

Journal of the National Autocycle & Cyclomotor Club Ltd.

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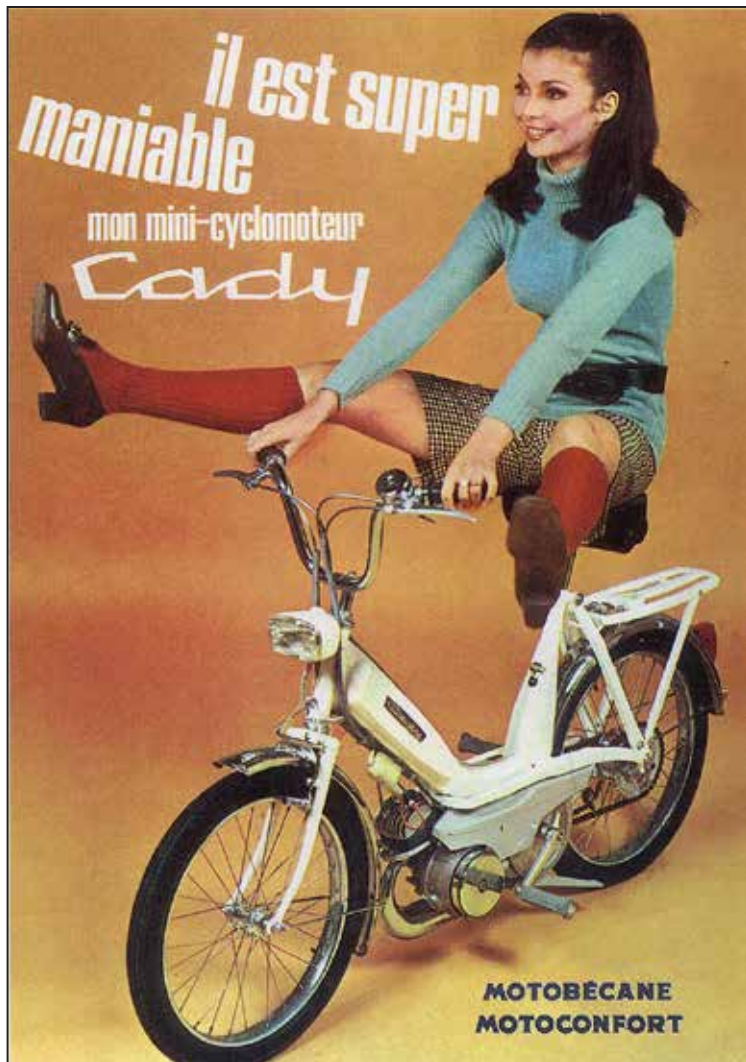
Buzzing Club®



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The National Autocycle & Cyclemotor Club Ltd.
A company limited by guarantee.
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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 Items for inclusion in June 2015's mag to reach Buzzing Production no later than Friday 15th May 2015.

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Very sixties publicity photo for the Motobécane M1PR Cady aimed at teenagers. Introduced in 1965, the Cady was a complete departure from the massively successful big Mobylette, being smaller, lower (16in. wheels), lighter (27kg) and cheaper- so cheap that VéloSolex customers switched to a Cady and hastened the end of the old Solex 3800. Later Cadys had telescopic front forks and a folding version was made, but few sold. The Cady got the chop in August 1977 as it had neither sold in huge numbers nor made much profit for Motobécane. (Thanks to Mike Wood for the photo)

Club Information

Membership

Membership of the NACC in the UK costs £11.00 a year plus a £3 joining fee for new or lapsed members. Associate Membership costs is £3 in addition to the full membership fee. Application forms are available from the Membership Secretary (see previous page). European membership costs £13.00 and the rest of the world £17.00 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** and 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 Sjællands 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.

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Events Calendar

Don't Forget!

If you want to organise a club-permit event and wish information to appear in Buzzing in time, please write to the Events Secretary at least 2 months prior. Application forms can be downloaded from the NACC website. Events organised at short notice (min 28 days), apply via email or in writing to Events Secretary David Beare to ensure issue of a permit. We'll publish details of a short-notice event on the NACC website as publishing deadlines may make it impossible to advise members via Buzzing. Signing-on sheets must be returned within 14 days of holding the event. The rule for riding on NACC events is **no membership card- no ride**. Those who cannot produce a valid card have to pay a day membership fee. All participants must personally sign the official sign-on sheet issued by the Events Secretary. Events shown in **BOLD** on the next page are official NACC events, those not shown in bold are non-NACC events which may require a day membership, unless you have dual-nationality....

EVENTS CALENDAR 2015

- April 5** The South Wales Welsh Run, from Castle Street car park, Abergavenny NP75EE, call Philippa on 01873 858344 for details
- April 12** Shropshire Buzz'ards Derwen Coffee Shop Run (ex-Betty's Tea Rooms), 40 miles from Corbet Arms PH, Uffington SY4 4SN, info from David Flye on 01743 248951
- April 12** East Surrey Section North Downs Run, Edenbridge Leisure Centre, Wellingtonia Way, Edenbridge TN8 5LU, call Martin or Sharon on 01883 626853 or 07774562085
- April 12** East Yorkshire Section Waterways Museum Run, 10am from Dutch River Side, Goole TN14 5TB, call Terry Snow on 01405 720506 for details
- April 13-16** Wirral Wobblers Viking Run on the Isle of Man, four-day visit, a ride round the IOM TT course & other trips, details in Section News or from Ted on 0151 648 5598
- April 19** N. Wilts Red Bull Run, Red Bull PH, Sherston Road, Malmesbury SN16 0RA, contact Richard Woodbridge on 01793 770862 for details
- April 19** N. Ireland East Coast Run, from Halfway House Hotel, 352 Coast Rd, Ballygally BT40 2RA, contact Don Ferguson on 07802 691169 for details
- April 19** South Hampshire Section 5th Spring Run, from The Alma PH, Winchester Rd. Lower Upham SO32 1HE, call Bryan Norton on 02380 343093 or 07866 348032
- April 19** Notts & Derby Section Spring Road Run, for details of venue and run please contact John on 01283 511339 or Mark on 0115 930 9259
- April 25-26** Classic Bike Show, Stafford Showground, Stafford ST18 0BD, S.Staffs Section organise the NACC stand, call Bob Terry on 01902 842198 for details
- April 26** ECP "Drive It Day" Road Run, from Wickham Market Square, Wickham Market IP13 0EH, call Carl on 01728 621096 for more info
- April 26** VMCC Cyclemotor Section The Nasty Run, Rising Sun, Halls Green, Weston SG4 7DR, call Roger on 01582 700699 or 07791 950461 for more info
- April 26** Somerset & Avon Section Severn Vale Saunter, The Salutation PH, Ham nr Berkeley, GL13 9QH. Start 10.30, 30 miles, details Rod Western 07778 704097.
- May 3** N. Ireland Mopeds in May Run, from The Planters Tavern, 4 Banbridge Road, Waringstown BT66 7QA, call Kenny Davison on 07999 753154 or 02838 341717
- May 3** Wirral Wobblers The Viking Run, 10am from the Wheatsheaf Inn, Raby Mere Road, CH63 4JH, contact Pete Nolan on 0151 632 4050 for details
- May 3** Central Scotland Section Oatridge Farm Open Day, Oatridge College, Ecclesmachan Broxburne EH52 6NH, call Alan Luty on 01383 824378 for info
- May 4** VMCC Cyclemotor Section May Bug Buzz, from The Swan PH, Radcot Bridge OX 18 2SX, call Alan on 01494 532172 for info
- May 10** Shropshire Buzz'ards A Wing & A Prayer Run to Sleaf Airfield, 11.00 start from Corbet Arms, Uffington SY4 4SN, info from David Flye on 01743 248951
- May 10** N. Wilts Merkins Cafe Run, Merkins Cafe, Merins Farm, Rushey Lane, Bradford Leigh BA15 2RW, contact Richard Woodbridge on 01793 770862 for details
- May 10** East Surrey Section South Downs Run, Civic Approach carpark, High Street, Uckfield TN22 1AR, call Martin or Sharon on 01883 626853 or 07774562085 for info
- May 17** ECP Rackheath Vintage Fayre, Rackheath Village Hall, Green Lane West, Rackheath, nr. Norwich NR13 6LT, call Carl on 01728 621096 for more info
- May 24** N. Ireland Markethill Run, Sally McNally's Restaurant, 91 Markethill Rd, Portadown BT62 3HS, call Jacqueline Sinnamon on 07502 336925 or 028 38399948
- May 24** Somerset & Avon Section West Wilts Wander, The Fox & Hounds PH, Acton Turville GL9 1HW, start 10.30, 30 miles, details Rod Western 07778 704097.

- May 17 VMCC Cyclemotor Section The Postcombe Run, England's Rose PH, Postcombe OX9 7DP, call Alan on 01494 532172 for details
- May 30-31 **Thunderfest, Trac Mon Anglesey Race Circuit LL63 5TF, NACC stand & display, for more details and to display a bike call Dave Beare on 01686 669811**
- May 31 **Wirral Wobblers Welsh Mountain Challenge, 10am from The Moors PH, LL11 5YL, over the Horseshoe Pass, contact Ted Bemand on 0151 6485598 for details.**
- June 7 **Shropshire Buzz'ards Stream to Stream Run, from Corbet Arms PH, Uffington SY4 4SN to Carding Mill Valley, 30+ miles, info from David Flye on 01743 248951**
- June 7 **Devon Autocyclists Buzzing to Bickleigh Run, from Pinhoe, Exeter EX4 9EY with a stop at Bickleigh Mill, call Roy & Theresa on 01392 469451 for details**
- June 7 24th Rando Cyclos at Sars Poteries, F59216, the NACC's annual trip to France, booking forms usually arrive late April, contact Dave Beare on 01686 669811 for details
- June 14 **N. Wilts Swindon & Cricklade Railway Run, Tadpole Lane, Blunsdon, SN25 2DA, contact Richard Woodbridge on 01793 770862 for details**
- June 14 VMCC Cyclemotor Section The Greenway Run, Stratton Arms PH, Turweston NN13 5JX, call David and Joyce on 01280 848233 for details
- June 20-21 **Yorkshire Section NACC Coast-to-Coast Run; Crimdon Dene, Hartlepool to Whitehaven with overnight stop at Alston, David Casper on 01904 704373 for details**
- June 20 **Thames Valley Section As It Was Buzz- cyclemotors only run-10.30 from The Royal Oak PH, Pewsey SN9 5ES Wilts, call Colin on 01672 562901 for more info.**
- June 21 **Thames Valley Section 16th Odiham Run, 10.30 from The Four Horseshoes PH, Long Sutton RG29 1TA, Hants, call Colin on 01672 562901 for more info**
- June 21 **N. Ireland Portadown Autocycle Run, from Oxford Island, Lough Road Lower, Portadown BT66 6NJ, call John McAloran on 07999 781028 or 02838 332189**
- June 21 **Central Scotland Section Festival of Historic Transport, Scottish Vintage Bus Museum, Lathalmond M90 Comm.Park, KY12 0SJ, info Alan Luty 01383 824378**
- June 24 VMCC Cyclemotor Section Box Hill Revisited, Newdigate Village Hall, Newdigate RH5 5DA, call Lorraine and Derek 0118 9730712, bring own packed lunch
- June 27 **East Coast Pedalers Melton Village Fete, Melton Playing Fields, Melton, Woodbridge IP12 1PD, call Carl Squirrell on 01728 621096 for details & to show a bike**
- July 3-5 **NACC NATIONAL RALLY, Wolverhampton Rugby Club, Castlecroft WV3 8NA, see Feb Buzzing for the entry form or call Bob Terry on 01902 842198 for info**
- July 4-5 **ECP Long Melford Vintage Rally & Camping Weekend, Melford Hall, Long Melford, Sudbury CO10 9AA, call Carl on 01728 621096 for more info**
- July 5 **N. Ireland Ulster Grand Prix Tour Run, Texaco Service Stn, 1 Glenavy Road, Ballinderry Upper BT28 2EU, call Robert Robinson on 07979 223360 for details**
- July 5 VMCC Cyclemotor Section Bikes in Beds, Chequers PH, Yeldon MK44 1AW, call Hugh on 01933 419800 for details
- July 11-12 **Devon Autocyclists Powderham Show Club stand & Chip Shop Run, Powderham Castle, Kenton, Exeter EX6 8JQ, call Roy & Theresa on 01392 469451 for details**
- July 12 **N. Wilts Prince of Wales Run, Prince of Wales PH, Coped Hall, Royal Wootton Bassett SN4 7HT, contact Richard Woodbridge on 01793 770862 for details**
- July 12 **South Staffs Section Route 66 Run, from Bradford Arms PH, Ivetsty Bank ST19 9QT, 10 for 10.30, call Bob Terry on 01902 842198 for info**
- July 18-19 **Kent, Sussex & SE London Section Nick's Summer Camp at Kingsdown Intl. Camping Site, The Avenue, Kingsdown, Kent, CT14 8DU. See Section News for info**
- July 19 **N. Ireland Brown Trout Run, Brown Trout Inn, 209 Agivey Road, Aghadowey, nr. Coleraine BT51 4AD, call John Maconaghie on 07970 642503 or 02871 811258**

