally reached the Petre Arms. Alex was not best pleased with hubby's navigation. He paid dearly having to buy her a three-course meal. Riding gear removed we made our way to the bar lounge of the Petre, where most of us consumed good food and good beer amazingly less than £1.50 a pint. If you don't believe me why not join us next year for the second Ribble Valley Run.

I am pleased to report there were no retirements although some minor breakdowns did occur, all ably repaired by the rider. My personal thanks go to Eddie for his assistance at the top of Waddington fell, also to Ron Bond for leading the ride at a steady 25 mph throughout. Last but not least to Dave Bell for instigating the run. Finally thanks to everyone who took part, all seemed to enjoy the day and have some laughs along the way.

Riders; Alex Gornall, Batavus; Chris Gornall, Auto Vap Caravelle; Dennis Hiller, Jawa; Eddie Dewe, Raleigh Wisp; Alan Green, Maxi; Dave Bell, Honda Cub; Ron Bond, NSU Quickly; Derek Ashworth, New Hudson; Andy Speak, New Hudson; Paul Jackson, Bown.

P.S. Next year there will be an alternative route for anyone not wishing to attempt Waddington Fell. It will take a road around the base of the fell which meets up with those riders who chose to reach dizzy heights of the fell.

Shows & Run Reports continued

3rd Devon Dipper Run Roy Best

On a very cold and damp Sunday morning and ready to start to set things up for the day, it was noticed that the chiminea was still glowing from the fire and barbecue the night before. As we had the chiminea lit last year later for the return, the decision was made to stoke up and place more logs on ready for the day. I placed a couple of new acquisitions to show them off with my Novio and PowerPak which I had not made my mind up which to ride, but fancied the PowerPak for the day. Riders started to arrive and soon gathered round the chiminea to warm up, but the weather was starting to warm up with the sun shining through. By eleven we had nine riders which gave us a very good turn out with some not being able to make the ride. Des and Irene also arrived in their lovely new campervan with the trailer to do back up for the day.



Leaving Pinhoe with Ian taking the lead as he knew most of the route, with others following in a haze of blue smoke mainly coming from Keith's Puch (slightly too much oil it seems). I was able to creep ahead on some occasions to take the photos of the ride and show the way when Ian was unsure, everyone rode in a group which is good and catch up was played when needed at important junctions. The weather was really coming good with the sun shining and the autumn scenery and colours down the lanes adding to the great ride we were having.

In Clyst St Mary, Peter's Quickly 23/2 came to a halt with some problem and a quick discussion arose about who brought along a plug spanner, digging deep one was found and the Quickly with a blow on the plug came to life. We made our way to the Diggers Rest at Woodbury for our half way stop and spent a considerable time there drinking coffee and maybe a little something to go with it. On leaving a photo call was mentioned and Des took hold of the camera to take a photo of a line up of riders ready for the return trip home. As the outward route the route home was just as good with no problems arising, this is probably the best ride I have been on for some time and judging by the faces of others they must have enjoyed it as well. As always we have some odd hills but this proved no problem as the enthusiasm of riders got over them, never did see Ian's long legs pedalling the VeloSolex but was told this was something to see.

Arriving back in Pinhoe and everyone parking up looking for the soup and spuds, Theresa saying you spent too much time in the pub again and spuds may be a little crispy, she had been busy in the kitchen and had everything ready for us, plus cakes and nibbles brought by others. The chiminea was well alight and the food soon disappeared, memories and stories of the day were passed around with riders slowly making their way home later in the afternoon. This has now become an established run and proving a great route as many commented on it afterwards. Thank you to Theresa for cooking the food and Des and Irene again for doing the trailer.

Riders were Steve and Peter on a Quickly N and 23/2, Ian on the VeloSolex, Rick on the Yamaha T80, Jerry on the Honda Cub 90, John G on the Honda Innova, John R on the Moto Guzzi Trotter, Keith from Poole Dorset riding his Puch Sears Freespirit and me making my mind up to ride my much envied PowerPak. Some managed to ride some distance to come along for the ride and riding home again later in the day.



Left, members at the Great Central sidings and below, at the Stonehurst Motor Museum, inspecting 40-year old petrol prices!

Leicestershire Enthusiasts Great Central Run Mike Stanway

Our final run for 2010 was held on Saturday 23rd October, the photos next page show the fifteen machines and members who rode the 42 mile route via the preserved rolling stock and locomotives at Great Central Loughborough Sidings. The return leg took us to the Stonehurst Motor Museum at Montsorrel, where Colin Statham and Brian Brimson wished that 40 year old petrol prices shown on vintage pumps were still good today! This event was the culmination of an excellent year of runs out organised by the Leicestershire Enthusiasts with the Great Central Run becoming an annual event.



Carlo's 80th Once Brewed - Roman Wall John Shaw



80th birthday boy Carlo with Motobi Pesaro

What better way to celebrate the 80th birthday of a vigorous, active 'young man' (That's you Carlo!) and also to squeeze an extra, challenging run in before the cold and wet claws of winter finally take a firm grasp? Cold-ish and wet-ish it was as we prepared our bikes in the car park at the 'Once Brewed' YHA, right on the Roman wall. And what a variety of machines and folk! Furthest travelled all the way down from Aberdeen was John Gallagher on the rare and very capable Gerosa 'Art Nouveau'. Father and son Phil (I refuse to call him Grumpy as he isn't! {much}) also brought along Dave Casper riding Ducati Cucciolo, Cyclemaster 'Multi' and Italjet Class, more or less respectively. As always, some mixing and matching took place. From County Durham came Martin Preston and Stu on Raleigh Supermatic and Mobylette 'Bleu'. Tom Norman (who now has a 'Norman!') arrived from Hartlepool with his NSU Quickly which was to live up to its name, though it does like a drop of juice to slake its thirst for the 'mix'. Neil Cowan from Pitlochry was to blast (almost) everybody with his 'Crowder-Power' Puch fan-cooled, whilst John Shaw brought along another Supermatic and a Simson.

Last but not least were birthday boy Carlo and effervescent Francesca from Kilmarnock, with Carlo riding his faithful Motobi Pesaro.

Saturday, guess what - 80 miles! For some, the strong local beer (Wylam) 'Rocket', consumed on the Friday night needed a stiff, cold, wet breeze to clear the mists. We got it. Off we set, on the dot at ten o'clock for an anti-clockwise tour of Keilder dam and forest. Despite the early 'heavy mist' and blustery conditions, everybody was fairly well 'wrapped up' and was able to enjoy the beautiful and sometimes

rugged scenery. We managed some green-laning, and had to abort an over-adventurous attempt to scale a grassy, muddy quagmire. I think some might have managed, but when wheelspin stops a sub-50cc machine from making headway, maybe it is time to have a re-think? Villages with names: Simonburn, Wark, Bellingham, Keilder reservoir on our right, then Keilder village and Sauchtree paved the way to our lunchstop in Newcastleton. The Italjet was turned upside down and shaken to try and clear a partial main jet blockage. Everything was so impossible to get at. Eventually we found a 'cure'. When it slowed down, just give it full throttle and waggle the choke slide and hey presto, another 20 miles of sound running. Amazing really, and the bus driver just shook his head in disbelief! Some other minor fettling of non terminal irritants took place. On our return leg now, we recrossed the border from Scotland back into England, then via Gilsland and Haltwhistle back to base camp. The hostel put on a good meal for us, and we celebrated Carlo's birthday, life in general, and anything else that took our fancy! A unique birthday cake appeared with a superb picture of Carlo (in icing on the top) riding a Norman Nippy on Kintyre. The cake didn't last long!



