

Journal of the National Autocycle & Cyclemotor Club Ltd.

The

**Buzzing** Club®



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**YOUR CLUB NEEDS YOU!!**

[www.thebuzzingclub.co.uk](http://www.thebuzzingclub.co.uk)



The National Autocycle & Cyclemotor Club Ltd.  
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Registered Office: 7 St. Nicholas Road,  
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<b>V765 Applications</b> Phillip Wright	12 Shancara Close, Tingley, Wakefield. WF3 1JP 01132 535808 (6 – 9PM) ✉ <a href="mailto:phillip.wright0@btinternet.com">phillip.wright0@btinternet.com</a>
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<b>Publicity Officer</b> John Aston	see contact details under 'Secretary' above
<b>Events Secretary</b> David Beare	see contact details under 'Buzzing Production' above
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<b>Club Historian</b> David Beare	see Buzzing Prod. above
<b>Committee Members</b> Ray Butcher	01443 224223, Josie Stanley

Please send an SAE (an IRC from Europe, 2 IRCs from outside Europe) if you need a reply when writing to Club officers. General enquiries via email, please contact [info@thebuzzingclub.co.uk](mailto:info@thebuzzingclub.co.uk) Items for inclusion in April 2015's mag to reach Buzzing Production no later than Friday 13th March 2015.

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The AGM on December 6th did not have a quorum, so it has been rescheduled for Saturday 24th January 2015

# 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**, we have corresponding agreements with; the Register of Unusual Microcars, New Zealand Classic Scooter Club, the Bermuda Classic Bike Club, Rijwiel Hulpmotor Club Nederland, AML GC17 in France, the Sjælland Veteranknallert Klub, Denmark and the British Two Stroke Club.

## Club Insurance

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

## Library

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

## Website

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

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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 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

- Jan 11** Granadaland/Lancashire Hot Pops 22nd Hangover Run, The Farmer's Arms PH, Chorley Road, Parbold L40 3SL, 11am start, call Derek on 0771 281 4005 for info
- Jan 25** Kent, Sussex & SE. London, Nick's Birthday Run, Dover Transport Museum, Dover CT16 2HQ, 10am for 11, details from Nick on 07833 623630
- Feb 7-8** Bristol Classic Bike Show, Bath & West Showground, Shepton Mallett BA4 6QN, contact Rod Western on 07778 704097 to display a bike at this great show
- Feb 15** Devon Autocyclists The Valleytines Run, 10 for 11am start from Ventiford House, Teigngrace TQ12 6QN, call Pete & Shani on 01626 362095 for info
- Feb 16** East Coast Pedalers The D-Day Run, from Framlingham College, College Rd. Framlingham IP13 9EY, call Carl on 01728 621096 for more info
- Mar 1** Vale of Glamorgan Section St. David's Day Run, 10.30 start from The Café, Llandow Race Circuit, Llandow, nr Cowbridge CF71 7PB, info from Ray on 01443 224223
- Mar 1** VMCC Cyclemotor Section Winter Wandering, The Rock of Gibraltar, Enslow Bridge, Bletchington. OX5 3AY, call Norman 07835 101560 for more info
- Mar 8** VMCC Cyclemotor Section 3 in 1 Run, from The Barley Mow PH, Winchfield, Hants. RG27 8DE, call Lorraine and Derek 0118 9730712, please book lunch in advance
- Mar 8** S. Staffs Section Fruitcake Frolic from Bradford Arms PH, Ivetsy Bank ST19 9QT, 10 for 10.30, call Bob Terry on 01902 842198 for info
- Mar 15** ECP Alex's 'Sixteener Tantrum' Run, from Bruisyard Village Hall, Rendham Rd Bruisyard IP17 2EJ, call Carl on 01728 621096 for more info
- Mar 15** VMCC Cyclemotor Section 1st Wansdyke Run, from The Golden Fleece, Shawn, Melksham SN12 8HB, call Frank on 01225 708743 for details
- April 5** The South Wales Welsh Run, from Castle Street car park, Abergavenny NP75EE, call Philippa on 01873 858344 for details
- 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 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 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 25-26** Classic Bike Show, Stafford Showground, Stafford ST18 0BD, S.Staffs Section organise the NACC stand, call Bob Terry on 01902 842198 to show a bike
- April 26** ECP "Drive It Day" Road Run, from Wickham Market Square, Wickham Market IP13 0EH, call Carl on 01728 621096 for more 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 17** VMCC Cyclemotor Section The Postcombe Run, England's Rose PH, Postcombe OX9 7DP, call Alan on 01494 532172 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 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** 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 24** VMCC Cyclemotor Section Box Hill Revisited, Newdigate Village Hall, Newdigate RH5 5DA, call Lorraine and Derek 0118 9730712, bring own packed lunch
- July 3-5** NACC NATIONAL RALLY, Wolverhampton Rugby Club, Castlecroft WV3 8NA, see page 14 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** VMCC Cyclemotor Section Bikes in Beds, Chequers PH, Yeldon MK44 1AW, call Hugh on 01933 419800 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, Ivetsy 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
- 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** VMCC Cyclemotor Section 2nd Wansdyke Run, from The Golden Fleece, Shawn, Melksham SN12 8HB, call Frank on 01225 708743 for details
- 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 13** Thames Valley Section Silchester Saunter, from The New Inn PH, Heckfield RG27 0LE, contact Robin Cork at [robin\\_brenda@hotmail.co.uk](mailto:robin_brenda@hotmail.co.uk) for more info
- 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 26-27 Kent, Sussex & SE London Section Headcorn Aerodrome weekend at Headcorn Aerodrome, Headcorn, Ashford, Kent, TN27 9HX. See Section News for details**
- Oct 4 VMCC Cyclemotor Section 100-Mile Run, from Quanton Memorial Hall, Station Road, Quanton, 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 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**
- 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**



## 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](mailto: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](mailto:roy@devonautocyclists.co.uk). website is [www.devonautocyclists.co.uk](http://www.devonautocyclists.co.uk). **Roy**

**Dorset Section:** Keith Starks, tel. 01202 605112 or email [keith-starks@tiscali.co.uk](mailto: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, until further notice. **Keith**

**East Coast Pedalers:** Carl Squirrel, 01728 621096 and Roly Scarce 01728 723927, email: [eastcoastpedalers@hotmail.com](mailto:eastcoastpedalers@hotmail.com). Carl is at 5 Tudor Close, Brook Lane, Framlingham IP13 9SL, Suffolk. Unfortunately nothing much to report at all as this edition of Buzzing has been brought forward a few weeks and as I write this - in Sunny Arizona !! (no NACC type machines spotted as yet !) our Cold Turkey Run has not even taken place. So the next event on the ECP calendar will be the D day run ( D as in Decimal not World War D day), on February 15th, not sure how people will portray the change to Decimal Currency on their machines but no doubt someone will come up with something, maybe we will get lots of 1971 machines turn up ...So all I can really think to say is to wish everyone a safe and enjoyable riding season for 2015. **Carl**

**East Surrey:** Martin & Sharon Wikner, 54 Dane Road, Warlingham, Surrey CR6 9NP Tel: 01883 626853 or 07774 562085, email [martin.wikner@yahoo.com](mailto: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. We are planning our events for the coming season. For 2015 we will be holding just the three best attended events from the last two years. These are The North Downs Run, The South Downs Run and The Bluebell Run they are now listed in the events calendar. These three events will not only be advertised in Buzzing but elsewhere and in some classic motorcycle magazines. The thinking behind this is to try and concentrate our efforts and make these well attended events. The runs themselves will all be improved upon. Also in our now flourishing newsletter we will be listing a whole host of events that occur close to our local area.

