

Journal of the National Autocycle & Cyclemotor Club Ltd.

The

Buzzing Club®



Volume 34

Number 3

June 2015



www.thebuzzingclub.co.uk



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

Committee Members & Club Officers

Chairman	7 St.Nicholas Road, Copmanthorpe, York YO23 3UX
David Casper	01904 704373 ✉jdcaasper@btinternet.com
Secretary	1 Honesty Close, Clayhanger, Walsall WS8 7RE
John Aston	07891 857655 ✉john@johnaston.wanadoo.co.uk
Treasurer	Rose Cottage, 5 Sandy Lane, Codsall, Wolverhampton WV8 1EJ
Liz Butler	01902 842198 ✉rterry526@btinternet.com
Librarian	3 Warwick Avenue, Sands, High Wycombe HP12 4NG
Alan Hummerstone	01494 532172 ✉alan@magic-wheelers.org.uk
Machine Registrar:	and dating certificates , see Chairman details above
David Casper	
V765 Applications	12 Shancara Close, Tingley, Wakefield. WF3 1JP
Phillip Wright	01132 535808 (6 – 9PM) ✉phillip.wright0@btinternet.com
Membership Sec.	72 Glenthorne Drive, Cheslyn Hay, Walsall WS6 7DD
Bob Jeffcoat	07876 338759
Buzzing Production & Letters to the Editor	Treddol, Chirbury Road, Montgomery SY15 6QW
David Beare	01686 669811 ✉buzzing@abermule.com
Publicity Officer	see contact details under 'Secretary' above
John Aston	
Events Secretary	see contact details under 'Buzzing Production' above
David Beare	
Regalia	28 Bridgeside, Deal CT14 9SS, Kent
Nick Devonport	07833 623630 ✉nick_devonport@hotmail.com
Transfers	34 Copperfield Ave, Uxbridge UB8 3NX
Ian McGregor	07753 167595 ✉imcgregor@lineone.net
Club Historian	David Beare, see Buzzing Prod. above
Committee Members	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 Items for inclusion in August's mag to reach Buzzing Production no later than Friday 17th July 2015.

© all content copyright of respective contributors. Articles, photos etc. published in Buzzing may also be posted on the NACC website and recorded in the NACC archive. No reproduction of any kind without written permission of the NACC Ltd.

This issue's front cover photo comes courtesy of Wirral Wobbler Ted Bemand, taken at the Manchester Motorcycle Show, with the Carol Nash girls again in evidence on the NACC stand.

If you look carefully you can see the blonde is holding a copy of Buzzing, June 2014 issue, which also featured a girl on the cover.

Club Information

Membership

Membership of the NACC in the UK costs £15.00 a year. 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 £17.00 and the rest of the world £20.00 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.

"NACC" and "The Buzzing Club" are the UK registered Trade Marks of the National Autocycle & Cyclemotor Club Ltd. under Nos. 2539025 and 2544773 . All rights reserved © 2013.

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

- May 17 VMCC Cyclemotor Section The Postcombe Run, England's Rose PH, Postcombe OX9 7DP, call Alan on 01494 532172 for details
- 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 25 Leicestershire Enthusiasts Oaks In Charnwood Run & Fayre, St James The Greater Church, Oaks In Charnwood LE12 9YD, details Paul Bodsworth 07814 035949
- May 27 Notts & Derbys Mark's Pies & Peas Run, from The Carpenters Arms PH, Dale Abbey DE7 4PP, further details contact Paul Bodsworth on 07814 035949
- 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, Ivetsy Bank ST19 9QT, 10 for 10.30, call Bob Terry on 01902 842198 for info
- July 12** VeloSolex Section The Rutless Run, Sywell Aerodrome, Hall Farm, Sywell NN6 0BN, call Steve Middleditch on 01604 810472 for more 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
- July 26** Somerset & Avon Section Avon Amble, 10 for 10.30 start from the Avon Valley Railway (Bitton Station) BS30 6HD, details Rod Western on 07778 704097.
- July 26** East Surrey Section River Valleys Run, from Edenbridge Leisure Centre, Wellingtonia Way, Edenbridge TN8 5LU, call Mike Follows on 07887 950921
- Aug 1-2** South Hampshire Section Bygone Days Country Show, at Brooklands Farm, South Gorley SP6 2PW, for more info contact Bryan Norton on 02380 343093
- 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 Ballybogy 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
- Aug 30** Somerset & Avon Section South Glos Saunter, 10 for 10.30 start, from The Fox & Hounds PH, Acton Turville GL9 1HW, details Rod Western on 07778 704097.
- 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** Granadaland/Lancashire Hot Pots Autumn Run, 10am from Astley Colliery M29 7JB to Manchester Museum M3 4FP, call Derek on 07712 814005 for 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 20 East Surrey Section Edenbridge Motor Show Display, 10am at Gabriels Farm, Mill Hill, Edenbridge TN8 5PP, details from Mike Follows on 07887 950921**
- 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 Donhadree Harbour BT21 0HE, call Raymond Dunwoody on 0771 3625784 for details**
- Sept 27 Somerset & Avon Section Between the Bridges Run, 10 for 10.30 from The Plough, Easter Compton BS35 4JJ, details Rod Western on 07778 704097**
- 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 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 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 18 Somerset & Avon Section Codrington Canter, from The Wishing Well PH, Codrington BS37 6RY, details Rod Western on 07778 704097**
- 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**

The Events Secretary writes- Could I please remind run and event organisers that I need to have completed signing-on sheets returned to me within 14 days of the event date. I know its a bore to have to remember but it is a requirement of our Public Liability Insurance which covers riders on runs so I need the paperwork back within 2 weeks in case any claims are made. Last year some signing-on sheets/permits never turned up at all! Others arrived in bundles just before Christmas....