Sunday 'just' 40 miles. It was warmer, drier and less windy. Carlo and Francesca were off savouring the delights of the Roman Wall, whilst the rest of us shuffled bikes and bottoms about resulting in different faces on different bikes. 'Just' 40 miles today, a clockwise circuit



crossing the Tyne river and on Google map it looked a cinch. A nice, benign tootle to get us to lunchtime so that we could wend our various ways home. Imagine you are purring along a narrow single track very rural road, when the surface starts to deteriorate to 'cart track', and just as you start to drop downhill, there is a stern and very prominent sign announcing ' *Don't believe your GPS, turn round NOW, you WILL get stuck!* Most of us subsequently 'perished on that rock!' Only the 3+ speeders with 2.4+ horse power would climb this monster of a hill! Eventually after much pushing, puffing and panting we got everybody and their machines to the top. Dave Casper even had a chauffeuse and 4x4 to waft him up.

Thanks to Tom and Neil's diplomatic charms, the local (very easy on the eye!) landowner was delighted to help out. So that would be hills done and dusted for the day then? Not a bit of it! Another challenging 25%-er, then turn right onto the Military road heading for Once Brewed. Whilst this is a 'B' class road, the traffic fairly does whip along, and we had to be very careful. The little Simson cleared its lungs and strutted its stuff. A quick Sunday lunch for some, or straight home for others saw our weekend draw to a close. Carlo's final comment? Let's have an 81st run next year!



Thanks to Tom for the route and organising the cake, and everybody else who made this a celebration full of challenge and good humour. Ask about the 'sheep incident' - this is a family show! Many Happy returns Carlo.

Shows & Run Reports continued

ECP Harleston Fun Day Mick "Soapy" Sudds

For the third year running the Pedalers attended this event and as before the weather played a major part the day being dry, sunny and warm in fact what one would term ideal conditions. The static line of ECP hardware on the recreation ground where this annual event is held saw a turn out of 19 machines with a broad spectram of the makes that are held by NACC members. We were in the vintage and veteran area with neighbours that consisted of cars, tractors and much assorted machinery. Most of the morning saw the ECP members kept busy answering the many questions and queries put to them by the lots of the visitors that were attending this event. This fun day is a typical small town show which is what Harleston is but there is always plenty to see and do whether you are an exhibitor or visitor.



For us in the ECP it is a chance to catch up with old friends and exchange stories and to see what we have bought in the way of machinery. It seems to be an affliction for all of us in this 'hobby' to want to add to our current stock of mopeds etc. or am I the only one with this problem, I doubt it!! As ever a ride out took place at around midday and 9 of us ventured out on a pre-planned and steady run to the village at Stradbroom a distance of 18 miles through quiet and uncrowded roads with a stop at the White Hart pub in this village.



This turned out to be an excellent place to stop as they had a good size outside dining area where we could park the machines safely with lots of room to enjoy our meals and drinks. Returning to the Fun Day after our trip out saw us all arrive back safely with no problems encountered and continue to enjoy the rest of the fun day. The visiting public continued to come to our location and during this time we were over flown by the Red Arrows trailing their obligatory smoke. (we wonder next year if we are here maybe we can fit smoke canisters on our machines during the ride out!) Not to be out-done shortly after the Battle of Britain Flight Lancaster bomber appeared and over flew our location no less that 3 times much to the delight of us all at the fun day. Overall it was an excellent day whether you were an exhibitor or visitor and our thanks go to the members who attended and particularly to Carl for being such a driving force behind the ECP events. Also to Marshall Gooderham a good friend and colleague and to Mr Fun Day himself Robin Twigge.

Riders were; Rod Fryatt-Mobylette, Dave Watson-New Hudson, Roly Scarce-Honda PC50, Richard Layton-Yamaha T80, Terry Keable-Honda Camino Sport, Clive & Ann Fletcher-Piaggio MP3, Carl Squirrell-Honda Novio, Mick Sudds-Puch Maxi, Debbie Doy-Yamaha FS1-E.

Fylde & N.Lancashire Garstang Run

Anne Faulkner

I'm very pleased to report that the run to Garstang to get the Fylde & N.Lancs group off the ground was a modest success. We were blessed with a beautiful day weather-wise which if course helps and in all we had ten members, from as far away as Riponden, Yorks and Skelmersdale. It was decided amongst those present that we would venture forth on runs on the first Thursday of the month to a place mutually agreed. We had our first run on 4th November, meeting at Preston Docks and running along the coast to Lytham St. Annes where we stopped for lunch at Lowther Gardens. I've been greatly encouraged with the enthusiasm so far and hope things progress from here onward.



SW Lincs Vale of Belvoir Run David McKenny

A small group turned out for a very enjoyable run on September 9th through the Vale of Belvoir. As you can see from the photo local people take Neighbourhood Watch very seriously! Riders were; Peter Lawson-Puch M2; Vince Shreeve- Honda C50; Ron Riches- Mobylette and David McKenny- Honda PC50. Thanks to all who came on the runs this year, you are always welcome in 2011.

ECP Leiston Final Fling Carl Squirrell

Once again Mark Gibb together with help from his family organised another great day at Leiston Long Shop Museum to help the curators of the Museum celebrate the end of another successful year. Despite the inclement weather there was yet another fantastic of machines and riders, so much so that we filled up our allocated display area and had to have some machines on display further away. Most of the members had ridden their bikes to the event and special mention must be made of three riders who rode all the way in from Clacton on Sea - a distance of nearly 50 miles - so well done to Clacton Stalwarts Richard Layton, John Gates and Carl Elbey we hope you had a safe (and dry) ride home... Mark had planned another new route for the road run, as we set off from the Museum Dave Watson couldn't get his New Hudson to fire, he did his usual trick of disappearing down a (Downhill) side road in an effort to get it started, as usual he wasn't noticed; fortunately Terry Keable realised and set off back to find him; and as Terry knew the route he was able to guide Dave

round the route after he had headed back and grabbed Mark's spare Honda PC50.

We all enjoyed a lovely ride along the coast through Thorpeness and then onto to Aldeburgh - past the infamous "Scallop" sculpture! the many walkers were highly amused by the group of middle aged bikers on their mopeds. All to soon we were at Friston Chequers where the food was served up amazingly quickly, so much so that Dick was already tucking into to his Sunday lunch before most of us had entered the pub. Needless to say yet another fine meal and enjoyable pint were devoured and we were soon heading back to the Long Shop to view the many exhibits including Dave Watsons vanload among which there were two Mini Motors and a Power Pack that he collected on the way - we don't know how he does it, he snapped these up for a derisory price right under the noses of us Suffolk members! to say we were envious was an understatement!!! The looming rainclouds meant that the members who had ridden to the event were understandably keen to head back but the members who had vanned or trailed their machines upheld NACC honour....

...and hung on until to the end of the day. Our grateful thanks to Mark and his helpers for a great day, Mark feels that we may have "outgrown" this event at least in this format so may have something different lined up for next year, but he is not letting on what he has in mind just yet!!

Riders and Machines:

Mark Gibb - Honda PC50, Terry Keable - Honda Camino, Guy Bolton - Puch Zorplan Trike, Dave Arnott - Mobylette 51V, Colin Clover - James, Brian Barley - Tomos A3M, Mat Ireland - Puch MS50, Steven Cobb - Yamaha XT350, Dick Layton - Yamaha T80, Mick Ritchie - Yamaha V50P, Dave Watson - New Hudson, Carl Squirrell - Honda Novio, John Gates - NSU Quickly, Carl Elbey - Raleigh RM11, Keith Ashby - Austin A35. Day members: Jim Davies - Yamaha V50P, David Parker - Yamaha FS1-E. Statics: Mark - Hondas PC50, NC50K1, Mobylette 50V, Dave Arnott - Raleigh Wisp, Terry - GYS Motamite, Colin - Sun, Excelsior, Dave Watson - Mini Motors, Powerpak, Gimson. (no doubt he had others but we aren't going to mention them in the light of his recent purchases on "our patch"!!!!)