So for this winter we ask our faithful regulars, go fettle your trailers, transporters, bike racks etc. as this will be the year we go more outward bound. Don't forget to read our newsletter when it drops into your inbox. It's full of the news, interesting topics and all the hot gossip. The motto for this year is "Don't just look at it, Ride It!" **Martin & Sharon**

**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](mailto: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 - 1000 for 1100 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-Loqueveau, France [hollinshead.bb@wanadoo.fr](mailto: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](mailto:g_jeffreys@hotmail.com)

**Northern Ireland:** contact John Maconaghie at [j.maconaghie@btinternet.com](mailto:j.maconaghie@btinternet.com) or Don Ferguson at [macferguson@hotmail.co.uk](mailto: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. 22 March- Alastair Murray, Waringston area; 19 April- Don Ferguson, Coast road from Ballygally; 3 May- Kenny Davison, Waringston 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 Prodger, Meriden, St.Katherines AB51 8TL, 01651 851569, and Gordon Williamson 01343 830127 or [gordon.williamson@dsl.pipex.com](mailto: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

**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](mailto: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 3<sup>rd</sup> Wednesday of each month from 8p.m onwards. **Bob.**

**Thames Valley Group:** Bernard 0118 987 2533, Colin 01672 562901, Derek & Lorraine 0118 973 0712. **Colin**

**Vale of Glamorgan:** We meet every fourth Monday at The Farmers Arms PH at Aberthin, near Cowbridge. contact Ray Butcher 01443 224223 or [ray.butcher@btconnect.com](mailto:ray.butcher@btconnect.com).

**VéloSolex Section:** Contact Paul Grogan by email at [paul@theclassicmoulton.co.uk](mailto: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](mailto:dynazone@gmail.com). We meet on last Saturday of the month, 12 to 12.30pm at the Shippons Pub, Irby Village, CH61 3UA, 0151 5480449. The Isle of Man event is set for Monday 13th April 2015 departing Liverpool on the 11.15am IOM ferry. Three nights' accommodation, giving 2 ½ days touring the Island, returning on the 3pm ferry Thursday 16 April back to Liverpool, arriving approx. 7pm. (for North Lancs riders a crossing from Heysham is possible). We are planning to ride the TT course on Tuesday 14th and perhaps a trip on the narrow gauge steam railway from Douglas to Port Erin (approx 17 miles) on Wednesday. The final day up till 2pm will give an opportunity to explore, possibly across the island to Peel. Costs: a linked ferry/accommodation deal in a 3 star B&B hotel in Douglas is approx £230 in a twin bedded room. We have already secured 14 'Wobbler' bookings so probably six more places are currently available, but it really is 'first come, first secured.' We envisage a party of approx. 20 riders max. If we exceed this number we will start a reserve list. If numbers justify AND we split into smaller groups, we may be able to cope with a few more riders! Bookings need to be made asap in order to try to keep the party in one hotel. A £40.00 non-returnable deposit on our initial booking with IOM Ferries needs to be made by December 31st, then the balance paid 6 weeks before travel. For reservation of a place/ further details contact Ted Bemand on 0151 648 5598 or email [dynazone@gmail.com](mailto:dynazone@gmail.com) (Note, no need to send a deposit until we actually confirm your place on the trip.) **Ted Bemand.**

**Worcestershire & Gloucestershire Section:** We seem to meet on the second Sunday of the month. Contact Roger Watkinson via email at [watkinsons@talktalk.net](mailto: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:

**This issue of Buzzing** is being prepared two weeks before Christmas in order to have it land on your doormats by the second week in January, as we are legally obliged to advise all members of the new date for the postponed AGM on 24th January 2015. Your committee decided it would be the best way to do this without spending club funds on an expensive one-off mailshot, so inevitably this is a slim Buzzing and a lot of information and adverts you wanted to send for publication in February will have to go in April's magazine. Many apologies for that, but if a few more of you had turned up to attend the AGM on 6th December at Cosford we would have had a quorum and this situation would not have arisen!

**THE 2015 NACC NATIONAL RALLY- In the absence of any offers at all from other Sections to host this event, the South Staffordshire Section have agreed to step in and organise the rally once more, at Wolverhampton Rugby Club.** The format will be the same successful one, the camping field will be open from Friday afternoon 3rd July, camping costs just £6 per person per night. An excellent Curry will be served at the Clubhouse (with licenced bar) on Friday evening, £6 per head. Saturday 4th July the famous full-English fry-up breakfast at £4 is available, Saturday night we have our very popular 3-course roast dinner at £11 a head, with licenced bar and entertainment (Tombola, Irish Bingo) at the clubhouse. There will be runs out organised for both Saturday and Sunday, details will be published in forthcoming editions of Buzzing once the routes have been finalised. Sunday starts with another full-English breakfast followed by a run out before returning to Wolverhampton Rugby Club. A full weekend of fun, food and friends- what more could you wish for! We hope that you will be able to stay for the whole weekend, but everybody is more than welcome to join us for any of the days/runs. The only thing we have to mention is that if you are planning to join us for any of the meals could you please book in advance by completing a booking form on page 16 as we have to let the catering staff know exact numbers. If you would like to come for the weekend but would prefer not to camp then please just get in touch and we will help you find local overnight hotel accommodation.

So make a note of the date, complete and return a booking form together with your remittance and leave the rest to us. Please use the entry form on page 16 to book your place, or call Bob or Liz on 01902 842198, 07976 076398, or by e-mail [rterry526@btinternet.com](mailto:rterry526@btinternet.com). if you need more info.



**Mentioned in Dispatches-** Winter Issue 6 of the FBHVC News magazine contained an extensive quote from our report on the VMCC Welsh Run on Easter Sunday 2014 and published in June's Buzzing. The FBHVC Club News page, written by David Davies, reviews items of interest found in various club mags. On our route around the Abergavenny area we visited Vowchurch Common and what tickled David Davies fancy was the story of the American B24 which was badly shot up over Germany on Christmas Day 1944 and

turned back toward England. Half the crew, including the pilot, co-pilot and engineer, baled out as the plane was on fire. The remaining crew didn't fancy becoming prisoners of war in Germany and hung on until the plane was over France before jumping. It continued flying NE empty, on autopilot, eventually gliding so low it hit the top of the hill at Vowchurch, killing three cows. The wreck-crew got to the fags and chocolate before the locals did, but they made off with the remaining fuel and the three cows vanished, never to feature in anybody's ration book.

**Insurance Matters!** Further to David Walker's letter in the December issue of Buzzing concerning insuring British-registered classic vehicles in a European country (e.g. France), David emailed a further insurance matter he discussed on an aeroplane with a fellow passenger. "As soon as anyone knows that you were in the Insurance Industry there is always a tale. His one was that he was insured with a well known Insurer that gets it's business via the Net and has just lost out to the tune of £11,000. He drove to Spain and forgot to tell his Insurers prior to the trip. He wrote off his Audi TT with no other vehicle involved. It also cost him £2000 to bring the wreck back to the UK. I asked for a copy of his policy wording as I had not seen that requirement of prior notification since the 1990s. Sure enough, after having a look, to sum it up, tell us first or it's third party only, whatever the length of trip."

So, NACC members, you have been warned! Double-check your policy cover abroad, such changes could also appear at the renewal of a policy. If you do not fancy wading through the paperwork contact your Insurer **PRIOR TO THE TRIP**.

**From the very active Northern Ireland Section-** Alan Gillespie sent Buzzing a photo of his fully restored Britax Ducati Cucciolo. "I am sending you a photo of a Britax Ducati that I restored recently. I had one for twenty years but sold it and lived to regret it as the Northern Ireland section was formed two months later. Luckily I got the chance of another and just had to have it. I have fully restored it and am more than pleased with its performance. I will never part with this one!!



**Martin Wikner of the East Surrey Section** told us about the record-breaking activities of Frenchman François Gissy, who established a world record of 333kph (207mph) on 9th November this year. Riding a bicycle. A rocket-powered bicycle. The record was set on the Paul Ricard racing circuit main straight and he took seven seconds from a standing start to over 200mph. If you would like to see him in action there's a clip on YouTube at <http://youtu.be/WREyAicJXkM> Somebody was trying to pace him in a Ferrari 430 Scuderia but it got left standing. Mad, mad.....