- Aug 2 N. Wilts Red Bull Run 2, Red Bull PH, Sherston Road, Malmesbury SN16 0RA, contact Richard Woodbridge on 01793 770862 for details**
- Aug 2 N. Ireland Allen Park Run, Allen Park Golf Club, 45 Castle Park, Antrim BT41 4NA, call Ivan MaConnaughie on 07761 120338 for details**
- Aug 9 VMCC Cyclemotor Section Severn Glide, from Salutation PH, Ham, Berkeley GL13 9QH call Ian on 01453 810929 for details**
- Aug 16 East Surrey Section The Bluebell Run, Horsted Keynes Station, Station Approach, Horsted Keynes RH17 7BB, call Martin or Sharon on 01883 626853 or 07774562085**
- Aug 16 Central Scotland Section Biggar Rally, the Scottish Showfield, Edinburgh Road, Biggar, Lanarkshire, call Alan Luty on 01383 824378 for info**
- Aug 16 VMCC Cyclemotor Section 2nd Wansdyke Run, from The Golden Fleece, Shawn, Melksham SN12 8HB, call Frank on 01225 708743 for details**
- Aug 23 N. Ireland Causeway Coast Run, Royal Court Hotel, 233 Ballybogey Road, Portrush, Co. Antrim BT56 8NF, details from John Maconaghie 07970 642503 or 02871 811258**
- Aug 30 ECP Fifty-Mile road Run, from Horham Community Centre, Horham IP21 5DY, call Carl on 01728 621096 for more information on this event**
- Sept 6 South Hampshire Section Autumn Run, from Sir John Barleycorn PH, Old Romsey Road, Cadnam SO40 2NP, call Bryan Norton on 02380 343093 or 07866 348032**
- Sept 6 Central Scotland Section Oatridge Vintage Rally, Oatridge College, Ecclesmachan, Broxburn EH52 6NH, call Alan Luty on 01383 824378 for info**
- Sept 13 Thames Valley Section Silchester Saunter, from The New Inn PH, Heckfield RG27 0LE, contact Robin Cork on 01252 624006 or email robin_brenda@hotmail.co.uk**
- Sept 13 N. Ireland Section Five Corners Run, Five Corners Bar & Restaurant, 249 Rashee Road, Ballyclare BT39 9JN, call Trevor Kirk on 07801 414644 for details**
- Sept 13 VMCC Cyclemotor Section The Lakes Run, Manor Farm Tea Rooms, N. Widecombe, Bishops Sutton BS40 6HW, call Alan on 01179 712587 for details**
- Sept 19-20 ECP Grand Henham Steam Rally Display & Road Run, at Henham Park, near Southwold NR34 8AN, call Carl on 01728 621096 for more information**
- Sept 20 N. Wilts Section Horse & Jockey Run, Horse & Jockey PH, Stanford in the Vale, Faringdon SN7 8NN, contact Richard Woodbridge on 01793 770862 for details**
- Sept 20 South Staffs Section Late Summer Cruise, from Bradford Arms PH, Ivetsy Bank ST19 9QT, 10 for 10.30, call Bob Terry on 01902 842198 for info.**
- Sept 20 Annual NSU Quickly get-together at Milton Keynes Museum transport rally, McConnell Drive, Wolverton MK12 5EL, contact Roger Worton on 01908 314797 for info**
- Sept 26-27 Kent, Sussex & SE London Section Headcorn Aerodrome weekend at Headcorn Aerodrome, Headcorn, Ashford, Kent, TN27 9HX. See Section News for details**
- Sept 27 N. Ireland Section Ards Peninsula Run, from Donhadée Harbour BT21 0HE, call Raymond Dunwoody on 0771 3625784 for details**
- Oct 4 East Yorkshire Section Waterways Museum Run, 10am from Dutch River Side, Goole TN14 5TB, call Terry Snow on 01405 720506 for details**
- Oct 4 VMCC Cyclemotor Section 100-Mile Run, from Quainton Memorial Hall, Station Road, Quainton, Bucks HP22 4BW, event organiser tba, call Alan on 01179 712587 meanwhile**
- Oct 11 N. Wilts Red Bull Run III, Red Bull PH, Sherston Road, Malmesbury SN16 0RA, contact Richard Woodbridge on 01793 770862 for details**
- Oct 11 East Coast Pedalers Jim's Jaunt, from Wickham Market Square, IP13 0RA, 11am a run to the Ipswich Transport Museum. Call Carl Squirrell on 01728 621096**
- Oct 17-18 Classic Mechanics Show at Stafford Showground, Stafford ST18 0BD, S. Staffs Section organise the NACC stand, call Dave Beare on 01686 669811 to show a bike**

- Oct 31 East Yorkshire Section The Courtyard Show, The Courtyard, Boothferry Road, Goole DN14 6AE, call Terry Snow on 01405 720506 for details**
- Nov 1 Devon Autocyclists Devon Dipper Run, from Pinhoe, Exeter EX4 9EY, to the White Horse, Sidmouth Rd. call Roy & Theresa on 01392 469451 for details**
- Nov 15 VMCC Cyclemotor Section Peacehaven Farm Run & AGM, Peacehaven Farm, Ickford. HP18 9JE, call Alan on 01494 532172 for info**
- Dec 27 ECP Cold Turkey Road Run, from 5 Tudor Close, Framlingham, Woodbridge, Suffolk IP13 9SL, call Carl on 01728 621096 for more information**
- Dec 27 South Hampshire Twixmas Run, from The Luzborough PH, Botley Road, Romsey SO51 9AA, call Bryan Norton on 02380 343093 or 07866 348032**

Sections News & Contacts

Central Scotland: Alan Luty, 14 Markfield Road, Dalgety Bay, Fife KY11 9NR 01383 824378 or e-mail to alan.luty@gmail.com. We are going to do a few local runs if the weather holds fine, so please contact me if you would be interested or with any ideas of your own. **Alan**

Devon Autocyclists: Our monthly meeting will be at The Star Inn, Old Liverton Rd, Liverton, Newton Abbot, TQ12 6EZ. on the first Thursday of each month at 7.30pm. Contact Roy & Theresa Best on 01392 469451 or email roy@devonautocyclists.co.uk. website is www.devonautocyclists.co.uk Time seems to be flying again so new dates in the diary for Buzzing to Bickleigh 7th June, Powderham 11th & 12th July and the 8th Devon Dipper Run 1st November. Powderham entries will be going out soon so would be good to have a few more entries and a few more people if possible to help on the Saturday and Sunday with the public. If you are interested in exhibiting some bikes please get in touch with me so as I can send some details to you. Just had a good weekend up at the Bristol Show with Rod Western on the club stand, great weekend meeting up with people not seen since last year. As always bikes turn up that I have never seen before including the VeloSolex 6000 shaft driven moped. The Valleytines run was a great success for Pete & Shani with nearly the record of 14 riders one way or the other, they seem to come and go then go and come, plenty of things going on and absolutely brilliant weather. I am trying to get the web site updated soon as Gary has a busy life so may have to barter a bit. Pleased to see some new members coming along for the rides and meetings. **Roy**

Dorset Section: Keith Starks, tel. 01202 605112 or email keith-starks@tiscali.co.uk. The Dorset Section meets on the first Monday of the month at 8pm at The Vine Inn, Pamphill, Wimborne, Dorset. We are always keen to welcome new members to our meetings, which are most informal and a good excuse for a Noggin and Natter. Please come along and join us. **Keith**

East Coast Pedalers: Carl Squirrel, 01728 621096 and Roly Scarce 01728 723927, email: eastcoastpedalers@hotmail.com. Carl is at 5 Tudor Close, Brook Lane, Framlingham IP13 9SL, Suffolk. Firstly many thanks to Mark Gibb and his family for taking over the organisation of the Cold Turkey run; despite (or because) of our enforced absence there was a good attendance and everyone had an enjoyable day. Debbie and myself soon got back into the swing of things and our D Day run was very successful. A couple of extra dates for our busy 2015 year: June 27th - Melton Village Fete and October 11th - Jim's Jaunt, details of both events will be in the Calendar section of Buzzing. Our Summer evening runs will start on May 13th, meet for a 7pm start at Horham Community Centre, no volunteers for June and July as yet but August is confirmed as the 12th - starting at Needham Lake. (contd.)

The Grand Henham Steam Rally has been moved to ---- Ipswich !... this year, not sure if we will still have a display as yet, further updates will be in the next issue of Buzzing once we receive further details from the organisers. As space is tight this time round I will keep things short and sweet so will end things here. **Carl**

East Surrey: Martin & Sharon Wikner, 54 Dane Road, Warlingham, Surrey CR6 9NP Tel: 01883 626853 or 07774 562085, email martin.wikner@yahoo.com We meet on the last Wednesday of the month at the Horseshoe PH, Farleigh Road, Warlingham CR6 9EG at 8pm, if you are coming along please phone or mail. Our sections first event of the season is The North Downs Run which is held on 5th April, we do hope that all our regulars attend this event as well as hopefully a lot of new faces. Do remember all bikes are welcome at our section's events and our runs are conducted at a speed that is very Cyclemotor-friendly. During the riding season we will be holding informal ride-outs and by the time you read this we will have taken part and followed some of The Pioneer Run and visited the Ardingly Classic Bike Show. In September hopefully we will be attending the Edenbridge Motor Show with a selection of bikes on display. All our regular attendees will be e-mailed as to what we are up to. Don't forget our section's newsletter is full of news and interesting topics. So if you would like to receive this literary masterpiece please get in contact, remember you don't just have to live in the South East to enjoy this read. Safe riding. **Martin & Sharon**

East Yorkshire Section: New Section! Terry Snow has established a new Section covering the area north of the Humber Estuary. Runs and events planned for this year are: April 12th, the Waterways Museum, a laid back, nattering with Joe public day in good company with lots of vintage bikes and owners at an attractive venue. 10.00 to 16.00. Waterways Museum, Dutch River Side, Goole. DN14 5TB. Sunday 4th October another event at the same venue and same time, and Saturday 31st October, an unusual Hornby, Dinky and Meccano toy exhibition organised by an NACC member. We would like to enhance the show with a display of two wheeled tiddlers. All proceeds will go to Yorkshire Cancer Relief. A pleasant day for a good cause. The Courtyard, Boothferry Road, Goole DN14 6AE. Contact Terry at 7 Jacksonville, Goole DN14 6JZ, E. Yorks, tel 01405 720506 or email hellspeds@hotmail.com

Essex Section: New Section! Moses (Moe) Burrell has set up a new Section covering Essex. We meet on the last Sunday of every month at 10:30am at The Spar Garage, Cherry Orchard Way, Rochford, Essex SS4 1GP, with good coffee available to warm up before and after a run out. We would be delighted to welcome any members along to our next meeting and look forward to seeing you. Contact Moe on 07950 101976 or email moz251@gmail.com.