NEC Classic Bike Show John Aston

This show proved to be a great surprise to me, partly because this show is primarily the biggest classic car show of the year and only recently opened an extra hall for bikes, but it was a great success for us too. The level of curiosity in our machines was tremendous, the cyclemotors and autocycles created huge interest. Thanks must go to Dave Casper, Liz & Bob and Jo for their tireless



work over 4 hard days. We had the good fortune to sign up 16 new members and regalia sales were excellent. Bikes on show included a pair of sequentially-numbered Raleigh RM6's- LFX 797G and LFX 798G, in the same metallic red paint, which were both registered on 1st June 1969 and have remained in the same family until sold on in October 2008.

(Above- we had some enthusiastic visitors to the NACC stand!)



Shows & Run Reports continued

VMCC 100-mile Run, Fieldside Farm Autocyclus

For a change this year we were treated to sunshine! Dry weather! Compared to last year's torrents this was balmy indeed. The VMCC Cyclemotor Section did the usual superb organisational job at our new base at Fieldside Farm, with thanks to Craig Fletcher for letting us invade his normally-peaceful Sunday again. A total of 44 riders turned up to brave the often-appallingly degraded, potholed lanes that Bucks C.C. have left unattended for many years now, bikes ranged from a squadron of Solexes (Tim Bunting, Peter Jones, Stuart Hall, Ian Trelease and Tom Lucas) to a couple of lovely 100-year old belt-drive Triumph veterans ridden by Bob Godfrey and Chris Dawkes. A variety of Hondukiah's, Puchs, Raleighs and New Hudsons filled out the field.



A good number of cyclemotors took to the roads too, with Power Paks and Mini Motors to the fore, plus Alan Hummerstone's Itom Tourist, Robert's Nasetti and Philippa's Ducato Cucciolo. The three 33-mile circuits are the same as they have been since forever, a pleasant meandering route round... small villages, along lanes and minor roads, with only an occasional excursion onto a busy main road. Organisers and timekeepers David & Joyce Hughes (who did a brilliant job- many thanks!) made a few calculations of some cyclemotor rider's speeds over the 3-lap 100 mile route and compiled interesting statistics: Fastest laps were- Philippa Wheeler (Ducati Cucciolo) and Stuart Metcalfe (BSA Winged Wheel) 22.4mph, Alan Hummertstone (Itom Tourist) and Robert Hummerstone (Nasetti) 20.6mph, Derek Landon (recumbent Mini- Motor) 20.2mph, Lorraine Carter (Vincent Firefly) and Norman Smith (Mini-Motor) 20.0mph, Dave Beare (Power Pak) 17.7mph and Ian McGregor (Power Pak) 17.2mph. VéloSolexes averaged 16-17mph, pretty good going bearing in mind a top speed of just 18mph, though Tim Bunting somehow managed a lap at 33mph! A time-keeping error no doubt...

Attendance figures broke down as follows- 32 VMCC, 12 NACC, the number of 100-mile badge winners 25. Machines participating- 10 cyclemotors, 5 VéloSolexes, 14- 50cc mopeds, 5 over 50cc large "step-thru's", 3 autocycles, 3 post-war 'real' motorcycles and 2 veterans.



*Derek Langdon's
extraordinary and
fast recumbent
Mini-Motor*



*Robert & Alan
Hummerstone in
full flight*



*Tangerine Dream-
Stuart Hall's VéloSolex)*



*Trevor Pinfold's superb
rare Ambassador*

South Staffs Late Summer Cruise Autocyclus



Twenty-three stalwarts turned out on a gloomy, cold day but the welcome was warm and the 33-mile route through the Staffordshire lanes from Ivetsy Bank out to Halfpenny Green Airport near Wolverhampton was an interesting one. Paul Harris's Zundapp 428 led us off at a good pace to our halfway stop at the airport, where the Café staff produced lashing of good hot food to sustain riders.

From Halfpenny Green Paul's route wended its way back to the Bradford Arms via the spectacular Ludstone Hall, again on quiet scenic country lanes- a really enjoyable day out for all.

Riders were: Ian Chisholm- Puch Maxi; Josie Stanley- Honda LAC; John Aston- Honda CT90; Peter Meller- Honda CT110; Bob Terry- Benardi Buzz; Mandy Cooper- Honda City; John Burgess- Honda PC50; David Flye- Honda 90 Cub; Alan Jinks- James autocycle; Stan Watters- Yamaha scooter; Ian Harris- Honda Beagle; Dave Beare- Honda C110 50; Keith Walker- Honda 90; Paul Harris- Zundapp 428; Simon Mitche- Garelli; Kevin Curran- New Hudson autocycle; R V Ashley- Yamaha QT50; Andy Shaw- Renault Megane; Bob Rushton- Honda 90; Phil Bull- Yamaha MS50; T. Philpott- BMW; Mike Crumpton- Royal Enfield Bullet.



Mandy Cooper with her smart Honda City Express.

Paul Harris is well pleased with his Zundapp



Les Amis du VéloSolex 70

Bryan Hollinshead

Chers Amis Early November, eight weeks before the deadline to obtain registration numbers for my collection of eight Solexes. Five visits to the Sous Préfecture without success. Each visit entails a long wait and, on each occasion, when one arrives at the desk one sees a different clerk. I have been told that I have insufficient documentation or the wrong documentation and the computer system will not accept the information declared on the application. The difficulty seems to be that there is no clear cut category into which a Vélosolex falls. Yes, it is a cyclomoteur but that is not enough as there are several classes of such a vehicle. If you have heard lurid tales of French bureaucracy believe me they are true. My insurance company from which I have had to obtain proof that all my Solexes are covered tells me that the whole system is in a mess. One becomes close to despair but there is no way one can bypass the system. There is, I suppose, one saving grace and that is that the small number plate which has to be attached to vehicles of this class will be less obtrusive on a Solex than the much larger ones which appear on UK vehicles.

The photograph featuring the twin engined 6000 which appeared in the October edition of Buzzing was most interesting and was one which I had never heard of. Three other twin engined Solexes have also appeared in recent issues of La Vie de la Moto and deserve mentioning. The first was also a 6000 which

had its second engine mounted in the normal Solex position on the front fork while the second was a "Vee eight". Not a conventional "Vee eight" I hasten to add but two separate Solex engines mounted in a cut and shut 3800 frame in a vee configuration. The rollers both drove a small rubber tyred cycle wheel which was connected in turn to the sprocket on the rear wheel by way of a chain. No performance figures were given but it looked decidedly odd although it may have been fun to ride. The third, no more attractive, was based on a 5000 with a second motor mounted over the rear wheel. Every part with the exception of the cylinder barrels and heads was painted bright yellow which did nothing for the general appearance.

I think that I've already mentioned in the past that Solex parts are becoming increasingly difficult to source. I do not mean parts which are essential to keep machines in working order but rather the after market accessories which were so common in the past and made so that a Solex should stand out amongst the numerous others in the parking spaces. Having seen some examples of re-manufactured items I have not been terribly impressed with the quality offered when compared with the prices quoted.

Recently I received an email from another 'expat' who I discovered lives only about an hour's drive away. He had found three Solexes in the garden of a house not far from

his own. Although he owns a well restored Norman Autocycle plus a collection of vintage lawnmowers he admitted to having no knowledge of Solexes so asked if would I be willing to come and give an opinion on them. He might restore one or all of the three: a 1010, a 2200 and a 3800. The former two were fairly complete but would require a full restoration and the 3800 little more than an engine. However he is keen to make a start and with the help of some parts surplus to my requirements he should soon be on his way.