# The EDITOR'S CORRESPONDENCE

**Dear David,**

I have been corresponding with the DVLA to check on my son's entitlement to ride mopeds (he is an NACC Associate Member) next year. My findings are of concern to me and potentially some of our older members. Apparently the Motor Vehicles (Driving Licence)(Amendment) Regulations 2012 (Statutory Instrument 2012 No 977) amended the definition of "moped" in S108 of the Road Traffic Act 1988 to that of Directive 2006/126/EC to that of category AM. That is no quicker than 45 kph. Previously the 1988 Act included pre-1977 mopeds in the definition and that reserved the potential for all ages to ride them.

Our Government has added a Category P to allow existing holders of moped entitlement to ride machines up to 50kph (an earlier definition). However should you be riding a pre Aug 1977 moped (using a car based entitlement) that goes faster than 50kph you could find yourself in trouble. Also, any pre 1977 moped with a design speed over 50kph can no longer be a moped as far as any form of licence is concerned. It would therefore be a motorcycle. Strange as they are mopeds on the V5 and the MOT is according to different rules than a motorcycle.

In Northern Ireland their website states that pre 1977 mopeds are within the new category AM but the DVLA would not comment on this. Assuming this to be the case then the idea of harmonising licences across the EU has failed. Regards, **David Wickens**

**Dear Dave,**

A message for my fellow Buzzers. 10.30;- 7;- 10;- 3;- 11;- 160. No, don't bother to get out your Enigma decoding machines, I will unravel it for you. 10.30= the time the 2014 AGM was due to start. 7= the number of NACC members in the audience. 10= the number of committee members present. 3= the number we were short of to form a quorum of 20. 11= the end time of this non-event. 160= the miles I covered to and from Cosford, (probably one of the best venues for an AGM) And that was a small distance compared with Nick Devonport, who travelled 6 hours from Kent, with an overnight stop!

Yes, an AGM is probably a boring 1½ to 2 hrs of procedure, required by law as a limited company. But that's the penalty of us having protection against the possibility of all members facing liability in the event of expensive litigation. Over the past 8 years I have tried to attend AGMs. At the bicycle museum we had (if memory serves me correctly) approx. 50+ attendees. At Cosford a few years later 24. Last year it was 16, this year 7. It doesn't take the Chancellor to notice that a drop in numbers suggests we have an apathy problem....7 out of 2000+.... you do the maths!

The Committee puts in a lot of effort to ensure the smooth running of the club. Surely a little more support from the members is not too much to ask? And, as a result of this non event, the February mag. is having to come out in January. This means we will not have another mag. until April. That really messes up any event postings for springtime activities.....all for the sake of 4 more members. A poor show guys, a very poor show. **Ted Bemand, Wirral Wobblers.**

## Dear Member

I went to the AGM at Cosford Museum on Saturday 6 December. Unfortunately, not enough other members did likewise. The meeting was 3 short of a quorum, and as you will read elsewhere, the meeting has had to be reconvened. It was disappointing, but somehow not a surprise. I had had some thoughts before-hand, and on the drive down to Cosford, and hoped that there would be time for a discussion after the meeting when some points could be aired - but that was not to be.

From memory, there were 9 committee members, and, eventually, 8 ordinary members, - out of a total membership of around 2000. Admittedly, the Agenda was short, and not hugely controversial, so there was on the face of it little to attract people to attend what is in essence a mandatory annual business meeting. But it can be more than that - it is a chance to meet, catch up, and find out what's going on. But 99% of the membership did not take that opportunity - there was something more important, interesting or pleasurable for them to do that morning. I wonder why that is, and what it means for the future of the Club. These are some of my thoughts: they are not criticisms, either of the membership as a whole, or of the Committee, or of the stalwarts at Section level who organise Shows, Runs and Events. Nor do I seek to express a preference for a particular outcome. But I would like to stimulate some discussion.

The membership is ageing, and is already old. Not an attractive thing to say, but my impression is that the average age is over 60 - perhaps by a significant margin. The committee reflects the age profile, and many of them are long serving committee members, and very long-established club members. Some of them have already notified their wish to retire from the Committee. I think that by this time next year those wishes will have become decisions. Who will replace them? If the bulk of the membership is aged, then it is unrealistic to think that many will leap forward to take on a long-term commitment to help in running the Club. Once in a Committee seat, history proves it is difficult to get out of it, for lack of volunteers to replace a retiree.

The founding and binding interest in the Club is stated in its title - Cyclemotors and Autocycles. Mopeds have been the cause of much discussion but are here to stay and have been a part of the Club if not from the outset then from very early days. Interest in Cyclemotors and Autocycles is largely confined to those of a certain age - back to the age profile of the membership. Younger people do not have the direct connection with them. They will have a connection with more modern mopeds, and I'm sure there are several clubs already which cater for such interest.

Mopeds seem to be forming more and more a part of the activities of the Club, principally due to ease of use, and the advancing age of the riding membership. The focus of the Club is thus changing. Do we accept this, or seek to promote the older machines, or do both? In the matter of promotion, why and how should we do it, and who will do it? Are we an evangelising club? Are we to go out into the World promoting our interest? Do we have a presence at National events (Stafford, NEC) in order to attract new members or for our own enjoyment and satisfaction? If the former, how effective is it? Do we gain new, active, young, members?

Should we run the Club in essence for the existing membership? If so, we face an inevitable decline, steady but it is to be hoped, slow and manageable, as we all die off. There is no Law which says that the Club must continue for ever, and it will continue only for so long as active members maintain their interest and are prepared to put in the effort. My impression is (and this is not a scientific survey!) that activity and enthusiasm exists at local level. It does not readily reach to National level. Why? (contd.)

The one regular thing which embodies this Club at National level is the magazine, Buzzing. It seems to me to be the one thing which ties the Club together. It is the work of one man and a small number of contributors. Has everything been said about machine origins and history; restorations, modifications, failures and disasters in sheds up and down the country? I have no wish to denigrate the reports of Runs and Shows, and indeed I like to know who's out and about on "our" machines, but there has been correspondence that they are formulaic and repetitive year after year. But if that is all that is written, then that is what will be published. More and wider input from more members would deepen the appeal of the magazine and enhance a feeling of inclusion in a National Club.

What would in my view undoubtedly help, from the other end of the communication chain, is input to the magazine from the Centre, from the Committee, telling the ordinary members what is going on, what the Committee's aims and aspirations for the Club are, and asking for feedback. At present, (to oversimplify and state matters rather crudely) there is the risk that the Members will regard the Centre as a closed shop, and the Centre will regard the Membership as apathetic. The truth is most probably neither of these, but it will require effort from both ends in order to change things. So why am I not on the Committee pushing and pulling the Club? Personal circumstances and character flaws would be the easy answer! But I do have a sense of detachment from the Centre, and I'm sure I am not alone. Before I would consider getting involved again, I need some answers to the above questions, and some sense of the direction in which the Club wants to go. If you have views on any of the above, write or email to Buzzing, or the Committee (no, I haven't cleared this with them!) and let them know what you want. If no one responds, that will be an answer in itself. **Peter Moore**

*Peter Moore raises some interesting and valid points. All "nostalgia" clubs suffer from an ageing membership, whatever their focus. It is worth pointing out that the NACC has an **increasing** membership as many new members join at the shows we attend, not all of them in their 60s. On the subject of increasing numbers of mopeds and stepthroughs being used on runs, many members have to use such machines due to physical problems- they still want to enjoy runs out with friends in their local section, one reason the club was founded in the first place and the NACC has always welcomed a wide variety of machines, having outgrown its original name of 30 years ago. Regarding the committee being a closed shop- we have often asked for new volunteers to take on committee posts but none do! As for not communicating with the membership, we seldom post items in the magazine because very little of the mundane admin. of our club needs to be communicated in Buzzing. The content of Buzzing is also entirely dependent on contributions from members;- as Peter points out- what is contributed is what is published, so please tell fellow members what you are up to and what machines you are riding or working on. **David Casper***

#### **Dear David**

Further to Edward Trew's letter about the Corgi and its apparent rarity, I was indeed delighted to see the lovely publicity photo of the young lady in her oh so 1950's outfit on the front of Buzzing. I thought I might share my own experience of the Corgi and its gradability or maybe, lack of it. When I had finally got my own Corgi into the kind of shape where it might join in cyclemotor runs, the thing that immediately sprang to mind was the clear warning that they were not to exceed 30 mph 'except for very short distances'. The thought of even approaching 30 mph seemed enough to court mechanical disaster. Further evidence seemed to point to under-gearing, ability of climb hills with no impediment and the strange composite rear sprocket consisting of the outer toothed part brazed onto the centre part. My mind drifted back to the day I bought the Corgi, the owner said he had bought it himself from Westmorland, a somewhat hilly location, if my memory serves.