Granadaland/Lancashire Hot Pops: The Farmer's Arms PH, Chorley Road, Bispham, nr. Parbold, Lancs L40 3SL is Granadaland's new home. Our meetings are held on the second Wednesday of every month, 8pm start. We welcome your support, for information please contact Mike Hurst on 01695 732492 (he doesn't bite), or Derek Ashworth on 0771 281 4005. **Derek Kent, Sussex & SE. London:** contact Nick Devonport on 07833 623630 or email to nick_devonport@hotmail.com Two events for 2015 already confirmed are: July 18-19, Nick's Summer Camp at Kingsdown International Camping Site, The Avenue, Kingsdown, Kent, CT14 8DU. Charges: £9 per person per night plus £3.50 for the Sunday as we'll be staying beyond chuck-out time for that day. £6 per night electric hook-up if required. Discounted camping rates for under-18s. Good site with usual facilities. Plan: Runs on Saturday lunch time and Sunday morning. Then there's the renowned Headcorn Aerodrome weekend on September 25-26, Headcorn Aerodrome, Headcorn, Ashford, Kent, TN27 9HX Plan: Road runs Saturday after lunch and Sunday morning - 10am for 11am departure please. Plenty to see at the aerodrome, basic camping on site. Phone or email me at the above number/address for more details of these events. **Nick**

Leicestershire Enthusiasts: We meet every second Tuesday of the month at the Queen Victoria Inn, Syston, Leicestershire commencing 7.30pm. Our section contacts are Brian Cooke (Chairman) 0116 2375367, Mike Stanway (Secretary) 077111 44415, Alan Whelband (Treasurer) 07894 059083, Roger Simpson (Events) 07751 826668 and Paul Bodsworth (Events) 07814 035949.

Les Amis du VéloSoleX: Bryan Hollinshead, Rosmeur, F-22300 Tredrez-Locquemeau, France hollinshead.bb@wanadoo.fr

North Herts: Our meetings are held at 7.30pm on the third Tuesday of each month at the Rising Sun PH, 21 Halls Green, Weston, Herts SG4 7DR. Our Section contacts are Peter Lawson on 01438 743515 and Graham Jeffreys on 01438 726840 or email g_jeffreys@hotmail.com

Northern Ireland: contact John Maconaghie at j.maconaghie@btinternet.com or Don Ferguson at macferguson@hotmail.co.uk, or phone 07802 691169 for details of activities. Our program for 2015 was arranged at a well-attended meeting at the end of November. All events are subject to confirmation nearer the time. 19 April- Don Ferguson, Coast road from Ballygally; 3 May- Kenny Davison, Waringstown area; 24 May- Jacqueline Sinnamon / Gordon Crossett, Markethill; 21 June- John McAloran, from Oxford Island, Lough Neagh; 5 July- Robbie Robinson, Portadown / Craigavon area; 19 July- John Maconaghie, Aghadowey, from the Brown Trout Inn; 2 August - Ivan McConnaughie, Antrim area; 23 August-John Maconaghie, Causeway Coast; 6 or 13 Sept-Trevor Kirk, Ballyclare area, from the Five Corners Inn; 27 September- Raymond Dunwoody, Ards peninsula; 18 October- Jim Kirkpatrick, Ballinderry area; ? November- Evening meeting.

North Lincolnshire: Noël Loxley 01469 530678

North of Scotland: Bob Prodder, Meriden, St.Katherines AB51 8TL, 01651 851569, and Gordon Williamson 01343 830127 or gordon.williamson@dsl.pipex.com

North Wiltshire: Our meetings are held on the last Wednesday of each month at the Prince of Wales pub, Wootton Bassett, Wilts, (just 5 mins from J16 of the M4) at 7.30pm. Geoff Brooks, 2 St. Peters Cottages, Kington Langley, Chippenham SN15 5NL, 01249 750743 and Richard Woodbridge, Hafaway House, Hoggs Lane, Purton SN5 4BU, 01793 770862. North Wiltshire.

Richard Woodbridge

Nottinghamshire and Derbyshire: Mark Adams, 0115 930 9252 or John Hook, 01283 511339

S. W. Lincs: David McKenny 01636 684370 or 07956 407216, email d.mckenny87@ntlworld.com please ring for details on our runs. **David**

Shropshire Buzz'ards Section: We will continue to meet in 2015 on the **last Thursday** of the month, at 8.00 pm, at the Corbet Arms, Church Road, Uffington, Shrewsbury, SY4 4SN. **David**

Somerset & Avon: contact Rod Western at 8 Willow Way, Coalpit Heath, Bristol BS36 2SG, email rodwestern@hotmail.co.uk, phone 07778 704097. We will be meeting at the Live & Let Live PH, Clyde Road, Frampton Cotterell BS36 2EF on the 3rd Monday of each month at 8pm. **Rod.**

South Hampshire: Meet at 8pm on the 2nd Monday of each month at the Sir John Barleycorn PH, Old Romsey Road, Cadnam SO40 2NP, just 100yds off Junction 1 of the M27. Contact Bryan or Sylvia Norton on 02380 343093 or Mark Hunt 02380 554134 for events details.

South Staffordshire: Bob Terry 01902 842198 or Keith Walker 01543 579914. We meet at the Bradford Arms on the A5 at Ivetsey Bank, Nr Wheaton Aston, ST19 9QT on the 3rd Wednesday of each month from 8p.m onwards. **Bob.**

Thames Valley Group: Bernard 0118 987 2533, Colin 01672 562901, Derek & Lorraine 0118 973 0712. With the nights drawing out and the shed getting a few degrees warmer we should all be a little excited with the thought of buzzing around the lanes. The 2015 TVG events appear in the calendar of this edition with the AS IT WAS BUZZ on Saturday June 20th and the ODIHAM RUN on Sunday June 21st, which allows a whole weekend of simple pleasure. Camping and B&B are available for anyone wanting to take in both events, with just a one hour drive between the two. The As It Was Buzz is a unique event for Cyclemotors only and the Odiham Run for all NACC type machines with Veteran & Vintage motorcycles always welcome. This year's Silchester Saunter on Sunday September 13th will start as usual from The New Inn PH, Heckfield RG27 0LE, Robin Cork will be in charge as Gilbert has passed the organising on to him. Sunday lunch will be available. Call Robin on 01252 624006 or email robin_brenda@hotmail.co.uk for info. Our monthly meetings continue on the last Thursday of each month at The Swan, Three Mile Cross RG7 1AT, all old and new faces are welcomed. For any other information please call one of the numbers listed here. Safe riding Safe Riding, **Colin**

Val of Glamorgan: We meet every fourth Monday at The Farmers Arms PH at Aberthin, near Cowbridge. With immediate effect my good friend Barry Cooksley will be taking on the role of the Section Contact. Barry is one of the founder members of our Section and has been a stalwart member throughout our history. Can I thank Barry for the help and support he has given me over the years, Barry's input to the Section has been immeasurable. My position as Director and Committee Member to the Club will remain unchanged. Future contact: Barry Cooksley 01446 711103. **Ray.**

VéloSolex Section: Contact Paul Grogan by email at paul@theclassicmoulton.co.uk or by post to 37 Highwood Avenue, Solihull B92 8QY for further information, also see our website at <http://www.velosolexclubuk.com/apps/blog/>.

Warwickshire Auto Cycle Club- WaCceRs: Les Gray, 4 Eastcote Lane, Hampton in Arden, Solihull B92 0AS, 01657 442571 or 07702 815566. website <http://waccers.hopto.org>

Wirral Wobblers: Contacts- Eric on 0151 355 9818, Pete Nolan; 0151 632 4050 (M. 07747 724964) or Ted on 0151 648 5598, email dynazone@gmail.com. We meet on the last Saturday of the month at 12 noon. Once again we are moving our meeting place! As more of our regular riders are from south Wirral/Cheshire/Wales we are shifting our base to the Wheatsheaf Inn, Raby Mere Road, CH63 4JH, 0151 3363416. Probably the oldest thatched roof Inn on the Wirral, it has fine parking, excellent meals and forms a good starting point for our local runs. Located in the middle of the Wirral (lot of small lanes) but can be found easily by coming off the main A41 road near the Tebay Retail park onto Allport Road. That eventually becomes Raby Hall Road, then Raby Mere Road to the Inn, or from Thornton Hough, using Raby Road. Next events, (all 10 for 10.30 start). **Sunday 3rd May**, The Viking Run, a tour of Wirral, mainly low level/no big hills! Contact Pete Nolan 0151 632 4050 for details. **Sunday 31st May**, The Welsh Mountain Challenge, some truly spectacular switch back lanes over Horseshoe Pass/Llangollen. Contact Ted Bemand 0151 6485598 for details.

Worcestershire & Gloucestershire Section: We seem to meet on the second Sunday of the month. Contact Roger Watkinson via email at watkinsons@talktalk.net or call 01684 561623 for up-to-date information on meets.

Yorkshire Section: David Casper 01904 704373 The Yorkshire Section meets on the evening, second Thursday each month at the Waggon & Horses PH at Fairburn just north of Ferrybridge.

News:

An invitation to NACC members- from Phil Pearce of the Barnsley Bikers Motorcycle Club; “We would like to invite the NACC to our Show with Go on 28 June 2015 at Wombwell Stadium, Station Road, Wombwell, Barnsley S73 0BJ, gates open at 9.00am. We have a half mile go-kart track to parade on in classes and we will be awarding prizes in our static show which includes all parade bikes & static entries. Our prices are £5.00 pre book or £7.50 on the day for several sessions Spectators are £2.50. You can pre-book at our website “showwithgo.co.uk” & pay by PayPal or phone Ian on 01226 872389 or 01226 872389. See **show with go** on Youtube for videos. This year we are offering the chance for pre booked groups of six or more the chance to ride together on the track, please indicate this when booking.”

New Section; East Yorkshire Section- NACC member Terry Snow has established a new Section covering the area north of the Humber Estuary, so if you would like to join Terry and participate in runs and events already planned for this area, see Events Calendar in this issue and Section News for full details. Contact Terry at 7 Jacksonville, Goole DN14 6JZ, E. Yorks, tel 01405 720506 or email t.jay533@virgin.net

New Section; The Essex Section- NACC member Moses (Moe) Burrell has established a new Section covering that county and welcomes members to contact him for information on planned runs and meetings. Moe is on 07950 101976 (phone-calls evenings only) or email- moz251@gmail.com See August 2014 Buzzing, page 14, for Moe’s introduction. Photo right taken at the Essex Section run on 25th January 2015.