Since writing the first paragraph to these notes I am happy to say that after much hassle a final visit to the Sous Préfecture has resulted in me obtaining the registration documents for all my Solexes.

What seemed to cause the problem was that the computer refused to recognise the *genre* (category) in which to place a Vélosolex i.e. a vehicle with two wheels, an engine of less than 125 cc and with a power output of less than 15 kW. This obvious *genre* was rejected but after about half an hour's trial and error the operator found a category which was accepted. Don't ask me what it was as I don't wish to know but I'm relieved that now all that I need to do is to obtain and fit the necessary number plates.

Meilleurs Voeux et Bonne Route, Bryan

French Solex Hell

Peter Newton

Some years ago my wife and I bought a house in southern France. We had been thinking about this for some time, having enjoyed the summer holidays and different cultures and lifestyles in the warmth of both the southern France and Spain. It was the untimely death of my sister that provided a real focus to our dreamy plan, reasoning that life was too short not to do so, and our house-hunting started in earnest, centring on the Languedoc in France. Bought nearly a decade ago, the house has been a joy to both of us and our family and friends, giving immediate access to all that southern France has to offer including beaches, lakes, wild countryside, fascinating villages and towns, local wines and good living. But even in rural France the practicalities of life always intrude and local transport was immediately apparent as a problem area. The provision of public transport in much of rural France is sketchy at best and almost everybody who needs mobility seems to have access to a car. As our house did not have a garage, keeping a second car there was problematic and I suggested that, until we could do so, providing ourselves with mopeds might be a useful stopgap. I must confess to just a little self interest here – over the previous couple of decades I had become more and more interested in cyclemotors, owning several, and my dismissive attitude to French mopeds from my teenage years had long since evaporated. Not only would simple two-wheeled transport be useful for my wife and myself but our children too when visiting the house, we would at least have the means to get themselves from A to B.

It just so happened that my London neighbour had a couple of Velosolexes. He knew of my interest in cyclemotors and had mentioned to me previously that he wanted to get rid of them, and was I interested? Despite my wife's misgivings I struck a deal with the neighbour on the basis of a case of Corbières wine for the pair! I took them back to my house straightaway. They were both in barn-find condition and on examination I found that one would not run and the other, once started, would not stop without pulling off the sparkplug cap, but they were both pretty much complete and would form the basis of straightforward renovations. These would be ideal, and appropriate, for the house in France and were without any documentation from the UK. Renovation started immediately, completed quickly and over the past 8 years the Velosolexes have given excellent service, provoking favorable comments from lots of French people and have been great fun. Simple machines, driving licenses unnecessary, no need for registration and simply requiring insurance to be ridden legally in France, and even the kids admired their retro uber-cool style, what could be better?



The French State had other ideas. Brian Hollinshead has written many times in his excellent *Amis du Velosolex* pieces about the changes to the French law which now require that all cyclemotors used in France, including the old ones, are registered and issued with registration plates. This is being done to harmonize French procedures with those in other European states, although I now suspect that it is yet another means to allow the icy grip of French bureaucracy to extend to one of the last few freedoms that can be enjoyed. But we are where we are and this registration (*immatriculation*) had to be done if the Velosolexes continued to be used and I therefore had to get to grips with the French bureaucratic systems. The registration process, according to the French government web sites, is free if done before the end of 2010. Now retired, I had some free time over the summer, so lets do it!

Having accessed some of the French government web sites to chart my way forward, my starting point appeared to be the local Mairie. I put together the documentation that I thought was necessary, and sought their assistance. "Oh no sir, not here, you must go to the Sous-Prefecture" I was told. OK, off to the Sous-

Prefecture in Narbonne, 20 km away, with my file of papers, waited in a queue for an hour, only to be told when reaching the appropriate fonctionnaire "Oh no sir, not here, you must go to your Mairie". Hmm..... so I went back to the Mairie, where their story had now changed and they asked for my telephone number telling me they would advise where I could do my "faire immatriculation" after they had done a little research. The following day they informed me that I needed to go to a motorcycle shop back in Narbonne which was equipped to perform the procedure I needed to follow. So off to "Charly Moto" where I had a very difficult conversation with a spotty youth who had no idea what to do, and who spent the best part of an hour on his mobile phonespeaking to his supervisor trying to advise, the advice eventually being that I needed to go to the Sous-Prefecture! Back to the Sous-Prefecture I went, queuing yet again only now to be told



that they no longer offer the immatriculation service and I now needed to present my papers to the Federation Française des Véhicule d'Epoque (FFVE) in Rennes (some 500km away) who could assist. As I turned to leave the *fonctionnaire* said, with wry a smile, "*Bon courage, Monsieur*".....

You will understand that by now I was starting to lose the will to live. All I wanted to do was to register two French mopeds in France, mopeds that had been used legally there for the past 8 years. It was incomprehensible to me that the individual bureaucracies within France, one of the leading nations on the planet, could be so disconnected from each other – nothing appeared to be "joined up".

I spent a few weeks licking my own bureaucratic wounds. But I wanted to make sure that the Velosolexes were street-legal, and I started looking into the FFVE via their website. The website explained about the documentation that I needed to provide, but surprisingly said that the process for cyclemotors would cost 25 euros per vehicle, rather different from the French government sites declaring this to be a free process. However, I prepared the information required (photographs of the vehicles, both sides and front view, maker's plate, identification numbers, insurance documentation, evidence of domicile, etc.), wrote two French cheques for 25 euros and posted a whole lot off to the FFVE with an SAE for their return. Two weeks later my SAE arrived back returning all the documentation I had provided, including the two cheques, but with some different registration forms that I now had to complete.

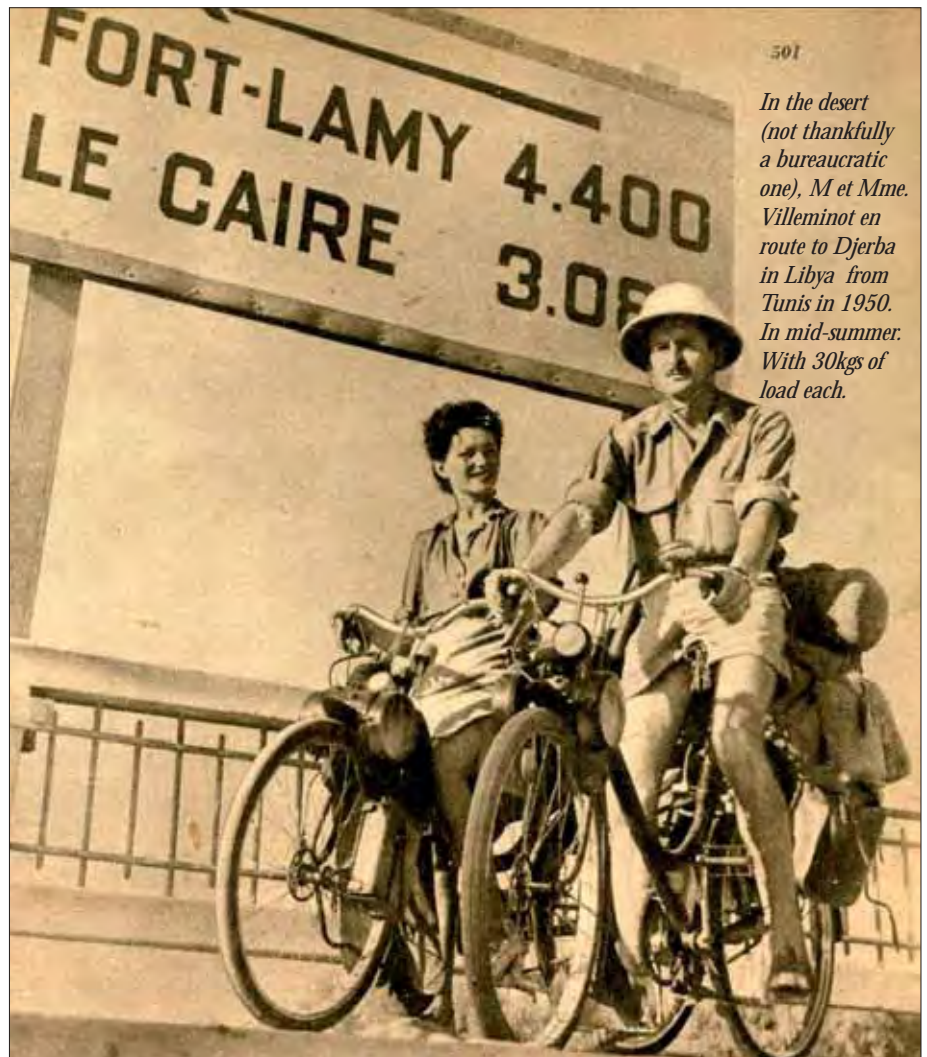
I spent a few weeks licking my own bureaucratic wounds. But I wanted to make sure that the Velosolexes were street-legal, and I started looking into the FFVE via their website. The website explained about the documentation that I needed to provide, but surprisingly said that the process for cyclemotors would cost 25 euros per vehicle, rather different from the French government sites declaring this to be a free process. However, I prepared the information required (photographs of the vehicles, both sides and front view, maker's plate, identification numbers, insurance documentation, evidence of domicile, etc.), wrote two French cheques for 25 euros and postedthe whole lot off to the FFVE with an SAE for their return. Two weeks later my SAE arrived back returning all the documentation I had provided, including the two cheques, but with some different registration forms that I now had to complete. My wife will confirm that I am not the most patient of people. This was the limit – what else could I do? I didn't want to complete yet more forms with no certainty of success, and the clock was ticking. I was due to return