All this and the fact that the chain seemed to run very close to the frame led me to count the teeth on the sprocket and make reference to Peter Miller's excellent book "From Welbike to Corgi". All become clear. My sprocket was 33 teeth and the standard was 27 teeth. A replacement sprocket was procured and the teeth re-cut to new standard by "Mr Sprockets Unlimited". This together with a new chain produced a bike which was in truth much nicer to ride on what could be called normal roads, however, it did struggle on some of the country lane hills we sometimes find on our cyclemotor runs. I do have to say though that the engine's reluctance to rev very freely is offset by its ability of lug down to keep pulling at quite low revs.



I am a bit reluctant to go back to

'Westmorland gearing' but with no LPA available the alternative is a kind of ungainly paddling of the feet or the ignominy of pushing. However, another approach does present itself. Most cyclemotor runs do seem to keep to the same route so maybe it's a case of finding the ones that the Corgi can manage. I have found that, un-gentlemanly though it is, if a grade is anticipated, breaking ranks and 'burning' past the sedate pack to get a run will get the Corgi up.

We get some reliable gradability figures from a Motor Cycle road test published in Peter Miller's book, of a Mk2 Corgi being about a 1 in 10 steady climb. The accompanying statement is that it would not of course 'go anywhere'. This is in accordance with my experience and can be calculated from a max. engine torque of about 3 lbs-ft.

My 'Westmorland' sprocket would improve this to about 1 in 8 and the 2-speed Mk4 would be about 1 in 6 in low gear. These are all with a 90 kg rider, reducing to a lighter 70kg rider would improve a standard MK2 from 1 in 10 to 1 in 8. Avoidance of pies clearly pays benefits on low powered machines like these.

Hope this adds a bit of perspective to the Corgi story, I'm still waiting to see another running Corgi as I think mine is pining for canine company. Could I propose a Corgi sub-group as there is no separate Corgi group that I can find still existing? **Chris Sawyer.**

# Shows & Run Reports

## 2014 Coast to Coast- Team Stepthru in action

I kept this photo-report in reserve for a winter issue of Buzzing because- just for once- last year's C2C took place in glorious sunshine, there are people in shirtsleeves! It is a reminder of what a great event the C2C is, especially when it's warm and dry....



Above, preparations are made before the start- look, no wet-weather gear!

Right, and they're off! A small group ride away on their 2-day marathon to Whitehaven on the west coast. They will have to tackle Hartside, a climb up to 1,903 feet at the summit.





Left, NACC members Ray, Glyn and John ready for their departure from Hartlepool.

Below- "I'm sure we need to go THAT way! A map consultation takes place on Sunday morning in Alston.

Below, the team arrive at Hartside in glorious sunshine- look, shorts!



Below; Ray, Glyn and Dave arrive at Whitehaven- journey's end.



Well-earned refreshment at Alston on Saturday evening...

*All photos thanks to Josie Stanley.*



Every two years I try to visit my uncle Gordon, an 82 year old biker/engineer who left these shores for Germany in the mid fifties. He has a superb collection of five BMW motor cycles and six mopeds or 'Muppets' as the Germans call them! For this year's 11th Old Timer Treffen event in Hannover he decided against the 600 flat-twin (as he was getting a bit older) and chose to ride a 1950s BMW R25 250cc, one of three he has.

Unfortunately most of his Muppets were not insured for me to try, a pity as they were all like the day they had left the factory. The Hercules MK4; the Zundapp M50; the NSU Quickly F; the Hercules Saxonette: (rear wheel motor) and the Rex FM 50 (bottom bracket motor). Most had been virtual wrecks bought a local Flo (flea) markets. All now in perfect running order. I was originally going to ride an ultra rare 1951 98cc Bismarck LM 98T. Absolutely pristine after many hours of restoration, however it had not been used for more than twenty years. I eventually got it to run for a few seconds, with some fuel down the plug hole. But time was against me, the event was the next day. So I ended up riding the only insured moped, a Kreidler Florett K54 another superb, totally original example. *(Above, a REX FM34 cyclemotor unit)*



The day of the event dawned rather wet and cold after a week of fine weather. As with his other bikes, my uncle's 250cc BMW had not been used for some years. However, we departed and it ran sweetly for 10 miles, and then the note changed from a smooth tick over (at the last set of lights before the display ground) to...well nothing, it just died. No amount of kicking helped. A push into the parking area, a fresh plug and it started ½ hr later, Gordon said it was that Mickey Mouse ethanol-petrol again!

Every time I attended this event it gets bigger. According to the organisers 900+ vehicles and 10,000 visitors! No entry charge is made for visitors and a free full sized rally plaque for exhibitors. At many UK events the exhibitors pay, as do the visitors!

Memorable car highlights; as always lots of those colourful, smoky East German Trabants, (Trabbies); Hanomags (made in Hannover), Borgwards and an immaculate 1952 BMW V8 502 convertible, with probably the most beautiful rear end in the world... certainly in motor cars! Rows of NSU Quicklys, Simsons, Zundapps, Puchs, German Triumphs, DKWs, lots of stuff we never see in UK. At the end of the event once again the funniest sight... a brace of portly, leather clad pensioners furiously peddling their 'Muppets' into life before blasting off in a haze of two-stroke smoke- priceless!



Next day I got to grips with the Bismarck (left). Only running on 'plug-hole fuel' pointed to carb problems, so to prove the point I removed the carb, ran a little fuel into the inlet tract and kicked it over. Immediately.... we had a high revving engine! The usual 'grey' debris from old fuel had totally blocked the carb. jets/passageways. Once cleared it ran as smooth as a baby bum! (Can I say that now?)

All too soon it was time to head off for the airport and home. An offer to buy the Kreidler was answered with ...."you will have to speak to my widow" ! I take it that's a NO, then! The old codger, living in Germany for 50 years has not dented his Liverpudlian sense of humour!

*(Right, a Spatz small motorcycle, typical 1950s German styling with an elegant pressed-steel frame.)*



Right- an East German Simson scooter, a bit of a rarity in the UK.



## Solex Racing!

You'll never believe this. On holiday in August in France, we saw a small poster, advertising a two day Course de Solex event on the outskirts of Brest. Later we saw more details in the papers-yes, this was Velo Solex racing .

Yes, really. We arrived on day one to see a 6 hour endurance event no less, held over a 1.8km course,

with a classic Le Man type start. After a warm up lap they were off, the air thick with the smell of burning oil and front tyre rubber. The machines compete in various classes, from classic (original spec) through five other classes depending on the level of modification, level 5 being known as 'prototype'. The only requirement is that the original cylinder and frame are retained although these were highly modified. The first stage mod is to water cool the cylinder, a small radiator being mounted on the bars, and to remove the



mudguards and pedals. All but the classic class seemed to be using Peugeot moped wheels, some with disc brakes.

Most sported large carbs, at least one was using nitro and one I swear had a turbo!

We stood and watched in awe for two hours as the riders in full racing leathers screamed around the course. A ladies team on a pink 'classic' wearing a pink helmet were astonishingly fast in the corners and were able to keep up a cracking pace, although no match for the 'prototypes' on the straights.