Thunderfest returns to Anglesey: after a dire weekend at Darley Moor Circuit last year (appalling weather- not the organiser’s fault!) the Thundersprint/Thunderfest group are returning to Trac Mon Anglesey Race Circuit, Ty Croes, Anglesey LL63 5TF, for their annual vintage & modern bike blast-round-a-racetrack-without-falling-off event. Its a bit like 1000 Bikes at Mallory without the crowds. The NACC had a stand there in 2013 which was a fun weekend for all, so we’re looking for volunteers to display bikes on our stand. Please contact Dave Beare on 01686 669811 SOON as we need to apply for passes pronto.



Drive-It Day, 26th April 2015- once again a golden opportunity to get your bikes out and have a run with fellow enthusiasts, Carl Squirrell and the East Coast Pedalers have organised a run to Wickham Market (details see Events on page 4) so check your local Section for their plans to participate. There are country-wide events organised by local Classic Vehicle Clubs, so find out what is going on in your area and join in.

Obituary

Mick Ritchie



Sadly I have to report the loss of Mick Ritchie who passed away on January 26th after a very short illness. Mick was an enthusiastic member of the East Coast Pedalers Section who, when his many other interests allowed - cycling, sailing, 3 wheeled Lomax cars, etc., would often be seen at our events. It was Mick who won the Motobecane moped in our raffle a few years ago, after a couple of years use he sold the machine and very generously donated most of the proceeds to our section. On the last day of our 2012 Lands End to Lowestoft run, Mick rode his machine from his home in Suffolk to Ely, stayed the night with us, then rode home with us the following day. Mick was always telling us tales of his exploits one of the most impressive was one where he combined his love of both cycling and boating by pedalling a glorified Pedalo most of the way up the river Thames. Despite being in the company

of men half his age it was Mick who ended up doing most hours in the "saddle" !! A lovely man who be sadly missed by all of us in the East Coast Pedalers. **Carl Squirrel**



The Vintage Nostalgia Show takes place on the weekend 29th-31st May at Stockton Park, Stockton, Wiltshire (nearest postcode for Satnav BA12 OSP). The festival offers visitors a unique experience, with live music, vintage trade stands, air display, classic & vintage car display, hotrods, automotive memorabilia, antiques, kitchenalia, traditional crafts and various period exhibits from the turn of century. Day visits or camping all weekend available. For an entry form download go to www.vintagenostlagiashow.co.uk/tickets or email topham63@gmail.com



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Do you have a shed full of stuff? Stuff you'd planned to restore to keep or sell but have never got around to? If so, Henry Cole of Channel 4 TV would like to hear from you! A new series is planned- "Barn Finders", Henry is interested in anything; from derelict cars to unwanted furniture to rusty engine parts - and everything in between! The idea is to recycle and restore forgotten treasures to sell at auction, with profits going to back to the original owner, and film the whole process for TV. If you'd like to see something of yours restored to former glory, email takepart@HCAentertainment.com or phone 01367 810764. Applications must be sent in by 31st July 2015 for consideration. HCA Entertainment, The Studios, Chalcroft Barn, Clanfield OX18 2PB, Oxon.

The EDITOR'S CORRESPONDENCE

Dear David,

A Possible Probability- I've always fancied a moped run with a bit more excitement, you know- 'Adventure before Dementia,' such as riding a mis-firing NSU Quickly through a safari park at feeding time- only joking. But the idea of a really early morning run in summer through the streets of London has long been a wish of mine; a vista of quiet empty roads, and just you, a 'Free Spirit' and 'Bobbies on Bicycles two by two'. Well, a friend of a friend says he knows a Barge owner who would be amiable to us leaving our cars in his yard while we mosey down the Mall, poodle up Piccadilly and Buzz along Bayswater. While we're doing this the Barge will be sailed along the Thames to a pre-arranged point, and at a time when traffic has built up, we'll put our bikes aboard "The Golden Rivet" and then cruise back to his yard and chill out for the rest of the day.

It would mean a very early start to optimise the quiet roads so, those of you who want to take photos of the sunrise over Becton Gasworks or paddle in Barking Creek, be quick. He's amicable to us staying overnight in his yard so we can get some shut-eye in our cars to be ready to set off at dawn, on the "Capital City Canter." It gets better; unbelievably next to the yard to cater for those of you with an alcohol dependency is his own pub, 'The Far Canal,' the manager Oliver Guinness, and his daughter Q Tarse serve lovely food cooked by the Cockney chef Nye Swan- I advise against the soup in a basket. You can play darts with an old champion, Juan (80) and consider the paintings for sale by R. Twerks. Partners are most welcome on the boat trip, please notify Ewan Yaws, and if needed, wet-weather clothing can be borrowed from Iona Mackintosh, also pets are cared for by Sue King (Vet).

We will be indebted by the generosity of the Barge owner Joe Lean, a Country & Western fan, and maybe give a donation to his crew Tom Bola and Seymour Bottoms, who I advise you to stay away from. I've been corrected, sorry reader, but E B Wright has informed me that Becton Gasworks closed in 1969, so you'll have to go and ffffff, photograph something else. This sounds too good to be true and isn't, but if you did believe this April cobblers, then the big 'D' has come early. **Anon**

Dear David,

It comes as somewhat of a shock to read of the poor attendance at the AGM and the requirement to re-schedule it in order to attract sufficient members to form a quorum. It may be apathy, but like me a lot of members live some distance away and the cost of travel is high. I'm not making excuses but rather giving a couple of reasons.

As Peter Moore describes in his very comprehensive letter (Buzzing Feb 2014), it seem that the club is suffering due to advancing age of the average member. This is not confined to NACC as those members, like me, who are in the VMCC will observe; there are considerable numbers in their 60s and beyond. I joined the VMCC at the age of 15 and I am now 63. Likewise the age of machines ridden in most VMCC events are post war machines form the 1960s. I raise my hand and admit to riding a 1988 MZ ETZ 250 out of ease and convenience. My pre-war rigid framed Velocettes are increasingly demanding to ride, mostly due to the shocking state of our roads.

I note Peter's comments on the increasing use of mopeds and Honda step-thrus in NACC runs. This may be for two main reasons: I have a PC50 and a Honda C90. Both are easy to ride, are comfortable and more importantly fit in relatively safely with modern traffic. My Rex FM50 cyclemotor can only really be used on quiet or 30mph zones. Such machines have been bullied off the roads by ever faster vehicles and the changes to the road network, which include many fast and dangerous roundabouts, dual carriageways and awkward road engineering. I cycle every day to work and for leisure. The country is slowly waking up to the requirements of cycling, but unlike the Netherlands our Bromfiets cannot use cycle routes. The powered two wheeler does not fit into government transport plans. Therefore there seems little chance of this changing.

We should welcome the broad spectrum of small machines, that includes Honda Cubs as they are just sophisticated and developed machines in the traditions of the autocycle. Pure mopeds are well within the spirit of the NACC and by encouraging members on these they will be exposed to the more primitive and weedy machines such as the Rex, Cyclaid, Winged Wheels and the like. Only by doing this will membership numbers be maintained.

Alongside is a photograph of my Rex with a plea. Does anyone know of a reliable source of parts? I have struggled to get it to carburate properly despite numerous changes of carburettor, jets, needles, slides and filters. I don't really know what should be fitted as literature is scarce on these, including on the web.



Jon Hill (Contact Jon on 01670 590688 or 07811 333359, email rjonhill@yahoo.co.uk)

Dear Dave,

May I reply as one of the 'chastised 2000'? We're sorry that the AGM was adjourned. Had we known there was likely not to be a quorum, I'm sure some of us would have turned out, even though such meetings are not irresistibly attractive. A couple of diffident suggestions: can you combine the AGM with something interesting? (Does RAF Cosford Museum have a display, for example, of 'WAAF's underwear on active service?') Or could you amend the Rules to redefine Quorum in the terms of 8.3: 'if a quorum is not present within half an hour, the voting members present may form a quorum'? As to Peter Moore's interesting comments, it is always useful to hear critical views. I wonder, however, if a good number of 'the 2000' don't share my own opinions?

BUZZING. I love it; a cover-to-cover read as soon as it arrives. The Reports on Runs may not always be gripping, but it is encouraging and informative to read who is out on what and where.

Often the stories are amusing, sometimes witty, and usually contain at least one grinning face. Seeing people having fun is a pleasure in itself. I also enjoy the Show Reports. No, Peter: no one sits on a stand at the NEC for their 'own enjoyment and satisfaction'. I know. I've done it. We do it to attract new members, which we hope helps everyone. But my favourite articles are those like Chris Sawyer's and Dave Stevenson's: funny and well-written, they encourage and sustain those of us who struggle less successfully with our rebuilds. To continue at such a good level requires a great deal of effort by the Editor, and more effort by us to continue to supply him with articles.

THE CLUB. Dozens of well attended local meetings, with all sorts of machines under all sorts of riders; presence at National shows; meetings abroad. It's not a bad picture, is it? On a pleasure-per-pound basis, it takes some beating. It allows me to enjoy the company of like minded lunatics with ridiculously small machines, and for that I'm grateful to the Club and the Committee.



(Above, Howard's recently completed Cyclomaster restoration.)

As Winston Churchill replied when his PPS told him that one of his cabinet had been caught with a Guardsman in Hyde Park: "In the open? In this weather? Makes you proud to be British!" I think of this as I'm cocooning myself for a Wobblers' meeting. And my guess is, like me, most of the '2000' are proud to belong to the NACC! **Howard Bentham**

Dear Members,

In reply to Peter Moore's open letter, February's Editor's Correspondence; don't worry about the long-term future of the NACC, it will take care of itself. The UK National Debt in the first quarter of 2013 stood at £1377 billion and was rising at the rate of £2 billion per week. The National Debt is what the Government owes. It does not include personal debt. At £1377 billion the Debt represented 88% of GDP. It is forecast to reach 100% by 2015 unless the trend is reversed. Gordon Brown (remember him?) had a self-generated Golden Rule that said that the sustainable National Debt could not exceed 40% of GDP. The National Deficit or the Public Sector Nett Cash Requirement for the Fiscal Year 2011/12 stood at £589 billion and is rising at £2 billion per week. The UK as a State continues to spend more than it earns. Things will undoubtedly change, - for the worse. There will be more Cuts and Taxes to come.

World Economies continue to be based on a presumption of, indeed a requirement for, Growth. The Earth is a body of fixed resources. They will be exhausted in time. The oil will run out. Things will change... So, use your little machines while you can! Don't worry too much about restrictions on use to be imposed by Brussels, or restrictions on where you may ride, imposed by National and Local Government - get out there and ride NOW. You are old. You do not have long! Sell your machines or at least the ones you are only looking at and not using, and sell all your stocks of scrap (sorry...

unobtainable parts) before the rest of the World catches on. Private collections will be dispersed at an increasing rate as their collectors expire. There are only so many museums in the world and they will not be rushing to fill up with mopeds and little old powered two-wheelers. Auction houses will “follow the money”- high-priced art work, vehicles etc., not mopeds. Don't wait in the hope that your collection will gain value. Abandon the idea that its present notional value will be maintained - act soon or your executors will have a pile of junk to dispose of! Don't worry about the future of the NACC - there will be no need for it. Look after yourselves! **Dr. Doom (49.9)**

Dear David,

As a relatively recently joined member, I only know a little about our club's history from and some of that is anecdotal. From my experience of other clubs (mainly non motorcycle), usually A.G.Ms are only reasonably well attended if they are incorporated into another activity, i.e. camping weekend, sailing meet etc. As Peter Moore says in the last issue, and this doesn't only apply to us, most people will find something else that is more pleasurable to do rather than attend an A.G.M., so you have to provide another reason to encourage members to want to come. Has the committee considered moving the A.G.M. to different locations around the country?