to London for a while and I might miss the December deadline so I went back to the internet to explore other options..... Eschewing the FFVE site I went back to re-examine the French government websites. I read yet again about registration being a free service, about how the service can be performed at a Prefecture or a Sous-Prefecture, and at this time noticed in some very small print the fact that some Sous- Prefectures may be unable to provide this service – this had not been the case when I started out. But I had not taken my paperwork to the main administrative regional center, the Prefecture. Perhaps this might produce results. Some distance from me, but perhaps the Prefecture might be able to do the business?

I collected all my paper work together and drove the 80km to the Prefecture. Once again I took my ticket, stood in line, eventually reached the *fonctionnaire* and presented my case. "Oh no sir, this isn't right, you need some form of attestation to confirm that your mopeds are exactly the types you state them to be on the form". For a modern vehicle this will be provided in the form of a letter from

the manufacturer, but of course, Velosolexes have not been made for some years. The only way forward, I realized, was to approach my insurers and make sure that their insurance paperwork specified "Velosolex 3800" and not simply "Velosolex" as was currently the case. A telephone call to my insurance agent, an e-mail sent to my laptop with the appropriate confirmation, a revisit of the Prefecture that same afternoon with this last piece of the jigsaw and 30 minutes later I found myself in ecstatic mood clutching my two *Certificat Provisoire d'Immatriculation* for the Velosolexes! And they had consecutive registration numbers – how chic!! Yes, it can be done. You learn lots of French you will never need to use again, you reach depths of exasperation you never knew existed, you get a tiny insight into the dark reaches of French bureaucracy, but at the end, those sunny uplands of immatriculation success seem almost worthwhile. All I need now are the new number plates!

(Thank you Peter for sharing this horror-story with us, see also Bryan's Les Amis du VéloSolex column with a similar story! And we think the DVLA can be difficult to deal with....)



501
In the desert (not thankfully a bureaucratic one), M et Mme. Villeminot en route to Djerba in Libya from Tunis in 1950. In mid-summer. With 30kgs of load each.

Silly things to do on a Cyclemotor

Peter Moore

Sunday September 26 was the day of the Granadaland Section Ribble Valley Run. Unfortunately I could not take part, since I had been “volunteered” to be half of the backup and support team for two of the Prodigal Offspring as they disported themselves in the Salford Docks as part of the delayed and relocated (from Windermere) British Gas Great North Swim – brave or just foolhardy? However, the Run had been advertised to be “cyclemotor friendly” but I knew that its route included the climb of Waddington Fell., North West of Clitheroe. Now I know this road, and it ain’t friendly. This climb regularly features in Proper Cycle Races including the Tour of Britain, and is apparently listed as a Category 1 ascent. It’s more than a mile at an average 13% gradient, but there are many bits a lot steeper than this - just when you think you’ve got a rhythm going, the hill rears up and punches you in the lungs! So, Saturday September 25, Lynne’s gone out for the afternoon, the sun’s shining – I think I’ll have a go!



Load the bike onto the carrier, drive to Waddington Village, mount up and go – that’s the Plan – and back home before I’m missed. If we fail to make it, just keep quiet and no-one need know! So began the sneaky raid on Waddington Fell ahead of the Granadaland crew. Well, me and the Sachs Mighty Midget (30cc, 0.5 kW) did make it at the expense of a lot of Heavy Pedal Assistance, and we have the photos to prove it. But, Good Grief, it was hard work – and chilly (11°C). I had a cough afterwards which stayed until the following day, and the Sachs’ centrifugal clutch was none too happy afterwards either, but it seemed to have cured itself after a day’s rest.

The frame in which the Saxonette wheel is mounted is a Schwinn mountain bike but retaining the standard 18 tooth single sprocket freewheel which came with the wheel when separated from its original Dutch Spartamet host. So the only gears available were the three provided by the triple front chainring – which are not ideally spaced for serious hillclimbing! I was surprised at the ability of this little motor to “dig-in” and pull at low speed, but think I found the speed, and held it for some considerable time, at which the centrifugal clutch begins to loosen its grip! As for the Run Proper, I expect it is well written-up elsewhere, but I gather that no one was fooled by the advert, and they all turned out on mopeds or autocycles. I hear that 2 nameless autocyclists avoided the Hill altogether by getting lost, and that at least one moped rider reached the top on the end of a tow rope from another rider! So, the little Saxonette claims a point, (in this undeclared contest) as the only cyclemotor to complete the climb that weekend.

Now, what else would be a Silly Thing To Do on a cyclemotor? Try to ride from Side to Side from Lowestoft to St. David’s Head? Funny you should mention that – I think it’s been done...

The Secret Side-to-Side Run™ Peter Moore

(aka “The Gaffer Tape Run”). Derek Ashworth rang Tuesday 27 July to confirm that the Side to Side Run was definitely not going ahead - for a number of reasons, one of which being the loss of Frank as co-organiser due to his suspension from the club. On Thursday 29 July I rang Stuart Metcalfe to commiserate, and lightly asked if we should do it anyway – it seemed a shame to waste the considerable time effort and expense which he had gone to in January and February in compiling the route and then driving it to check it all out – in thick snow on the Western half of the route! There was no plan at this time, but I had the week booked as holiday, and Stuart evidently had no more pressing engagements for the planned week. I was thinking autocycle and moped, minimal back up etc, but that was too easy for Stuart – he always intended to do the run on a cyclemotor.

Stuart rang back after less than an hour’s ruminating. Two men went to their garages 200 miles apart, measured, checked and confirmed that 2 cyclemotors would fit on his carrier on the back of his car. I said I would ring him on Sunday evening 1 August to confirm or not that I had a running cyclemotor, Amos having expired on the Coast to Coast with a snapped bolt and sundry debilitating ailments which would conspire to make a Side to Side run unfeasible.