Pit-stops for fuel, and a change of rider began after an hour or so and a few front wheels were exchanged. Now when I venture out on my Motobecane Cady, the public's reaction is either amazement, amusement or ridicule. But these guys really take this seriously. Although there was much gaffer tape and cable ties in evidence the really fast machines were beautifully engineered showing many hours of experimentation and development. This was the third annual event in that area, but one newspaper report claimed Solex racing had been going for almost 50 years.



Even more bizarre was a newspaper report a few days later from the annual AgriFest, saying that as well as ride-on mower racing there had been combined-harvester racing, in the style of banger racing, no holds barred. Cutter bars are removed of course!

**Bob Alexander**



## **My 1973 Honda PC50K1**

**Jon Hill**

The photo below of my recently acquired 1973 PC50K1 was taken at the Blyth Battery on the North East coast. The battery was used as part of the coastal defences in both WW1 and WW2. It fell into disrepair and use was confined to the local lifeguards for a period. Volunteers have now undertaken extensive repairs and the site now houses a museum and cafe, which is open other than for the winter months. The PC50 was bought from a gentleman in Swindon as it was not seeing much use. It runs well and will be used next year on a VMCC Tynemouth to St Bees coast to coast rally (and maybe return if all is well and the weather not too foul). John Shaw and Tom Norman did this event on Winged-Wheels last year and I started out on my Cyclaid, which managed about 20 miles before repeated stoppages caused retirement. The event is for flat tank motorcycles or for those developing less than 10bhp and is great fun with the added bonus of an overnigher!



## Cyclemaster Special- part 2

Chris Sawyer

The front light is a period type from eBay and rear is the existing cycle type. Bulbs are 6+3W halogen from BikeCo (check them out for everything to do with bicycle bulbs). The rear has blown, maybe due to over voltage, front now brighter, but no more than adequate. I plan to experiment with BikeCo's LED bulbs with their regulator. In the meantime, rear Halfords battery/LED is fine and dummy bar at the front of the carrier holds one or two high-power LED cycle lights that are bright enough to annoy BMW drivers.

The standard bicycle rear carrier has been modified and turned around to mount on the now redundant front brake caliper hole. Saddles are always a bit of a sore point (little joke there) and the standard bike saddle is only adequate. A gel saddle cover was better and a modern moulded saddle not much better. A second-hand period saddle with tension/compression spring is currently under development. All saddle purchases from eBay.



The standard Cyclemaster engine seems to live quite happily in its tin dish getting no more cooling than provided by the bent up tabs forming a crude fan. Moving the engine out in the open behind the saddle and my legs might conceivably be much better or much worse. To be sure, I purchased a cylinder head thermocouple that goes under the spark plug and gives real time and maximum digital readout. Some research seems to suggest that 2-stroke cylinder head temperatures should be in the 200°C good/300°C bad range. Typical maximum temperatures around the 200°C mark suggest everything is OK.

Much more on the subject of cylinder head temperatures and the only other external Cyclomaster special that I found can be gleaned from the excellent article on Peter Crowder's 14-speed Cyclomaster in Buzzing (Oct 2009). Technically in another league to mine. On the subject of similar things, Joe Swain's chain drive Mini-Motor in the last Buzzing looks very interesting, I would love to examine it in detail.

Performance etc; my special is geared for 22 mph at maximum revs being slightly faster than standard (20 mph). Maximum revs can be pulled on the level with over-run to 25 mph downhill typical. I have seen 30 mph, but that's quite fast enough. Average speeds vary from 18mph on good roads to 15 mph on severe roads. The Sturmey Archer 3-speed gives good LPA in 3rd on moderate roads and 2nd is good for starting. 2nd LPA is better on severe routes. Normally I start to pedal at 12-15 mph. Real gradability is hard to judge, Cyclomaster give 6-7% before pedalling, I guess I can only judge when running with other Cyclomasters.

Weights: Bicycle only: Front 8.5 KG, Rear 9 kg. Total: 17.5 kg. Cyclomotor complete: Front 7.5 kg, Rear 18 kg, Total: 25.5 kg. Weight of modifications: 8 kg. Current mileage: 197 miles. Typical Fuel consumption 140 mpg.

Two unsuccessful attempts were made at my test route, the first resulted in a rather spurious performance drop-off at about 10 miles. Checking everything (points, plug, and jet) resulted in no more problems, but not sure what I did, maybe blocked jet, maybe condenser giving up. This is what prompted my temperature measurement exercise. The second attempt resulted in the bead wire on the new tyre that I got with my drum brake wheel, breaking and causing a puncture, ending that run. The tyre was replaced with Schwalbe Kevlar lined tyre and new tube.



Third attempt- no problems, sign-off! Although the first use in anger was supposed to be the Vincent Run proper, I went on an informal local run of nearly 30 miles which was quite severe; the only failure was the sidestand. The Vincent Run proper was completed on the 12 October (above).

If the rear sprockets were a potential technical show-stopper, then the other one really would stop this project, at least from being ridden, ie registering it. Up until now I had validated the idea at the investment of a couple of weeks. If it couldn't be registered, then it would have to stay like that. There would be no point in all the detailed finishing off and testing if I couldn't use it on the road.

At this time all the local DVLA offices had been closed so communication would be through formal channels with Swansea. Guidance on registering previously unregistered bikes is available from the various cyclemotor organisations as well as the VMCC. I managed to get a dating letter giving the date of manufacture of the Cyclemaster unit as 1953 and an example of how the photographs of engine/frame numbers and the complete bike should be presented. This was a good start.

To actually achieve registration you need to send, in addition to photos: V55/5 (apply on line and it comes by post). V112, effectively the MoT exemption or an MoT if you are post 1961. Insurance certificate for the frame number. Fee (£55). Proof of who you are (copy of driving license etc). Proof of where you live (bank statements etc)

Although a bit of a slog, the really daunting bit comes when you first see the V55. However, help is at hand in the form of a guidance sheet from the VMCC which tells you what boxes to fill in (the important ones) and which to ignore (all the stuff about emissions and type approval).

So all this heap was sent off on Monday and, amazingly by Friday a brown envelope appeared with a V5C (logbook) in it. Flushed with success, I ordered a number plate using the V5, changed the insurance to use the new number and also used the V5 to get a tax disc. I wasn't giving them the chance to change their minds. In fact a hand-made number plate left me nominally legal on the road that afternoon. In fact if I had waited until the Monday I would have got a number plate certificate and another tax disc by post. Obviously the computer at Swansea didn't mind issuing two tax discs, academic now anyway as we don't even need to display one. I should make it clear that this was all done according to official process, no fiddles were employed and no lies told. A full photograph of the complete bike was supplied to the DVLA.

Future developments: two really, firstly to incorporate a geared hub into the driveline in a cross-over to drive the nearside of the rear wheel, maybe 8-speed for closeness of ratios. This would involve major modifications to the mounting frame and sprocket. This is pending other projects and I will probably run through next year first. I might incorporate this into a completely different bike. There seems to be no shortage of Cyclemasters (or bikes). Pity a few more aren't seen out and about.

Second, some front suspension. I have a leading link arrangement sketched out and a spare pair of front forks. This may happen over the winter, cyclemotor projects are good for the winter (indoors). Wife seems to object to full-size motorbikes in the kitchen.

One of my favourite quotations is from Samuel Johnson, who refers to something being like a dog walking on its hind legs, not surprising that it's done badly; just surprising that it's done at all. Look it up if you want to know what he's talking about in those non-PC times.