I really do not know the answer to encouraging new (younger?) faces to volunteer to serve on the club committee. Perhaps if existing committee members who wish to retire gave definite dates for their 'standing down', it would stir the membership into action? I know, for instance, some clubs 'time limit' the chairman's term of office. Not necessarily right for us though. Being told to 'put up or shut up' would not help solve the problem! Obviously the club has evolved and is continuing to do so, you only have to see the type of machines now appearing on 'runs' to realise that. No vibrant organisation stands still. If that evolution is not acceptable to the majority of members then it should be made clear, so that those that do not fit into that definition know where they stand.

In the modern age the internet is an essential and the first 'port of call' for an increasingly diverse range of tasks, even for 'grey tops' like me. The club's website desperately needs updating and then keeping up to date. I realise that the webmaster is a volunteer and only has a finite amount of spare time to devote to the club. These comments are certainly NOT meant as any criticism of his efforts. I understand that the club has a considerable cash reserve and I would suggest we spend some of this on employing a professional to look after and develop the website, which is an increasingly important point of contact for our club. It must be up to date, informative, encouraging and entertaining.

I always look forward to receiving my copy of 'Buzzing', an excellent magazine, it is always informative and entertaining i.e. a good read, though no doubt the editor would love to be overwhelmed with an abundance of copy! (*Yessss! Ed.*) I suspect we have a sizeable minority of members who join just for mag and like being 'armchair' members of the club. We have met some great people since joining the club and becoming involved with the East Surrey Section, I do hope members do not find my comments carping, as they are meant to be reflective and constructive. Kind regards, **Mike Follows**

Dear David

Chris Sawyer's Corgi feature in the February edition of Buzzing brought back memories of the example I owned for a short time in the latter part of the last century, aka the 1980s. Bought locally from a friend here in South Wales, it was complete and just needed a little tlc to get it running, plus a repaint of the fuel tank. Oh, and the lights needed sorting.

The tank was held up against several aerosol tops at my local motor factors and the nearest I could match the colour to was Ford Imperial Maroon. Cutting back after a few weeks brought out a lovely shine and then the tank was adorned with one of those very attractive Corgi transfers. Then plans changed, another project. Finance required. The old log-book showed that a previous owner (about 3 back) lived not far from me. Power of nostalgia and all that. I put it on the back seat of my car and took it to his home to show it to him. He told me a very interesting story.

The chap who had owned it and his family were avid supporters of Cardiff City Speedway. He told me it was normal practice at Bristol City Speedway for the team mascot, a young lad of 10 or 11 years, to ride around the track during the interval in team colours. The lad rode a Corgi. He told me that his young son was so impressed by this that a Corgi was secretly bought for him for the soon-to-arrive Christmas. So, when Bristol visited Cardiff the two young mascots rode the cinders at half-time and this was repeated when Cardiff rode at Bristol. Having heard this tale and having given a near-perfect demonstration of the Corgi's capabilities, marred only by the silencer falling off, I was certain that a sale would result. But no. Not interested at all. The bike was sold via an OBM small ad. for £219. As an aside to this true tale, are Corgis an endangered species? I've read that they are being turned into pseudo-Welbikes, the incentive is that a Welbike, with its military pedigree, can command a higher price. Could your Welbike be a Corgi in disguise? **Bruce Grant**

Dear Dave,

Stan Watters was right!
(Buzzing December 2014)
Joe Swaine's Trojan conversion as "seen" at South Staffs National Rally was indeed a "one hit wonder". Probably never to be seen again in that guise. However, Joe has been at work again. His Trojan was "seen" (by at least a couple of autocyclists) disappearing up the road ahead of them on the



Granadaland Hangover Run on January 11. But it's now all-chain drive and sports an unusually fat cylinder barrel. It's still running-in, but carried Joe's not inconsiderable bulk up to 35 mph on a whiff of throttle. Good to see that sanity has not overtaken us all completely!
Pedalling Pete

Shows & Run Reports

Portadown Autocycle & Cyclemotor Run 2014

We got off to a good start with the weather for the 3rd year of our run and after the members were treated to some tea and scones we left Peatlands park and headed towards some National trust property, namely The Argory crossing the Bonds Bridge, which spans the Blackwater river. No time today to stop for a spot of fishing. We stopped off at the Argory for some time and then moved on towards the Diamond where we stopped off at Dan Winters house. It is one of those thatched houses which today is a museum of memorabilia dating back to the 1700s. Here we were treated to a guided tour of the house by Hilda Winter, and it is accepted as the meeting place following the battle of the Diamond and where the decision was made to form the Orange Order. Well worth a visit if you haven't been there.

We then set off taking in Cranagill, Redmonds Corner and headed towards the Colonel Fitzgerald's. On the approach to it there is quite a steep hill which give our little bikes a good testing of man and machine by engaging us in some pedalling power to overcome it. Once over the hill we reached an avenue lined with chestnut trees taking us to The Head O'The Road or Lawsons pub where we were treated to a very nice carvery. After the dinner we moved on towards the idyllic village of Loughgall with its orchard bound countryside and NI horticulture and plant breeding stations. On the way back to we travelled through Summerisland, Tullyroan and finally meeting up at Peatlands park. A good day was had by all and a round trip of 33 miles was covered. A big thank you to Alan Gillespie for providing back up and Jacinta McAloran for providing tea and scones.



Riders: Donna Murray, Scott Hamilton, Trevor Kirk, Ivan McConnaghie, Jacqueline Sinnamon, Gordon Crossett, Robert Robinson, Alastair Murray, Kenny Davison, Ruairi McAloran, Jack McAloran, Paul McAloran, John McAloran, Conor McAloran, John Maconaghie, Matthew Best, Suzanne McKnight, Louis Hagan, Stephen Boyce, Brendan Loughan.

Between the Bridges Run

Rod Western

A damp and chilly start to the day awaited entrants to this first Between the Bridges Run – the bridges being the two Severn Bridges or, more accurately, one bridge and one crossing. Starting from The Plough at Pilning, lots of rain in the days leading up to the run meant that many of the minor roads in this low lying agricultural area were particularly muddy and slimy so some late re routes were made to avoid the worst.

Sixteen signed on with a healthy contingent from South Wales including Bill Phelps, Terry Hopes & Ken Griffiths. Enhancing the International flavour Paul Witchard, on a brief visit to the UK, joined us from Normandy and we were pleased to welcome Vanessa McGlone and Colin from Hampshire, Vanessa riding her Phillips Panda/Motobecane on its first “proper “ run in her ownership. The much-travelled John Burgess from Crewe joined us having been on a family visit to Cornwall.



Rituals completed, we set off in the general direction of Thornbury via Elberton and Oldbury- on-Severn and then headed east away from the Severn towards the A38. Having crossed the A38 it was back into the lanes through Itchington towards Frampton Cotterell and the welcome coffee stop at the Viaduct Cafe. Suitably refreshed, the longish outward leg meant the return was pretty much a direct run back to Pilning. Crossing the A38 again it was here, on descending Fernhill, that both Severn bridges could be seen in one view albeit probably five miles away. Everyone arrived at the finish without mishap and most of us enjoyed lunch in The Plough. By now the day was brightening up and the ride home was very pleasant in the late afternoon sunshine! (Photo Bill Phelps)

ECP “D” Day Run

Carl Squirrel

It was a great start to the riding year for the East Coast Pedalers, a nice dry day greeted the riders and pillions who arrived at Framlingham College on the 44th anniversary of Decimalisation Day. As always Debbie was there dishing out tea, coffee & biscuits; there was a display of pre-decimal coins and a competition to guess the price - in Pounds, Shillings & Pence - of a Honda P50 in 1966. Jim had adorned his Mobylette with coins and other appropriate literature in the hope of winning an award but unfortunately there was none to give! After a minute’s silence of respect for Mick Ritchie, who sadly passed away a few weeks before, the 14 riders and 3 pillions set off on the country lane route that was originally planned 3 years previously for my 50th birthday which was “snowed off”.

The pace was modest to allow for the speed of Rod’s De Blasi but no one minded and as no route instructions were given out there were lots of stops to keep everyone together; fortunately the ford at Marlesford was passable - with care - and no problems were encountered so we made good time and arrived at the Kettleburgh Chequers stop before the lunchtime rush. After a leisurely meal we got back on the bikes to head back to Framlingham, only Rod elected to take the shorter, more direct route and the rest of us took to more back roads to finish the run off in style. Once back at the college everyone tucked into Deb’s delicious cakes before we announced the winner of the.....



competition, the actual price as advertised on an original Honda brochure was £52 4s 9d (49¾ Guineas), and Mark's partner Sharron got the prize with a guess of £50 and so won the chocolate bunny! A great start to our year, everyone enjoyed the day and we are all looking forward to the Alex's "Sixteener Tantrum" Run on March 15th.

Those "singing a song of sixpence" were: Jim Davis- Mobylette 50V, Clive & Ann Fletcher - Lifan 100, Michael Barrel & Lottie (10 years old)- Honda SS50, Cedric Clarke, Mark Gibb & Ryan (6 years old)- Honda C90s, Harold Wright - Honda Camino, Carl Olley- Honda C100, Rod Fryatt- Di Blasi, Keith Miles, Phil Chenery, Terry Keable, Tim Reeve & Carl Squirell- Honda PC50s. Static: Billy Doy - Norman Nippy.

The 5th Valleytines Run

Roy Best

Pete & Shani's Valleytines Run was the 5th running of this ride and the best yet; weather was just like a spring day, warm, dry and sunny at times and makes a change from our normal wintery weather. It was a bit slow with people saying they were coming but soon it looked like we could be hitting another record on riders which stands at 14. We had some new riders this time and two of these signed up as new members with another who will sign up when he comes again. Something that has not happened before with our rides, we had three lady riders, Shani, Pat and Suzy, hope to see all three riding again next year. New riders were Peter, Pat, Paul, Suzy and Alan, also riding were Peter & Shani, Roy, Martyn, John, Dave, David, Nick and Tim who managed some time and met us at the Royal Oak in Dunsford for the ride home.



Looked promising at the start as 13 riders managed to start their bikes and then led away by Pete on his Griffon, Dave who was riding his NSU. Quickly for the first time was the first casualty and this was a mile up the road (left). He was having chain problems and had to stop and after another attempt to ride he retired, here we lost Dave and Nick who ended up going back and loading the van and hopefully to catch us up in the van. New riders Paul on his Gadabout and Alan on his Honda PC

started to suffer as well when the hills started to appear. Half way up to Hennock the clutch on the Gadabout gave out with smoke appearing and the PC just didn't want to know, they both gave there all up the hill with near coronaries being averted but had to call it a day.

Suzu travelling with them went back to their van on her Honda Z50, here we lost the three and again they were to catch us up later in the van. The rest of the ride to Dunsford went well, loads of interesting lanes here and some like Hennock was a bit challenging but we are tough. Dunsford was a welcome site and we met up with Tim with his Moby X1 in the car park who swiftly chained his bike to my Puch 2, think this was in the hope that they would mate in the hope that some bigger wheels would appear for the X1. The route back to Pete & Shani's is along the Teign valley following the River Teign, also great for a fast ride away from the winding lanes and a shorter route home. Back home the bikes were put away and in for homemade soup and cake, as all good days it was time to go home. On saying goodbye to everyone a little Wisp turns up, Martyn looking amazed asks how did you get past me, I've been waiting for 40 minutes for you thinking bad things had happened, sadly he missed the soup as well. Not sure that Pete & Shani can get the equal record for riders as we did start with thirteen plus one on the return, losing 5 is a record though.