I repaired to my garage to recombine the scrap which constitutes my Minimotor collection – Stuart repaired to his garage with the arduous

task of deciding which of his well-proven and meticulously prepared machines to use – Winged Wheel or Minimotor. →

He chose the Minimotor. I bought some bolts, filed and fettled, and sorted the clamping arrangements, delved into a Tesco bag which Andy Speak had given me and fished out an untried motor which looked fine after a going-over with a wire brush, assembled it to a clean tank, known carb. and newly rebuilt mag, and away we went. Just tyres to fit, a few test runs and that should do it. I phoned Stuart Sunday evening – we're on. Now to arrange some accommodation, with 5 days to go. By Wednesday we had that sorted between us and had arranged to meet near Cambridge on Saturday 7 August. It was during the phone conversation on Wednesday 4 August that we found that we had spoken only to each other about this trip – no one else was aware. Thus the adventure became the Secret Side to Side™, with an element of juvenile pleasure, but also, as a member of the ECP Group later so pertinently observed, if it all went horribly wrong, no-one need ever know!

Did I mention tyres? Ah yes. I'd bought a pair of new old stock Avon Roadster tyres 3 years ago, and had not unwrapped them, just put them to one side for another day. That day had arrived – or, I used what I had, with no time to source obsolete 28" x 1½" replacements. I decided not to think about when Avon last made bicycle tyres! No sooner had I completed a short test run on Thursday evening, than it was time to dismantle Amos into a bicycle and kit of bits once more so that it would fit on Stuart's carrier at the weekend. A tray full of spares (motor, mag, carb, gaskets, jets, keys, tools, etc., you know – all the things you should not leave home without) and we're ready to go. Saturday afternoon 7 August we meet up at Lynne's cousin's near Cambridge for afternoon tea and biscuits in the conservatory, and then we're off on the 2½ hour drive to Lowestoft. Put bikes in garage at rear of my B&B and assemble Amos during an intense thunderstorm. Then off to the Pakenham St. Fish and Chip shop favoured by the locals, a pint of shandy and bed. Slept well!

THE RUN

Sunday dawned grey, damp, but no longer raining, and we were away by around 9 a.m. buzzing through the quiet streets to our start point – a car park by a sea wall, approached via the nether regions of a small industrial area. Lowestoft doesn't seem to make much of its Easternmost Point feature. Photo taken we sped away, only to be held up for what seemed like a quarter of an hour at the first set of traffic lights! But things quickly got better – the sun came out, we left habitation, and spent most of the rest of the day on Stuart's favourite roads, single track preferably with grass growing up the middle. Suffolk is a lovely, flat county, and we saw quite a bit of it winding our way across toward Newmarket and the border. Familiar names and signs kept cropping up, Horham, Framlingham, EATM, Cake Street. It's easy to see why cyclemotors were and are popular over there. We saw big fields, some of wheat, some

with pigs in little Nissen huts, and there were free range hens everywhere. Lots of villages on Stuart's route, seemingly all with their own village hall. You got a sense that the pace of life hasn't changed much, so buzzing through at 20 mph seemed appropriate. We stopped for coffee and toasties in Eye, the largest place we had come to, and even that didn't merit capitals or bold type in the atlas! We covered 106 miles today, just to ease ourselves into the Run. It was deceptively easy....

Day 2 Monday 9 August was to be a gentle day, just 80 miles through Cambridgeshire to Buckinghamshire pausing for lunch with my mate Jim in Bedfordshire, so we set off late after a second breakfast in the Cambridge conservatory, and paused for a photo outside the Fulbourn Scout Hut. I couldn't remember why this was important, but later research indicates that this was a meeting point for the NACC Cambridgeshire Section some years ago – so Strangers passing through Town just had to mark the territory! We stopped at Potton for coffee on the pavement in the Square, basking in the sunshine when a gust of windblew Stuart's bike over and caused him to sprint across the road in a manner fit to impress the crowd at a Le Mans Start.

No damage done aside from Stuart's annoyance and a dent in the Wipac cover. Mugs of tea and cheese sandwiches later in the afternoon at Jim's, and a test for Stuart. What has Jim got hidden under the car covers at the side of his house? Guess the outline. The TVR 3000m was no problem, but the Rochdale Olympic eluded him, but he was close! Our route took us smoothly into Woburn Safari Park at tea time, and to have stags running alongside us as we went through was a treat. We spent the night in the village pub at Drayton Parslow, - Blues on the jukebox, and extra gravy with his pie for Stuart (rather more than he was expecting!). A good day.

Somewhere in Cambs



Day 3 Tuesday 10 August –

this was to be a long day – seven counties (count them – Buckinghamshire, Northamptonshire, Oxfordshire, Warwickshire, Gloucestershire, Worcestershire, Herefordshire), and another 100 miles in the day, eventually to arrive in Ledbury and the best B&B in the world ever – but I won't tell you where it is! I should have remembered from the End to End Run in 2008 that Stuart Likes Hills – the words Malvern, and Black Mountains on the map and the route sheet should have warned me. It was a long day. This was where the trip got serious. There were Events, dear boy, Events. Did I mention tyres.....? And I still haven't told you why it became known as the Gaffer Tape Run. Read on, gentle reader...in the next issue.

Somewhere off-limits in Buckinghamshire



Its Roger McGain...Again...

la chalk et le fromage

We, who are dedicated and irrepressible autojumblers, need all the help and support to curb our obsession, as it surely can get out of hand. I was reminded of this recently at a Friday evening meal with some friends, where I had the good fortune to be seated next to a good-looking lady, and who was recently divorced. Having myself avoided marriage in the same way that a cyclist avoids a hole in the road, I paid particular attention as she told me about her matrimonial “buckled wheel”, so to speak. The conversation, and the bubbly wine, sparkled. It transpired that her ex husband was a keen motorcyclist, and that during their marriage he would spend all his time “fiddling around” with his “bikes and his junk”, and would “disappear at weekends to autojumbles”. It reached the point, she said, where she had had enough, and she had given him the fearful ultimatum: “Either the Autojumbles go, or I do!”. A dangerous gambit I would have thought!

There’s an autojumble at Audruicq, in February. Each year, along with a few other stalwarts, I travel to this delightful little autojumble, just over the water, in Northern France. I try to visit as many autojumbles as possible in the year, both in France, and here in UK. To the observant eye, (autojumbblers usually dress in dark clothes, and tend to blend in with the “junk”).....

I may be seen lurking around stalls on a Saturday, at Stafford, Kempton, Uttoxeter, Cheltenham, Ardingly, Newark, Rufforth, Perth, Shepton Mallet, Beaulieu, Garstang, Malvern... to name but a few. However...Back to the story. I lavishly sympathised with the lady about her inconsiderate and selfish husband, and said that I found it very hard to understand why he would want to lose such a charming wife. She then asked me what I did with myself in my spare time.

Without much thinking, and with shameless honesty, I said that I was particularly interested in learning all about the *Busy Bee...but I realised immediately the extremely dangerous territory into which I was straying. With shameful disingenuousness, I continued. “Er...Bees are fascinating, you know, and so busy! Yes...Bees... They...er... (pause) set off in search of pollen, and travel great distances just to find some. When they find what they are looking for, they come racing back, to add their “little bit” to the “greater whole”. They excitedly tell all their fellow Bees about their find, by wiggling their wings and jumping up and down. They work very hard day and night on their project of building the hive, when they’re not out gathering. Nothing can sway their devotion to the task...It is amazing!” “So you’re interested in bee keeping...How very interesting”. “Er...Yes. Very...But I’m going to have to leave shortly, I’ve got to get up early tomorrow.”

Life can be very tough at times.