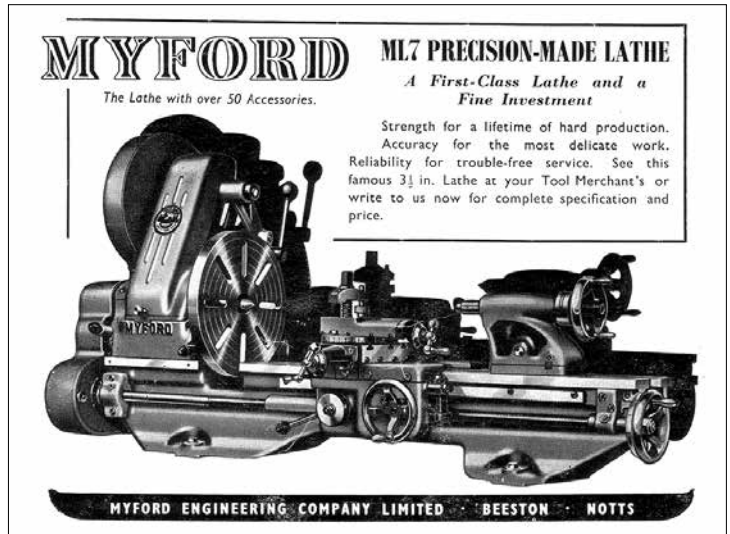


# The Myford Moped

John Stevenson

*(The following article by John Stevenson is quoted from The Model Engineer magazine, September 2014 issue, which Jim Switzer kindly forwarded to Buzzing.)*

“The Myford name is synonymous with the range of lathes they produced, pre-war with the ML1-4 models and then post-war with the ML7 and later the Super 7. The ML7 (right) was first produced in 1946, no doubt with a few lessons learned from Drummonds who’s range of small lathes they produced during WWII. They were given the Drummond range of lathes by the Ministry of Supply, leaving Drummonds to concentrate on more specialised machine tools like the Maxicut gear shaper. The MoS had learned very valuable lessons from WWI when it was found there was a bottle-neck in the production of gears.



After WWII things were still not back to normal; even if you had money it was not always possible to buy what you wanted due to preference being given to exports and rationing remaining in force. Petrol was one of the main items on ration and it was needed by a population desperate to get back to work. Due to this rationing- and a surplus of engineering shops and skills now that the war had finished- quite a few moved into making motorised cycles or power packs that could be fitted to a bicycle.

The idea behind this activity was low cost and economy: sizes varied from 32cc to 49cc which was the maximum allowed to keep to the letter of the law. Makers such as Power Pak, Cyclemaster, Trojan, Cymota (more of these later) had a captive audience. Crude, by any stretch of the imagination, and unleashed on an unsuspecting public who had never heard the phrase “Fit for Purpose.” Terms like LPA, which stood for Light Pedal Assistance, were meant to suggest you might have to assist the engine on the steepest of hills whereas in practice it was every hummock or bridge.

It was in front of this historical backdrop that our intrepid heroes, Myford Ltd., decided they wanted part of the action. Now what happened next has been lost in the annals of time. Whether the development section approached management- or the other way round- it was decided they would design a bolt-on power pack to fit a standard Raleigh cycle.”

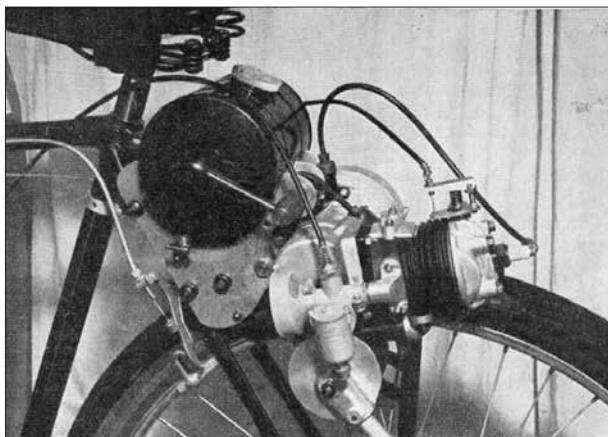
“Head of development at the time was a guy called Glynn Jones. Now, Glynn had a brother, actually an identical twin, called Dennis and Dennis had a history of designing racing motorcycles. So the job of designing this engine was farmed out to Dennis.



This wasn't unusual at the time as in Edgar T. Westbury's obituary he is credited as designing the Cymota together with John Albert Prestwich of J.A.P. engines fame. Something I can find no record of and, given that J.A.P. was bought out in 1945 by Villiers and Prestwich's involvement came to a halt, there is possibly no truth in this. However, contemporary adverts of the day show that Craftsmanship Models of Ipswich were agents for the Ostler Mini-Auto as well as some of E.T. Westbury's own designs, which may have prompted the design of the Busy Bee.”

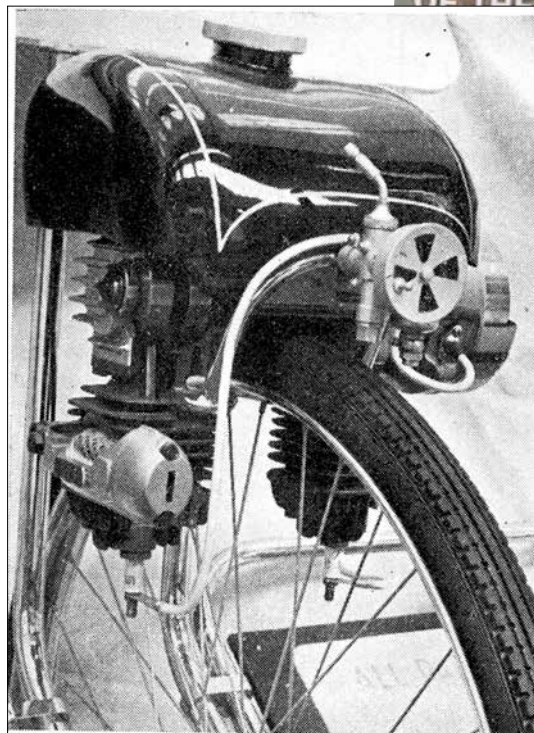
*(Edgar T. Westbury at work, left, and Busy Bee clip-on engine below)*

Dennis Jones was a prolific builder of unusual engines fitted to racing motorcycles. One of his early creations was a flat-four 500cc supercharged unit “which was completely home-made with the exception of supercharger, gearbox internals and carburettor. This was built during the war years for racing afterwards- which never happened because of the ban on supercharging.” Dennis made a total of seven racing bikes, two of the twin-cylinder machines were later cannibalised to make the flat-four.



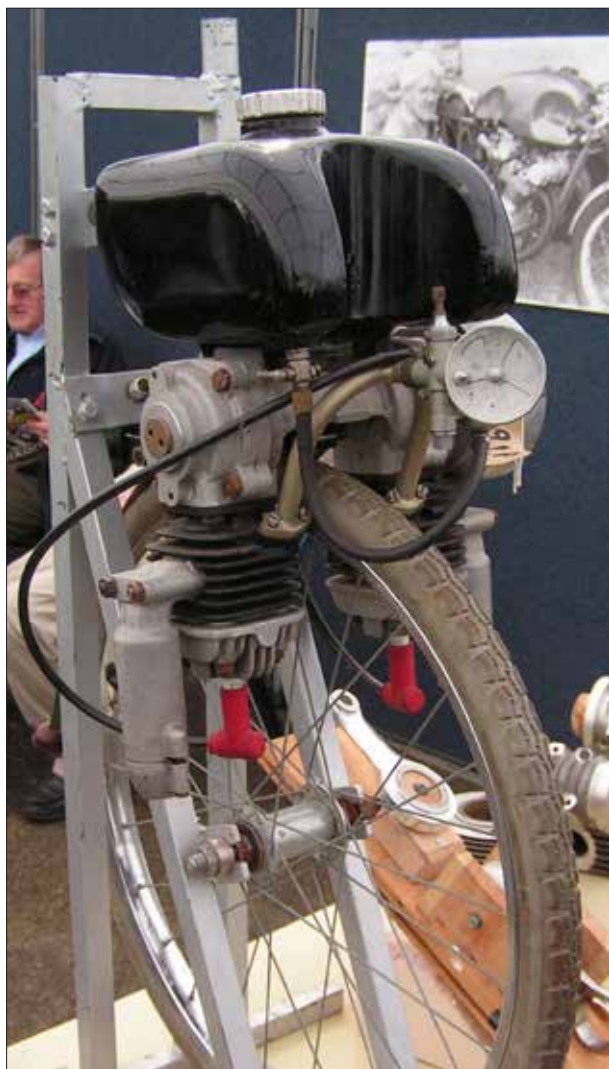
“The main criterion [of the bicycle engine] was that instead of making and selling a complete engine, drawing and castings would be sold so they could be machined on the new ML7 lathe. It's at this point that things went pear-shaped. To keep things small to fit the lathe, the decision was taken (by whom is unknown) to produce this as a twin.”