St. David's Day Run

Autocyclus

For once the 'official' celebration of Wales's patron saint fell on Sunday 1st March, so we were able to have a run on the right day. In 2000 the National Assembly for Wales voted unanimously to make St. David's Day a Welsh bank holiday and a petition to this effect was presented to PM Tony Blair, who rejected it in 2007. Thanks for nothing Tone. Members of the Vale of Glamorgan Section plus a number from farther afield assembled at Llandow Circuit in sunshine but with an eye-wateringly cold wind. Routemeister Barry Cooksley led us off on the run which wound around many byways and lanes, these were often crowded with cyclists and other St. David's Day celebrants, including in one instance a long column of Morris Minors! They take it seriously in south Wales. Our

halfway stop was at the old Barry bus-station, which still houses buses but now old ones being restored.

One was an extraordinary 1950 AEC Regal III coach used in small-town Wales, then sold to a collector in Oxfordshire who emigrated to South Africa and took the AEC with him, at a cost of £3000. It finally arrived at Barry and is now being fettled.

On our return journey to Llandow a few challenging hills were encountered-

lots of those in Wales, the problem is finding a route without them. These caused a few failures amongst the less powerful machines but we all managed to get back OK, retiring to the circuit's toasty-warm cafe and appropriately celebrate St. David, who was known to welcome pilgrims and travellers to his monastery on the wild Pembrokeshire coast with hot food and drink.



The Belfast Bike Show

John Maconaghie

The display organised by Trevor Kirk and Don Ferguson of the N.I Section at the Belfast Bike Show in February attracted a lot of interest. The Club were moved to an unheated hall away from the main exhibition which meant that there was plenty of room for the display but those in attendance had a long, cold stand over the three days of the show. The bikes on show were a New Hudson 2F, JDL and two speed Excelsiors, Mobylette, Norman Nippy, Bianchi Aquilotto, James Superlux and an early half tank James Autocycle. Thanks are due to Trevor, Don, Ivan McConnaughie, Joe and Robert Gault for providing the bikes and manning the stand. Congratulations to Don whose Bianchi won the prize for best bike in our category.



The Bristol Classic Bike Show

Nick Devonport

This was my second appearance at the Bristol Show and it was as cold as last year! The jury was out, considering whether it was warmer inside the halls or outside but I was pleased to see that the NACC stand was positioned below a heater. There was some jockeying for position for the sweet spot, I can tell you. The local guys, led as always by Rod Western, had assembled a great display of machines and the old, the new and all stages in between were well represented. For the “old” end, we had the 1952 Paris Rex of Mike and Renate Hele and the “new” was my Tomos Racing 45, resplendent in vivid orange. Filling the gaps we had Mike’s Itom Sport (photo next page), several Mobylettes, Paul Witchard’s Solex 6000 (finally, one that actually goes!), a Trojan Mini Motor and the list goes on. I really should look into taking a Tomos dealership with all the interest that was shown. Maybe I can expect a fat cheque for referral fees through my door any minute now. Other machines of interest dotted around the halls included a Quasar, a feet-forward motorcycle with a

fibreglass body and powered by a Reliant 850 engine and a Lambro three-wheeler pick-up truck which carried off the best 3-wheeler or sidecar award.

It wouldn't be a classic bike show without an auction to separate you from the folding stuff, would it? Charterhouse were there to provide temptation in spades so Mike Hele and I had a poke around the viewing day. Someone had been fishing in the local canal and had landed what could once have been a Raleigh RM5 and a Wisp. No, thanks! I made a mental note of a rather tasty little Kreidler J50 that could sit well in the Devonport Collection of Cr*p and Classics and a Monark that, on closer inspection, was best left alone with the expensive bits having been butchered beyond salvation. Another walk-away was a BSA Dandy but the Honda 90, a one lady owner machine with 895 miles on the clock and guided at £6-800 might have been worth a punt if all else failed. We all know that the trick at auctions is to set your own reserve and then ignore it – which is how I came to own a Sun Hornet which continues to taunt me and is constantly in danger of being re-homed –



but I was strong and let the Kreidler go at £450. Others with deep pockets and more money than sense took the Honda past the £3000 mark so I came away empty-handed.



The desire to acquire was still there, however, and I had another look at the Bernardi Buzz on the NACC stand which was for sale. The owner threw a slug of two-stroke in the tank and we wheeled it outside for a test ride. It wasn't behaving itself and the last thing I need is another project to ignore in the garage before selling it to Dave Watson in five years' time for half what I paid for it.

To sum up, another enjoyable weekend in great company among superb machinery. Worth a date in your diary for next year.

Left- Brian Aplin, the man who does so much to keep our Mobylettes on the road with his Motobécane parts and service business. Much appreciated Brian!

Granadaland Worden Park John, Derek & Peter

Granadaland/Lancashire Hot Pops Section members are all strong, silent types, we get lots of interesting pictures of their outings but seldom any words to go with the photos....



Above; Glen Crook's newly-restored 1939 Cyc-Auto on its first outing, see page 26 in this issue for the full story. Below, a nice original Phillips Panda and right, Peter Moore's Berini M13 'Egg', a machine rarely see on runs.



Also seen in the background above, behind the Berini, is a very smart restored Norman Motobyk autocycle with Villiers JDL power.

Uncle Jack's 1939 Scott Cyc-Auto Glen Crook

Uncle Jack was an eccentric gentleman who had owned the Scott Cyc-Auto from almost new, and had used it until the early 1980s when it must have dramatically failed on him (or he felt too old to pedal uphill) so the Scott was pushed into an out-building and left for many years. On Jack's death at the age of 88 I was asked to help clear his bungalow. The whole house was full of bits of bicycle, old clothes, bags of washed food cans and bags of fire ash, we realised he had never thrown anything away for at least 30 years.



His Scott had been used as his main mode of transport, I was told that he would load it up with camping gear balanced on pole outriggers and home-made panniers, and set off to the Lake District from Preston, often traveling at night to avoid any traffic. (Of course, travel was on A and B roads).

Jack was never a man who spent money on fancy new equipment; he would use what he could find at home amongst the hoarded items in the rooms

of his bungalow. The panniers were two buckets fastened to the carrier and, on the outside of those, two canvas bags. The fuel tank had been moved onto the crossbar as he needed maximum carrying space behind his seat for his tent and cooking equipment. Because he travelled at night he had fixed a large car rear-light on the back number plate so that he could be seen by approaching traffic. The autocycle control levers for brakes, clutch etc. were mounted on a pair of modified bike drop handle bars which had been narrowed to cut wind resistance.

To assist starting the Scott, and to take on the challenge of the steep Lake District hills, he also had changed the front sprocket on the pedal-change wheel for a modified 30 tooth sprocket instead of the standard 46 tooth chain wheel.

When Jack took anything off his Scott it was put in a tin in one of the rooms, or the attic of his bungalow for safe keeping, but over the years more and more things got piled up on top of these tins until the rooms were almost full floor to ceiling. Over the course of many weeks clearing the house I eventually found most of the original bits for the Cyc-Auto amongst the stored tins, including parts which Jack had hoarded over the years from old cars, bikes and a tandem.



In a drawer was the original Owner Operating Manual together with a Spare Parts book for a 1939 Cyc-Auto, from the original manufacturer, The Cyc-Auto Works Co. in West Acton, London, which was invaluable for putting the Scott back into original order. There were receipts for spare parts that he had bought over the years.

Thankfully, the engine had not been altered by Jack and I rebuilt it after I found an almost new barrel with piston in one room with a good second-hand crank in a tin in another room. These had been used at some time but where



in better condition than the items in the engine. A few parts have had to be made to get the bike usable again. One was the main drive sprocket as it had lost its two driving lugs that transmits the main drive from the worm and wheel in the bottom bracket; also, while trying to start the engine I managed to shear the main shaft that links the pedals together. Looking at the break I noticed that it must have been cracked and my weight pushing on the pedals was the last straw. The new shaft was made from some heat treated EN16. The spokes in the front wheel had suffered while it had been stored so I had to rebuild the wheel and had the brake shoes relined at the same time but, sadly, the linings are too hard resulting in a poor braking. The original saddle was not in very good condition as Jack had altered the cover and tried to repair the spring. I managed to have a new leather cover made at a local saddlers and with new springs it is now a comfortable platform to sit on. My first NACC run after putting the Scott back on the road is in January, I hope that it will be reliable!!

A Belfast Brew

Len Ireland

NACC member Len Ireland from Antrim, Northern Ireland, kindly sent this wonderful story to Bob "Membership" Jeffcoat, who passed it on to the Ed.

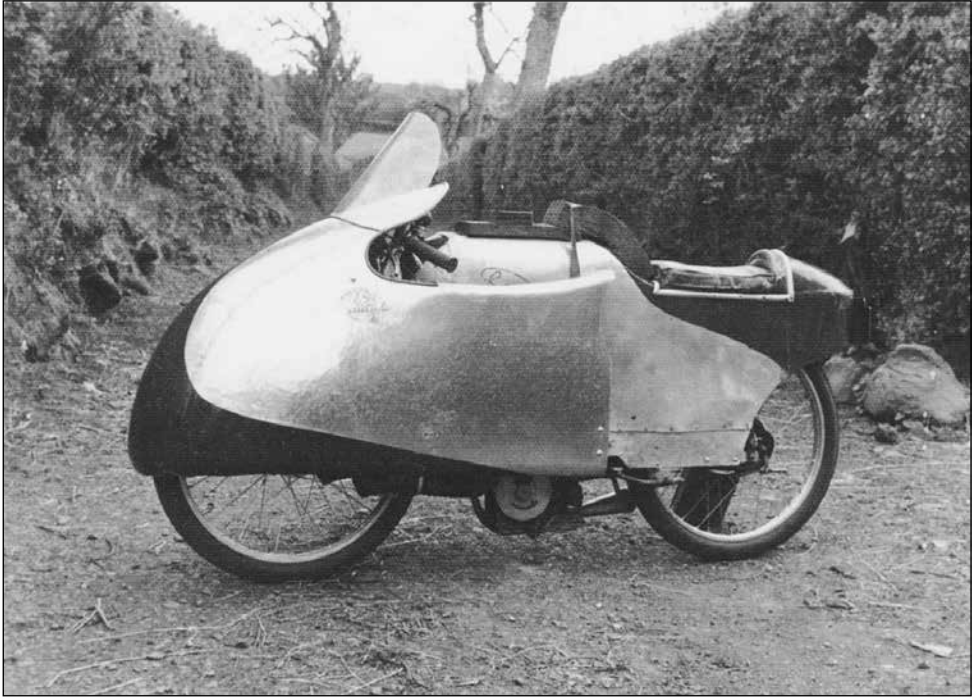
"When I started serving my apprenticeship as a motor-mechanic in Belfast I built a special cyclemotor. It started as an ordinary push-bike frame which was very much modified and fitted with a Ducati Cucciolo engine. I made a set of Earles front forks for it with clip-on handlebars. I then sent to Germany for two new 23" x 2" wheels with full-width hubs which made the bike a lot lower to the ground than when I had first used 26" x 1½" cycle wheels."



"A friend of mine who was a panel-beater by trade made me the 'dustbin' fairing which helped the look and also the speed, but unfortunately spoiled the view of the Earles forks. I had the bike checked for speed on a level road and with me in a crouched position it reached 52mph. I had it registered and legal to ride on public roads and also raced it in the 50cc racing class in the 1950s at Lurgan Park and Magberry. I regret now that I sold it but I needed the money to start my career in Motorcycle racing!"