**Busy Bee. A cyclemotor marketed by Braid Bros. in the early 1950’s, and sold as a set of castings, for fabrication by the Home/Model Engineer. Ed.*



The Mobyette “Moby” F2 Autocyclus

October’s Buzzing front cover aroused a certain amount of interest, if I may put it in those terms... not only because of the lovely Mélodie but also the mysterious machine she was supporting. As correctly identified by several members, it is one of two Motobécane Moby F2 prototypes from 1972, which were devised by chief designer Éric Jaulmes to be easily separated into two halves for stowing in a car boot, yet another attempt to accommodate car commuters which foundered, this time even before becoming productionised.

The frame was made of steel pressings which look very like they came from the Cady and the engine almost certainly had Cady M1 parts in its makeup even though it looks like a straight crib from the VéloVap. The clever folding pedals were also nicked from the folding Cady M1P, the “Plicady” made from 1967 to 1971. According to Franck Méneret the ugly alloy handle above the headlamp served to lift the motor off the wheel, while Patrick Barrabès suggests the engine was fixed and the handle was for ease of lifting the engine & front wheel assembly into your car boot.



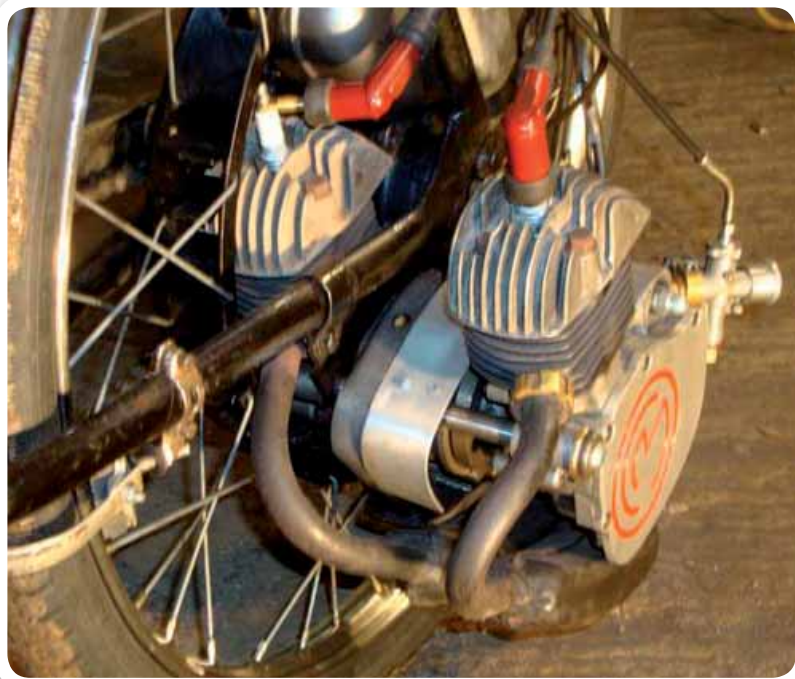
Left - the F2 fitted in stowage bags and could just about be carried in the front of a Renault Dauphine- an out-of-production car by 1972, it was meant to show the F2 would fit into a notoriously shallow boot. The exhaust system shown above is more production-like than the alloy drum affair of the second prototype. The F2 seemed like a good idea but Éric Jaulmes probably looked at other folding bikes (Plicady, PliSolex etc.) and realised it would never be made in serious numbers so abandoned the project. Both prototypes survive to this day.

Grateful thanks to Patrick Barrabès for the photos.



The 65cc Cyclemaster Twin

Philip Crowder



By the mid 1950s clip-on cycle motors were being superseded by more substantial mopeds. Could the decline have been slowed by further development in tuning or multi speeds as in the various Cyclemasters constructed by my son Peter? Or maybe there is another way. My own thoughts while vacantly gazing at the TV were of increased capacity not just for speed but tractability and less LPA. 43 CC is about the maximum the Cyclemaster can be bored and stroked out to, so I dreamt up the idea of two engines legally connected but still located in the wheel as nature intended.

The standard Cyclemaster is disc valved, with its output shaft driving away from the wheel then by chain to a clutch to a final drive within the wheel. I sketched an additional 32cc engine with transmission cut away mounted outside the normal 32cc engine but coupled with two half flywheels, Ignition by coil and electronic trigger from this coupling and to reduce width no flywheel magneto. Final drive ratio increased by 20%, twin carb's and twin exhausts. The outer engine would require a longer crankshaft to come out through the disc valve chamber and seal housing. The inner engine crankshaft shortened for its half flywheel. The advantage of having an engine either side of the primary chain is that crankshafts are not in series and therefore the last big end assembly before output does not have to withstand the twisting from the power of the second cylinder. The final drive and clutch is robust enough to take a great deal more power, transmission losses being shared by two engines smoothly giving two firing strokes per rev.

I began with a hacksaw one engine had its transmission cut away leaving the mounting bosses and clutch operating area for tie rods spacers and the one fixed joining bracket. The outer engine had a complete new crankshaft made, such that it extended through a new seal on the disc valve case.

I began with a hacksaw one engine had its transmission cut away leaving the mounting bosses and clutch operating area for tie rods spacers and the one fixed joining bracket. The outer engine had a complete new crankshaft made, such that it extended through a new seal on the disc valve case. A half pin coupling fitted to its taper with key and nut mounted on its end, facing the inner engine which had a modified shaft holding another half pin coupling including a dovetailed ring to carry trigger blocks adjustable 360 degrees. The fixed bracket carries the electronic sensor triggered twice per rev giving a firing at both top and bottom in each cylinder. This comes from a twin coil and total loss battery held in the basket. Timing and advance being set by moving blocks on the coupling rim and locking by two grub screws. Timing can be checked with a stroboscope and adjustments made. The Boyer ignition is a 180 deg two stroke racing set, this allows for running without a normal flywheel magneto condenser and contact breakers making the twin only 70mm wider than a standard Cyclemaster and, ignoring the battery, 5 lbs heavier.

Two new exhausts were made one standard one a different front pipe. Two scrap Amal carburetors were repaired and bell mouths turned. Peter reassembled both engines ready for fitting to the Humber side made Hopper bike.

Cables, fuel pipes and a myriad of little simple but time consuming bits were made and all prepared ready for the unknown. Would it work at all as both engines probably hadn't run for 40 years? Would firing in the crankcases take place with the second ignition around BDC? Would there be vibration caused by no large flywheel to damp rocking couples? Would I be pronounced insane? Well! Fuel in and switch the ignition on. Spin the wheel, nothing. Spin again just a faint ch, ch. Eventually, with chokes closed it ran. Not well, but it did run. The various documents were obtained, dating cert, MOT, insurance and registration application posted off to the DVLA. In the mean time it made its first appearance and was fired up at the Yorkshire Ton. The timing was out and mixture strength looked rich but the more it ran the better as presumably the rings, piston, disc valve and crankshafts bedded in.

(to be concluded in February's Buzzing)



A Moped Worktable

Rod Fryatt

Adjusting the points on my Honda PF50 was the last straw. I tried to do it lying on the ground, got cramp in my leg and couldn't get up for ten minutes. There is no doubt, if servicing a moped is to be a regular occupation, some means has to be found of bringing it up to a sensible height. A trawl around the internet brought a selection of fine hydraulic lifting tables proudly claiming to be able to handle a Harley Davidson or Honda Lead Wing and all costing hundreds of pounds. Further probing into various biker forums brought a very promising DIY design using plywood. Still over engineered for my purpose, I set about redesigning it on the same principle to produce the simplest and cheapest possible solution to take a moped of no more than about 100lb.

The only skill needed to make this is the ability to saw straight. I skill I do not possess but I do have a very good friend who is a cabinet-maker and he cut it out for me. All you need to purchase is one sheet of half inch plywood.