“This had the effect of taking a simple idea and over-complicating it. Chris Moore, the last MD of the Nottingham-based Myford company, can remember this engine and was under the impression that 10 sets of castings were produced and possibly three complete engines built. One engine apparently kicked around the Myford works a long time before disappearing. One was given to someone for evaluation- but nobody can remember who- and this has also been lost in the annals of time. The final engine was kept by Dennis Jones and for years languished in the loft above his workshop until it was brought out and rebuilt shortly before his death in 2008.”



In Buzzing, Feb 2009 we told of the November 1952 Model Engineer magazine (vol 107 no. 2688 ) which published a photo of a prototype cyclemotor engine displayed at the 1952 Model Engineer Exhibition by the Myford Engineering Co. Ltd.- the Myford twin.

The Myford twin displayed was to demonstrate what could be done in the way of advanced engine construction with the Myford ML7 lathe, though unfortunately the display engine, pictured left, was fully sectioned to show internal workings and would never have been a runner. In October 2008 at the Classic Mechanics Show, Stafford, an engineering company had on display what was claimed to be a Jones twin cyclemotor engine (seen next page)- and indeed it looked very like the Myford of 1952, albeit with many minor differences and not sectioned.



Model Engineer of September 2014 continued: “The engine was a conventional build using two separate crankcases joined by the main-shaft with the roller on it that ran on the rear tyre. Both cylinders hung downward, which must have made it very susceptible to flooding, and were fired from a Wipace twin-coil magneto. As it never went into production no price was fixed on the kit.”

The photo left shows what is almost certainly the one remaining complete Myford/Jones twin-cylinder cyclemotor engine owned by Dennis Jones and mentioned by John Stevenson in September’s Model Engineer magazine.

So now you know!



## Mon Oncle

Fans of Jacques Tati were in for a treat back in September this year, when the British Film Institute ran a month-long retrospective of all of his work.

Tati was one of French cinema’s greatest innovators in that he brought early 20th century mime arts to the silver screen from 1949 to 1974. His

films were virtually silent-movies but with background sound tracks; dialog, apart from some mumbling and humming noises, was non-existent and unnecessary, Tati was “a mime artist of enduring comic genius.” (Ian Thompson, FT 19/10/2014)

Jacques Tati made just six feature-length films; Jour de Fête (1949), Mr Hulot’s Holiday (1953), Mon Oncle (1958), Playtime (1968), Traffic (1971) and Parade (1974). A number of shorts appeared between 1932 and 1936 where Tati acted but was directed by others.

He was born Jacques Tatischeff on 9th October 1907 of Russian/Dutch/Italian extraction, his grandfather Dmitriy had been Military Attaché to the Russian Embassy in Paris.



Dmitriy Tatischeff married a Frenchwoman, Rose Alinquant (apparently a circus performer), who gave birth to Jacques Tati's father George. Dmitriy died of injuries suffered from a riding accident when George was a few months old, so Rose Alinquant took the child to Russia but returned to France in 1883. George married Dutch/Italian Marcelle van Hoof in 1903, joining her father's prestigious picture framing business in Paris, *Cadres Van Hoof*, where George prospered.

They had two children, Nathalie (b.1905) and Jacques (b.1907), who turned out to be a poor

student but a successful athlete. He was apprenticed to the picture-framing business but gave it all up in 1931 to become a mime-artist.

“As a child Tati had been electrified by the tomfool acrobatics of British comedian Little Tich, who toured France soon after the first World War with his slapstick act. Little Tich may have inspired Tati to try his own mime routines based on famous sports figures in mid-30s France. Tati took his funnyman act to charities and gala revues and in 1936 performed in London at the Finsbury Park Empire. Tati's twittish alter-ego, the loping, lugubrious Hulot, took shape in his pre-war *Impressions sportives*.” (Ian Thompson)

In *Mon Oncle*, Tati's character spends a lot of time riding an early 45cc swan-neck VéloSolex, seen right.



Other work involving motorised transport was *Traffic* from 1971, featuring Tati as the accident-prone chief designer of the Altra Automotive Company, manufacturer of a splendidly-converted but complicated Renault 4 van-based camper, which his team are attempting to deliver to the Amsterdam Auto Show for its launch.



Monsieur Hulot is accompanied by his publicity agent Maria (Maria Kimberly) who drives one of those tiny Fiat Cinquecento-based Gamine open-top cars and a truck-driver who is delivering the Altra inside a large Renault truck. They fall foul of many things en route, including the Dutch customs who impound the Altra. *Traffic* was the last outing of the Monsieur Hulot character and sadly not one of Tati's best efforts.



1970s French cinema had changed beyond recognition, mime and slapstick were no longer fashionable. Jacques Tati



had however laid the foundations for another lugubrious, accident-prone character who was hugely successful on TV and in film during the 1990s and beyond- Rowan Atkinson's *Mister Bean*.

*(Thanks to Julian Taylor for the Financial Times article on the BFI's Tati season.)*

Bob Jeffcoat's Powell Joybike continues to intrigue everybody who sees it- and it is now just about a runner! The advert below from Motorcycle & Cycle Trader magazine of 13th March 1959 was unearthed by Ian McGregor. Many thanks Ian.



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The Tomos dealership is, at present, spread over three locations: warehouse in Rye, offices in Hastings and workshops in Bexhill. That will soon change as Tomos GB hopes to centralise operations on the industrial estate at Rye Harbour.

I met the Managing Director and part-owner of the firm in Rye for the handover of our bikes. Paul Kepler is a thoroughly decent chap and we had an interesting couple of hours chatting about the company, their products and future plans. Paul fell into the business almost by accident. His father had bought an old Tomos and, as Paul was



working in Croatia near the Slovenian border and passed the factory every day, he called in to see if he could buy a new machine for his father to carry on the back of his camper van. Paul asked the salesman if they had any presence in the UK and, as they didn't, he bravely stepped in to start up Tomos GB. The brand's reputation suffered in the UK a few decades ago as it was sold by Woolworths and through a mail-order catalogue but from what I've seen and heard from other owners, they've come on in leaps and bounds and thoroughly deserve to be part of the modern moped scene. A motoring journalist in one of the broadsheets wrote up his experiences and raised the company profile very nicely, thank you.

Tomos have been manufacturing mopeds in what is now Slovenia (but those of a certain age may remember as Yugoslavia) since the late fifties when they acquired a licence from Steyr-Daimler-Puch.



Initially a state-run enterprise, it weathered the political storms of the 1990s and was sold into private ownership in 1998.

My bike is the Racing 45 in orange (right). It is presently restricted to 28mph and will stay that way until I've run it in but I discussed de-restricting it with Paul and he tells me that a Spanish company is in talks with Tomos to develop a tuning kit for the A55 engine to liberate a lot more of the potential power and speed. There are already big-bore kits available to take the engine out to 64cc and 70cc. Of these two modifications, the 64cc is the one approved by the manufacturer. The entry-level moped has the less powerful A35 engine but is selling well.



I also had the opportunity to try out a couple of the other imports, an electric scooter and an electrically-assisted bicycle. The scooter, the Govecs, comes in two power outputs equating roughly to 50 and 125cc internal combustion engines. I took the “125” for a spin round the estate and felt a kick in the back as the power came in. It seems to have a decent range and would be a good eco-friendly commuter. The price is an issue, of course – the thick end of £6000 will put many people off – so the marketing focus will be on delivery firms for whom a 150 litre top box can be

fitted to a commercial variant. The battery in the larger machine is removable, allowing for one to be in use whilst another is on charge back at base, thus increasing the range of the pizza boy scooter.