Len went on to become a celebrated motorcycle racer and a favourite with spectators at Irish road races throughout the 1960s. There is a live interview with Len at the Ballymoney Museum on YouTube at- <https://www.youtube.com/watch?v=cBxhNMxGHHg> -or type in Ulster Motorcycle Racing Legends.

"He is especially remembered for finishing in the top three of the exciting 250cc and 350cc races at the 1965 North West 200; being wrongly denied his third place finish at the 1967 North West 200 and finally wheel to wheel with Billy McCosh during his first Scratch race win at the 1960 Carrowdore 100." (Ballymoney Museum commentary)



Thank you Len for your memories and photos, I wonder if your Cucciolo is still out there somewhere? Do you remember the registration number?



Naked & Unashamed (or Ignorance is Bliss) Bill Danks

Further to Joost Heesakker's letter in the August 2014 edition of 'Buzzing' (*referring to the rather random differences between Mk.1 and Mk.6 Cymotas*) I'd like to add some comments and observations on an example I've owned for 35 years. The saga started in 1954 when Harold Badham, *the* motorcycle engineer of Kidderminster was approached by the local schoolmistress and asked to attach a cyclemotor to her bicycle. This Harold did and for good measure supplied the schoolmistress with 5 gallons of two-stroke mixture in a drum fitted with a tap, in order that the good lady could avoid visits to the petrol station for piddling quantities of fuel. All went well until in the mid 60s Harold received a phone call from the schoolmistress requesting Harold collected the machine and removed the engine as it was now hard to start and difficult to keep running.

Harold duly loaded the machine onto his Morris 1000 pick-up and whisked it away to his workshop. Intrigued, Harold added some fuel to the tank and magically the machine started and ran perfectly. He reported this situation to the good lady and it transpired she was still using the fuel of 1954 vintage!!! But 'the lady could not be turned' and at her insistence the motor was removed and there it lay, discarded, in a corner of Harold's workshop.



Fast forward to the mid 1970s when on one of my frequent visits to his Peel Street workshop, Harold (who was the Villiers

Agent for Kidderminster) asked if I would like to take the motor away for my students to work on. At that time I was teaching at Droitwich High School and ran a Motor Vehicle Course linked to Bromsgrove College. Now 'my lads' relished a challenge particularly if there was an opportunity to test ride the finished product.

We weren't sure what we had and some vital components were missing but we were full of enthusiasm. One of 'my lads' arrived with a discarded Triumph, yes a Triumph bicycle, an Amal carburettor came from a small two-stroke J.A.P. motor and the fuel tank came from a B.S.A. side valve stationary engine. A combined inlet and exhaust was fabricated and a silencer was made from the body of a discarded grease gun. The engine mountings were a mystery but a prototype set was made from a piece of oak and they worked well.

The finished product was duly tested around the perimeter of our football pitch, a lot of fun was had by all, and 'fastest time of the day' went to a 7 stone featherweight who had a distinct advantage in 'the power to weight ratio' department. Testing successfully completed, I insisted the oak mountings had to go and they were used as patterns to cast a set of aluminium components.



My thoughts turned to returning the machine to the public highway, so I contacted the school-mistress who still had the original log-book. She was not prepared to hand it over as NAB 513 was a rare registration number which local MP Gerald Nabarro, him of NAB fame, might like!!! So I went down the registration process with the Local Taxation office in Worcester. As I was not sure what I had before me, although it did have a passing resemblance to a VeloSolex and at that time had never seen 'under the bonnet' of a Cymota, I put 'Triumph' on the Application Form in the vain hope I might own the smallest Triumph in existence!

It was not to be, for on my doorstep appeared a plain clothed policeman sporting an indiscreet pair of handcuffs swinging from his belt. He declared it could not possibly be a Triumph as it was in fact a Velosoles, definitely a Velosoles, and he'd seen many of them on his recent holiday in France. I suggested if it was a Velo it was a VeloSolex. He would have none of it and who was I to argue with 'the long arm of law'. He inspected it, rode it around our cul-de-sac and instructed me to collect the paperwork and tax disc from the Worcester Taxation Office the following week.



A week later, Velosoles, (Fast Feet?) Reg. No. GUY **S and I set forth on the Public Highway. We attempted every incline and hill in the Kidderminster and Wyre Forest District. It was all good fun and excellent physical exercise to boot. On a couple occasions we ventured to and into the depths of darkest Birmingham, quite a challenge 'mixing it' with the traffic on my clutchless wonder. She started easily and went well although anything over 20 mph was quite a bonus. The only problem encountered was the frequent visitations by inquisitive teenagers who rode up by my side to either burst into fits of laughter or hurl abuse at me before accelerating off into the sunset. I solved this problem by fitting a Sturmey-Archer three speed hub and with 'LPA' I was able to reverse our positions.

Over the next 20 years the Velosoles had some limited use. I was on my own as no one else in my locality appeared to be interested in cyclemotors and I was not aware of the NACC at that time. Her MOT usually caused much mirth and merriment for I would book in a 'Velo', and on my arrival an excited mechanic would dash out of the workshops expecting to find a Venom Clubman or Thruxton only to find my Velosoles propped up against a wall. The MOT was a joke in itself, two laps circumnavigating the machine with a poke at the odd component and a test ride around the yard was usually enough to satisfy the tester before he returned to his mug of tea and newspaper with ample time to spare.



Around the year 2000 I was literally chased home by a motorist who was desperate to own the Reg. No. GUY **S and was prepared to pay a silly amount of money to obtain it. The number meant nothing to me and we were now into the 'age related number plate' era, so I agreed to the transfer. He dealt with the administration and after an inspection at the Worcester Taxation Office, Velosoles was

allocated WAS 837, a number more akin to its original NAB 513.

Through fellow Vintage Club members who were also NACC members, I developed an inkling that my Velosoles had been keeping a dark secret and was in fact an example of the infamous Cymota. Apologies, I've not a clue what Mk. it is but the experts amongst you will notice the inlet and exhaust ports are side by side and at the rear of the cylinder. I suppose one day I'll dive into the bureaucratic minefield at the DVLA and get her name changed by deed-poll but after nearly 35 years should I really bother and, let's face it, I could become the Velosoles Marque Enthusiast. At least correspondence will be limited!!!



In Support of the Corgi

Bill Phelps

Having read a few notes in the recent Buzzing that single speed Corgis were no good at climbing hills, I thought that I'd try and put that myth to rest. Back around 1960 I had a MK 1 Corgi for a little time and sold it to a workmate, who promptly wrote it off one winter by colliding with a milk float. I seem to recollect that it was from 1948, but the memory may be wrong on that one.

Anyway, a few years later, 1965 I seem to remember, I was persuaded by a good friend to take him to collect his car (an Austin Healey Sprite) from a back-street garage in Cardiff, where it was being fitted with a reconditioned motor. As my pal was in the back lane with the fitter looking at the car I was standing by the garage door and idly looking into the workshop. Under a blanket I could see what looked like a small motorcycle, so I wandered into the garage to take a second look. As I did so, a youngster, aged about 11 or 12 came out of a door to my right. He saw me looking at the blanket and promptly walked over and took the cover off – it was a Corgi. “Want to buy it mister?” he asked. “Not on your life, I’ve had one of those” was my reply.

“It’s a good runner – you sure you don’t want to buy it mister?” said the lad. “No”, I said. The conversation went on as the young lad expounded on how good the bike was - I was just as adamant that I didn’t want it. Eventually I was worn down and just to end the hard sell I said “ OK I’ll give you a fiver” – “Done” was the quick reply. Hell, I thought, I’ve just bought a Corgi that I don’t really want. It turned out to be a 1952 Mark II single speeder with a simple dog clutch that disengaged the drive when the LH footrest was raised, simple and effective. The Mark III and Mark IV that had the two speed gearbox.



Back at home it soon became obvious that the bike was a non-runner and that I’d been conned by a 12 year old salesman. Out came the engine and I found that it was practically new inside with the cross hatching still well visible in the bore. Two-strokes are fairly easy to sort out and the first thing is always to replace the oil seals. That was when the problem became obvious, they had been put in backwards. I really had to think hard about what I had found as it seemed such a simple mistake to make, but came to the conclusion that it must have been a Friday

afternoon in the Brockhouse factory when the motor was assembled. While the engine was out I did the usual bit of tuning by scribing the piston through the little windows in the side of the barrel and then filing the piston ports to suit. The openings never ever do line up on these motors. Engine rebuilt, points checked and fuel added and the little bike started up with ease.

With the tyres pumped up pretty hard- they need to be I can assure you- I went for a ride and was pleasantly surprised at its performance. Mind you I was only eleven stone in those days. I used the bike to commute from home to work across the other side of Cardiff during all of 1966 and it never gave trouble.

At the time I was a member of the Caerphilly Motor Cycle club and one nice summer's evening decided that I would go to club on the Corgi. Between Cardiff and Caerphilly is quite a mountain and I needed to get over that. Luckily there were several routes on offer. I needed to avoid the main Mountain road which had a slope of around 1 in 10 and was the busiest route as far as traffic was concerned. I also needed to avoid the Wenallt route as that was a 1 in 4 on the Cardiff side, which I used to test my 1911 Vee Twin Indian on – definitely a non-contender. I selected a more gentle but much longer slope from Rhiwbina and the Corgi managed to pull me up the half mile climb and over the top with ease. Getting home again needed some thought though. The main road out of Caerphilly is even steeper than on the Cardiff side so I used the Watford road out of Caerphilly as that had the easiest slope again. This time the Corgi only just managed the half mile climb to the top, but it did, just.

Both of my children took to the roads on the Corgi and both rode the 50 miles from Saundersfoot to Llandovery and back again on the VMCC Saundersfoot Road Trial. The photo right shows our son



Richard aged 17 in Llandovery awaiting the start of the Road Trial in 1988. Jackie, our daughter did



the same ride two years later – both were presented with the youngest rider award. I did once take the little bike to the Pembrey race circuit with the intention of letting my wife get used to it so that she could ride in some VMCC events. She did a complete lap of the circuit during the lunch break very slowly – with both her feet down on the ground. Afterwards I asked why she didn't lift her feet and she said "Why, what's wrong with it?" I found out later that she had never in her life ever ridden a two wheeler of any sort, including an ordinary pedal cycle. So that plan was quickly abandoned.

The Corgi languished for quite a few years in the back of my garage until my brother took a fancy to it, so I passed it on as I didn't have a use for it any more. That was before I joined the NACC, of course. My brother rode the Corgi a couple of years ago on the VMCC South West Coast Run (left). It managed the coast road from Failand through Portishead to Clevedon and back with ease. I have an understanding with my brother that when he decides to part with the bike it will come back to me, so that I can use it on some NACC runs. So you may well get to see a Corgi that really will go up a hill.

Tom King and Hercules

Colin King

Sometime in 1940 my Dad, Godfrey Lewis King,- better known as Tom- boarded a No 7a Odiham Bus Co. bus on an 8 mile journey. His mission was to purchase a new bicycle and his destination was Charlie Everett's bicycle shop in Potters Lane, Basingstoke.

Dad wanted a Hercules and Charlie offered him a pair that he thought were suitable. One at £3.18s and another at £4.2s.6d. Thinking correctly that this was a long term investment, Dad splashed out on the single-speed Roadster at £4.2s.6d. It was to remain his sole transport until he died in 1999. On his passing I brought the bike back from its seaside home in Yorkshire to our home in the Vale of Pewsey, just a couple of miles from Dad's birth-place at what, in 1918, was The Royal Flying School at Up Avon .