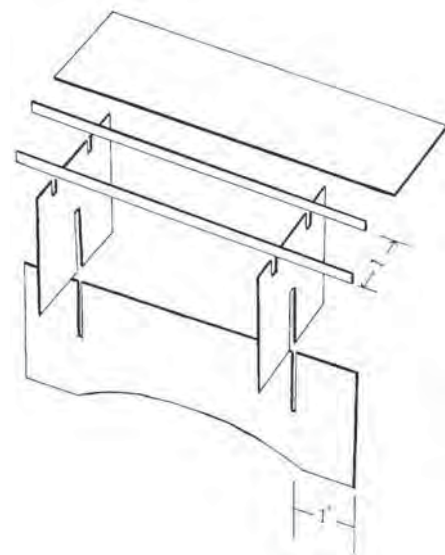
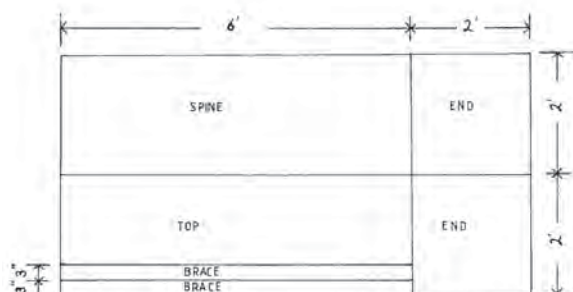
This comes in sheets 8 feet by 4 feet. Best to get marine grade that won't mind getting wet. Cost will be between £30 - £35. First saw it into six pieces as shown in fig.1. Take the two squares that I have called "ends" cut a half inch slot in them half way along one side extending exactly half way through the square. Now cut two slots in the opposite sides six inches from the corners extending just 3 inches deep. These are for the "braces". Now take the "spine" and cut two half inch slots each one foot from the end, extending half way through the board. The curved cut-out at the bottom of the spine is optional but it will help with stability if your floor is at all uneven.



To assemble, stand the spine with slots uppermost, holding it between your legs. Slot the first end piece onto it and it will stand up. The rest is obvious from looking at fig.2. A further refinement I have not shown is to screw a couple of battens or blocks to the underside of the table top to prevent it shifting when putting the bike on. If you always have a second pair of hands on call the bike can be simply lifted on. If not, make a simple ramp as I have, using a four inch plank at least six feet long with battens nailed along the side.

My ramp just latches on to the table top with a couple of large nails used as pegs in holes but it will shortly be modified with steel brackets to make a better junction, as the exhaust bottoms as it is .

In spite of my crude ramp it is easy to run a bike up and lift it onto the stand single handed. Don't try putting a proper motorcycle on it though as I am sure it would not be strong enough! When not in use it can be dismantled in a minute and stored flat against the wall.



BOOK REVIEWS 'Bookworm'



Villiers- Everybody's Engine Rob Carrick & Mick Walker

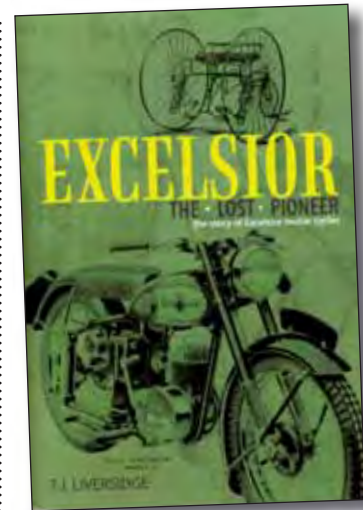
There have been other books on the history of Britain's premier proprietary engine maker, Villiers of Wolverhampton, but none to date as complete as this one. Written by co-authors Rob Carrick, acknowledged expert on Villiers engines, and the prolific and very versatile author Mick Walker, it is a wonderfully informative work which publishes, probably for the first time, a truly comprehensive 18-page listing, compiled by John Wood, of the enormously complex and

almost random Villiers engine numbering system. Various other appendices also list engine classifications, Industrial engine classifications, a listing of all known Villiers motorcycle power unit users worldwide and Industrial power unit users in Britain.

Carrick and Walker recount the beginnings of what was to become an enormous industrial empire founded in Wolverhampton by John Marston who in 1851 began an eight year apprenticeship to learn the trade of Japanning, the art of applying many coats of high-gloss paint to achieve exceptional depth of colour. Marston, disenchanted with the crudity and lack of different frame-sizes available for contemporary pedal-cycles (he had short legs), commissioned his Works Foreman Willam Newell to build a custom-made bicycle. The proved so superior to anything else on the market that Marston initiated production of the Sunbeam Safety Bicycle, a marque which became a byword for quality of construction, materials and of course a fine paint finish. Mass-production of pedals and free-wheels for Sunbeam and other cycle makers quickly followed, Marston having established an independent company which sold only to the trade for the purpose. This policy of independence would last the life of the company until the end came in 1966. Expansion was such that the bicycle manufacturing business had to move to larger premises on Villiers Street, from which the company name was taken.

The book then traces Villiers' first forays into motorcycle manufacture before Marston and his MD, Frank Farrer recognised there was a living to be made by producing a range of engines (initially four-stroke but from 1913 entirely two-stroke) suitable for the growing number of small-scale motorcycle assemblers concentrated around Coventry, Wolverhampton and Birmingham. Few of these had the means to design and develop their own engines, so Villiers' range of off-the-shelf engines was a Godsend. "Production of a simple-type, low cost engine; to open up a large market for a very cheap motorcycle within the pocket of the working man" was the design brief, so ably confirmed by fifty-five years production of over three million engines. Villiers, Everybody's Engine is superbly illustrated with a huge number of period photos and drawings and the extraordinary variety of manufacturers using Villiers engines well detailed, including potted histories of many of them. Competition successes

are also studied. So if you have a Villiers-engined motorcycle, microcar, lawnmower, Allen-scythe or fire-pump engine this is an invaluable informative history, whatever your favourite marque. Published by Redline Books at £29.95, ISBN 978-0-9555278-4-5, order online from www.redlinebooks.co.uk or from any good bookshop.



Excelsior- the Lost Pioneer

Following on from October's issue of Buzzing where Terry Liversidge offered proof copies of his book "Excelsior, the Lost Pioneer", Bookworm has now had the chance to read this work thoroughly and very interesting it is too. This is the full Excelsior story from the very beginning when Messrs. Bayliss & Thomas set up a bicycle-making business from a row of three converted cottages on Much Park Street, Coventry, in 1874. Taking full advantage of the popularity of anything with two or three wheels the company grew rapidly and had to move, to a new purpose-built factory at 80 Lower Ford Street, Coventry, which would remain the home of Excelsior for 40 years until the company's demise in 1964.

Motorcycles were brought in by 1896 and were well known from early days as being of superior engineering quality, models ranged from 147cc two-strokes to 976cc vee-twin four-strokes. Excelsior won the Isle of Man TT in 1933 but times were hard post-Wall Street Crash and so the company joined others in designing a cheap utility model, the Excelsior Autobyk, launched in 1937. The company was also responsible for the WW2 parachute-drop military scooter, the Welbike with a Villiers JDL engine. Post-WW2 Excelsior resumed production of the Autobyk and was one of very few autocytle makers to use their own engines rather than a Villiers JDL or 2F. Terry Liversidge tells of Excelsior's successes and failures through the 1950's until 1964, when the company was taken down by a combination of Berkeley cars financial travails and the Japanese motorcycle invasion. This is a book written for enthusiasts by an enthusiast and is factually excellent, though it does contain spelling and syntax errors, but is very good value at £7.99 including postage. Order direct from Terry at 22 Pounds Park, Bere Alston, Devon PL20 7AY. published by Author House, ISBN 978-1-4490-7678-8