The bicycle is available in two styles, a small-wheel folder and an upright tourer very reminiscent of the Dutch style. In common with many such machines, they are not electric mopeds but the electricity senses the power being put through the pedals by the rider and boosts it. There are several levels of assistance, selected from the handlebars, and of course it's a question of a trade-off between how much assistance you want and for how long you want that assistance to be available. I managed to wheelspin the 250-watt front wheel hub motor and, again, the wind-in-the-hair sensation was remarkable. 250 watts and 14 mph are the legal parameters for an electrically-assisted bicycle (not that that restriction stops some members from exploring the upper limits of the technology!) but the motor can be “over-watted” if required and where the law permits... Again, they aren't cheap at around £1800 – more than the mopeds! - but the quality and the concept seem good.



Having a wander round the site, I stumbled into another unit occupied by the company. Here, I saw other machines in preparation for customers; including one which was one of several used by the company to evaluate dealer reaction but wasn't taken up as an official import. The machine had been sold but Paul now has another order – for me. You'll have to wait until it arrives before I write it up, though.

I casually dropped it into conversation with the Lady Isabelle and the news was met with "You can only ride one at a time!" She'll be laughing the other side of her face if Santa drops a Tomos Classic down her chimney this Christmas.



## The Kent Plating & Enamelling Co.

Brothers Charles and Fred Norman began painting and finishing bicycle frames shortly after the end of WWI and established the rather grandly-named Kent Plating & Enamelling Co. in a garden shed just off Jemmett Road, Ashford, Kent. They soon progressed to making actual frames and such was their success that the garden shed was abandoned in the early 1920s in favour of larger premises on Victoria Road, Ashford, where the brothers began producing complete bicycles under their own name. The company became a well-established part of the cycle-manufacturing world and in 1935 moved yet again, this time to a purpose-built factory built on Beaver Road, Ashford, where Charles and Fred Norman renamed the business Norman Cycles Ltd.



By 1938 the company was sufficiently prosperous and confident that the decision was taken to join the motorcycle manufacturing fraternity. Two machines were simultaneously launched, the Motobyk autocyte and the 122cc Lightweight. Norman's Motobyk was very similar to other manufacturer's offerings on the market,

featuring Villiers' Junior 98cc engine fitted to a reinforced open bicycle frame with rigid forks, a small fuel tank and very little else- a classic minimalist autocycle. It was priced at 17 guineas. A back-pedal brake option was offered.



In 1939 Norman, like all other users of the Villiers Junior engine, switched over to the new Junior De Luxe and took advantage of this to introduce a couple of new models. These were the De Luxe Motobyk with Webb girder forks, and a tradesman's version with a different frame and an enormous front carrier, named the Carrier Motobyk, "The Motobyk for Business." Pictured left is one with a very happy Newsagent's delivery boy, the photo dates

from 1942 and shows a Carrier with the optional extra engine panelling.

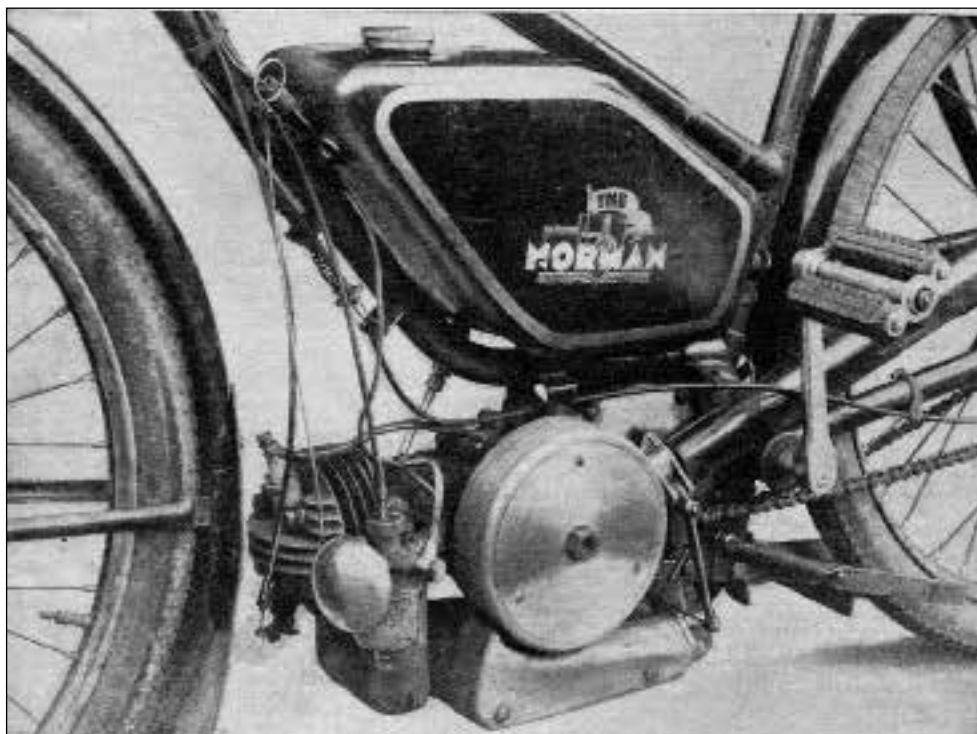


The Motor Cycle Magazine published road impressions of 1940 models on March 14th, a report which began, "One phrase caught my eye; it read: "Don't be afraid of driving the machine hard." I smiled. One or two other manufacturers have made that remark when handing over a machine for test. Not all of them, I fear, can have made it with their fingers crossed. The Norman is, perhaps, a case in point. It was driven hard- very hard- for a dozen miles against a headwind. The speed was surprisingly high; the 40mph speedo-meter, which the letter said was 15% fast owing to its particular gearing, kept its needle almost permanently on 'full-lock'- until it broke and the needle went the wrong side of zero."

*(left, TMC's road-test machine was a De Luxe with Webb girder forks- note also the war-time blacking-out of most of the headlamp glass.)*

The magazine's road-tester (Torrens) then whiskered the plug: "Running a pen-knife blade between the points cleared the whisker and immediately the plug was refitted the machine was in perfect form again. Possibly this 'whiskering' would not have happened if the makers had not encouraged me, because this Motobyk is so smooth and so lively that a man used to far larger machines tends to hum along at speeds appropriate to bigger or at all events to higher-geared machines.

I timed the machine over a measured mile. It averaged 32½ mph in one direction and almost 32 in the other. And on gentle main-road grades of the type to make the normal cyclist slog, the machine will keep up 25 to 30mph. In my experience of autocycles the Motobyk is appreciably above average in its general speed capabilities and, presumably because the engine mounting and the balance factor of the engine agree to an unusual extent, there is practically none of that vibration at high engine speeds which one is liable to expect. Almost the sole vibration was via the pedals, and even this was unnoticeable when I was wearing waders."



“Under normal conditions the performance on steepish climbs appeared to be well above average. The machine was ridden to the North Downs. Box Hill zig-zag it climbed with the greatest of ease; no possible need for pedalling on the hairpin bends; then up to a full 25mph.

Reigate Hill, which runs from Reigate, on the London- Brighton road, towards Sutton, was climbed at a speed that ranged from 20mph to 26mph- this with a load of some 15 stone. Even Ranmore Common Hairpin hill required but four gentle revs of the pedals just to help the machine maintain speed at the hairpin. That the machine is a thorough-going tourist mount will be realised from the fact that one day’s trip amounted to 108 miles. As with the majority of autocycles, a more comfortable saddle is desirable. The saddle fitted was 12in. wide and over 11in. from nose to back, but had a rim of steel running round the back, a rim that became very noticeable.”

*(Sounds familiar to present-day autocyclists! To be continued through WWII and covering post-war models in the next two issues of Buzzing.)*



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