It looked as if it had one more journey in it so I fitted new tyres, a squirt of oil and a posey of flowers picked from our garden resting in the old saddle bag. It was ridden through the lanes to a churchyard a few miles away where his Mum and Dad are buried. The flowers laid, the old Hercules was ridden back to our house and rested against a shrub where it was to be consumed by nature, becoming part of a hedge and just dissolving into the landscape.

This idea was working well and the old roadster began to disappear as planned, first the ivy, then all manner of greenery, but then a problem arose. An idea for a special had popped up seemingly out of nowhere and it needed a bicycle. That much-loved old machine was about to go on another lap. Dragged from the grasp of the hedge, it was stripped of its ivy jacket, while the old saddle bag removed itself and the mudguards surrendered without the need of tools. It was the frame and handlebars that were needed. The wheels would be replaced and fitted with meatier spokes and 26 x 1.75 tyres .

That old family friend, the faithful 1940s Hercules, was about to be Haked.





A 49cc Rex engine was completely overhauled with n.o.s crankshaft, n.o.s carb, n.o.s piston and rings, n.o.s clutch plates and basket plus new bearings and seals. The exhaust port was expanded in line with previous Rex engines in order to stop the inherent four stroking and about 1mm removed from the head to raise the compression ratio from standard 6:1 to a little under 7:1 .

With these “specials” the most exciting bit is planning the look. If it looks good eventually it can be made to run good. The vision was a very early style machine, a pioneer shape from the early 1900s and thankfully that’s about how it turned out.

The petrol tank came from an old Atco lawn mower fitted with a brass Monza-style cap that is believed to have been a fitting to a scrapped fire-engine. The body panels made from B&Q sheet metal and the fork supports from B&Q steel tube. A sprocket from a Phillips Motorised Bicycle (which used the same engine) was bolted to the rear wheel spokes. Ignition system was changed to external coil and battery, all being housed in an ex WD tin box on the rear carrier.

Having fitted similar modified engines to other machines and noticed little need for LPA the pedals have been replaced by fixed foot rests. This also adds to the look of the machine but does make starting a more hazardous pursuit. A paddle-start is required and although the frame is quite tall, thankfully Dad made a helpful choice in 1940 and chose a Hercules with the optional lower bottom bracket, which brings the saddle height down an inch. It is hoped that like previous machines starting will become easier as the engine runs in and no permanent nether-region erosion suffered.

Christened The REX HAKE De Luxe, it swells the Hake shoal to four. The SPECIAL, the SWALLOW, the ROCKET and now the DE LUXE. Dad cycled many happy miles over many years on this Hercules but his greatest joy was riding out across the Yorkshire Wolds when the road was wet and hearing the tyres swish on the wet tarmac. If I add a few more baffles to the exhaust there might be a chance of me wheeling out the De Luxe early on a damp spring morning and, with any luck, hearing those 26 x 1.75 tyres singing to the wet Wiltshire lanes. I hope so.



The Kent Plating & Enamelling Co. Part 2

The Motor Cycle magazine's tester, "Torrens," was impressed by the performance of the Norman Motobyk autocycle, especially after it had been fitted with Villiers' new Junior de Luxe engine in 1939, with average speeds of 32mph being obtained. Coincidental with introduction of the new engine Norman had launched two new models of Motobyk; the 'standard' with cycle forks continued as before, accompanied by the new de Luxe with Webb forks and a larger fuel tank (below), and a tradesmen's version, the Carrier. War-work put a stop to most autocycle production, though Norman did make around 200 Motobyks for the War Office and were sub-contracted to make Rudge autocycles for a short time.



Come the return of peace,

Norman resumed production of their pre-war autocycle and motorcycle models from 1946 through to late 1948, when both the Motobyk and Lightweight Motorcycle were



revised and improved. The Motobyk received the new Villiers 2F 98cc autocycle engine unit and Norman took advantage of the need to redesign engine mountings for the 2F to make some frame changes, adding a new exhaust with expansion chamber and long chrome silencer. Standard spec. now included sprung forks and aluminium-alloy engine panelling. The improved Motobyk was relaunched as the Model C for the 1949 season.



A minor classic in unrealistic advertising but great 1950s artwork is seen above. All those hunky guys and slim gals....The Model C's new aluminium engine panelwork was extensive but also fragile, probably why few of the surviving Normans still have their panelwork intact.

That really was pretty much it for the auticycle, no further changes were made until the inevitable demise in 1957. Autocycles destined for export from Ashford were marketed as Ramblers and had a few differences from home-market machines. The Model C auticycle's place within the extensive Norman light motorcycle range was taken over by the new Norman Nippy moped (right), a strongly German-influenced modern design introduced in 1956 with a 2-speed Sachs 50cc engine. It served to make the auticycle look very antediluvian indeed. (To be continued.)

(Images courtesy of Ian McGregor archive.)



A Cyclemotor of Note

Martin Wikner

In the last edition of *Buzzing* you may have read the small note regarding François Gissy's exploits on a rocket powered bicycle. I will have to confess this has fascinated me since I heard about the record attempt last September. Over the last few months I have looked up and researched a lot of things about this very jaw-dropping achievement. This rocket powered Cyclemotor is the brainchild of a Swiss thermo-chemical engineer Arnold Nearcher. It has been part of a three year development programme which culminated in an astonishing run on this bicycle which achieved 207 mph in 4.88 seconds at the Paul Ricard circuit in France. Within two weeks of the attempt over a million hits had been achieved on YouTube.

All the more amazing is the development of this machine has cost only £20,000 which is cheap as chips compared to what the drag racing fraternity regular spend on their exotic machines. Apparently, so I have read, the drag racing world are pretty much shell-shocked to what has been achieved. To coin the Churchillian phrase but to adapt it a little "never has so much been achieved for so little by so few" (2 blokes). It's certainly a case of something for nothing, it started life as a bicycle, it still is and can be cycled in the normal way without adaption.



The bicycle itself is the third example Arnold Nearcher has produced. It has been a case of adapting the bicycle to fit the rocket parts with an eye on keeping it rideable at alarming speeds. It started life as a mountain bike but has had the frame cut and lengthened to

create a longer wheelbase. It still retains normal handlebars for cycling but has additional clip-on style bars attached to the top of the suspension fork legs so the rider can adopt a prone position when riding at speed. Mounted on the crossbar is the Hydrogen Peroxide tank that doubles as the rider's seat. I say seat in the loosest of possible terms as it has a hump at the rear purely to stop the rider from being catapulted off the back of the machine. Mounted to the down tube there is a Nitrogen tank this is in turn plumbed to the Hydrogen Peroxide tank. At the rear of the bike are mounted the three rocket motors. At it's inception it started life with one, which has now grown to three as three small jets produce more power than one large jet. (to be continued)

Marque Time, part 1

This occasional listing is of members who are willing to act as Marque Enthusiasts because of their detailed knowledge of their favourite machines. Would MEs listed below please contact Dave at Buzzing Production if their details are incorrect. Thank you. Part 2 in the next issue.

Aberdale	David Stevenson, 2 Foxmire Grove, Dodworth, Barnsley S75 3TT email- stevensonbown@gmail.com
Ariel 3	vacant
Benelli	see Italian- general
Bernardi Buzz	David Hitch, 8 Scoton Drive, Knaresborough, HG5 9HG. ☎ 01423 797808
Bown	David Stevenson (see 'Aberdale')
British Salmson	George Clements, 33a Brunswick Square, Hove, Sussex, BN3 1ED.
BSA W-Wheel	Roger Caunt, 11 Shrewsbury Avenue, West Knighton, Leicester, LE2 6JN. ☎ 0116 212 9101 roger.caunt@ntlworld.com
Cairns Mocyc	Robin Cork, 5 Medonte Close, Fleet GU51 3NU, Hants, robin_brenda@hotmail.co.uk
Clark Scamp Corgi	Luke Booth, 42 Abbotsfield Close, Hastings TN34 2DT, Ian Munroe, 25 Decoy Road, Ormesby, Gt. Yarmouth, Norfolk, NR29 3LG. ☎ 07786 245090
Cucciolo	Hugh Gallagher, 10 Swans Way, Higham Ferrers, Northants NN10 8NF ☎ 01933 419800 hughie_gallagher@btinternet.com
Cyc-Auto	Mike English, The Coach House, 2 Churchberry Road, Enfield, Middlesex, EN1 3HR. ☎ 0208 3673897
Cyclenmaster	Peter Crowder, Whin Park View, Arthington Lane, Arthington, Otley LS21 1PJ ☎ 0113 284 2679
Cymota	N Pearson, 26 Dale Street, Mansfield, Notts NG19 7DY
Derny	Bob Terry, Rose Cottage, 5 Sandy Lane, Codsall, Wolverhampton WV8 1EJ, ☎ 01902 842198 rterry526@btinternet.com
Ducati	David Casper (see Machine Registrar details, page 2)
Dunkley	Noël Loxley, Floral Villa, Wold Rd, Barrow Upon Humber, N Lincs, DN19 7DQ ☎ 01469 530678 noellox@beeb.net
Excelsior Autobyk	Ridley Nichol, Ballinorig West, Causeway, Co. Kerry, Ireland ☎ 00353 87 679 4932, ridball@eircom.net
Garelli Mopeds	David Casper (see Machine Registrar)
GYS Motamite	see Cairns Mocyc above
HEC	Tony Spicer, 16 Fairfield Rd, Ashington, Pulborough, W. Sussex, RH20 3JZ.
Heinkel Perle	Mike Curteis, Combs Head Farm, Combs, High Peak SK23 9XA.
Honda mopeds	Carl Squirrell, Red Barn Cottage, Framlingham Rd, Kettleburgh, Woodbridge PE13 7LL. 01728 621096 cesquirrell@hotmail.com
Italian (general)	David Casper (see Machine Registrar, Club Officers listing, page 2)

NACC Transfers

Egg Berini tank £4.50, Bown chainguard £2.75, Bown headstock £3.00, Bown tank £3.50, BSA Winged Wheel £4.25, Corgi tank £4.50, Cyc-Auto frame/tank £4.50, Cyclaid tank £4.50, Cymota £4.50, Ducati Cucciolo £6, Excelsior Autobyk tank (pr) £8.50, Excelsior Autobyk headstock £4.00, Frances Barnett Powerbike £3.50, Frances Barnett Powerbike headstock £4, James Autocycle £3.75, Kerry Capitano £6.00, Lohmann tank £4.00, Mosquito tank £4.50, New Hudson 2-level lettering £2.25, New Hudson arm & hammer £3.50, New Hudson headstock £3.75, New Hudson tank block £3.75, New Hudson tank script £3.00, Norman Autocycle headstock £3, Norman Nippy panel £3.75, Norman Lido £3.50, NSU script large £3.50, NSU script small (pr) £3.00, NSU tank shield (pr) £7.00, Phillips Gadabout £4.00, Phillips Panda script £3.00, Phillips Panda £4.50, Power Pak tank blue £5.25, Power Pak tank red £5.25, Raleigh Lub. £3.25/4.25, Raleigh Heron head £4.00, Raleigh Automatic £4.25, Raleigh Moped RM1 panel £4.25, Raleigh Moped tank (pr) £10.00, Raleigh Runabout fairing £3.00, Raleigh Runabout frame £3.00, Raleigh Supermatic £4.25, Raleigh Ultramatic £4.25, Raleigh Wisp chainguard £2.75, Raleigh Wisp frame £3.00, Raynal tank £4.50, Solex block £3.50, Solex script £3.50, Trojan Mini-Motor tanksides £4.25, Trojan Mini-Motor Trojan head £3.50, Vincent Firefly tank £3.00, Vincent Firefly script £3.50. This is, by no means, a definitive list, lots more transfers are held/can be obtained.

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