Many thanks,
Dave

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 Entries for Powderham on the 11th & 12th July has been very slow again and we are relying again on a few making up the numbers, if you can enter it would be good to help others out, contact me if you can help out so as entries can be sorted. Looking forward to another good weekend, don't forget the Chip Shop Run there. A new Facebook page has been started for the Devon Autocyclists as well so if you are on there and can contribute it would be good, this should open up a bigger group of followers. **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. Two good runs since our last scribblings. Alex enjoyed his first run as a bona-fide rider at his run in March and we had a good Drive it Day run in April as (hopefully) you will read about further on...The dates and venues for all the Summer Evening Runs have now been finalised, June 24th- meet at Guy's house in Rendham; July 22nd - Framlingham College; August 12th -Needham Lake all for a 7pm start. June 27th is our debut at the Melton Village Fete so we hope to see many of you there! July 4th/5th is our annual camping weekend at Long Melford Hall. We have decided to attend the Grand Henham Steam Rally which this year is being held at the Suffolk Showground near Ipswich on the weekend of September 19th/20th. If anyone wants entry forms please contact as asap. That's it for this time, keep enjoying your bikes and all the events this fine club has to offer! **Carl**

East Yorkshire Section: Terry Snow has established a new Section covering the area north of the Humber Estuary. Our next events planned for this year are: Sunday 4th October at 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. Then on 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: 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 Pots: 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. 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 Cyclomotors 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**

Vale of Glamorgan: We meet every fourth Monday at The Farmers Arms PH at Aberthin, near Cowbridge. Contact: Barry Cooksley on 01446 711103 for information on our runs.

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. **Ted**

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:

April's cover photo of Cady Lady aroused the interest of several readers; most wondered how she & the bike were staying upright when the centre-stand wasn't down; Mike Daly said she reminded him of a pleasurable time when he was a musician in Nice in the 60s and that he now had a stock of spare batteries for his pacemaker so more advert photos were welcome....

Jim Switzer writes; "Being in Glasgow on Easter Sunday, I decided to watch the Yorkhill Royal Hospital for Sick Children Easter Egg Run. This is an annual biker's event at which all participants are asked to make a suggested donation of £10 on arrival to help provide specialised medical equipment and other resources essential for the care of the children at the 'sick kids' hospital before they 'tour the city'. As they moved off the roar was akin to a 50s road race meeting. Beautiful. And amongst the hundreds of super bikes, sports bikes, trail bikes, monkey bikes, trikes, outfits etc was a 60s moped. Well done that man! Later I went for a walk and was almost knocked down by a Solex! It is not often this grumpy old git gets two smiles on the one day."

Proposed new Section- David Sambora has written to the committee that "I would like to start an East Sussex Section of the NACC. Like most Sections I would like to meet once a month at a chosen venue (pub) and ride the Sussex lanes. I hope that anyone interested will contact me to discuss this further on 01323 761566 / 07834 062557 or by email to davidsambora@hotmail.co.uk I live in Eastbourne but would hope to cover a wider area to Mid and West Sussex. I have just returned from a lifetime of motorcycles to the roots as a 16 year old on a Puch Maxi and hope to restore an autocycle." Please contact David if you would like to join in with his plans.

The DVLA and discontinued tax discs- controversy rumbles on concerning the ramifications of this new legislation, despite implementation in October 2014. The facts are straightforward (at least the DVLA think so)- on selling a car or motorcycle which is 'taxed' at the date of sale, any remaining tax (VED) on the vehicle lapses. The buyer is obliged to tax his new purchase before he can legally use it on the road and the seller will be credited with any remaining whole months of tax paid. There is no "grace period"- a buyer must immediately tax the vehicle before he/she takes it on the road. Much trouble has been experienced by people who buy or are given vehicles which are still taxed and who believe the VED remains valid until expiry. Many have been clamped by operators working for the DVLA and have had to pay extortionate charges and fines to have a vehicle unclamped that they believed was still taxed and hence legal.

There are difficulties with this ill-thought out legislation, not least at what point does the VED lapse. Is it the date written on the V5C Registered Keeper document when a sale is agreed and money changes hands? Or is it the date the DVLA receive the V5C by post at Swansea? There could be several days postal delay between a Friday and Monday. The law (the amended Vehicle Registration and Excise Act 1994) is unclear on this point. The only way the DVLA can be advised a sale took place is when it receives the paper V5C by post- a private individual cannot advise the DVLA any other way. The seller's right to a refund also does not arise until the V5C arrives in the DVLA offices, so until that occurs a valid VED remains in force. Does this therefore allow a just-bought car/bike to be legally (assuming insurance cover has previously been arranged) driven home by the new keeper because the VED is still in force? At the moment we don't know. The FBHVC is of the opinion that "a buyer cannot legally be obliged to apply for new VED until the V5C arrives in Swansea, and that cannot be earlier than delivery by 1st class post." More soon!

The EDITOR'S CORRESPONDENCE

Dear Dave

It was lovely to see the photos of Len Ireland on his home build racer. As luck would have it I had recently been reading George Todd's book titled 'Shoestring Racer'. Folk of an older generation will remember George as one of the top Bantam tuner/racers of the 50's. Page 30 has a photo of the author on a Britax Hurricane 50cc racer in 1954, it was also powered by a two speed Ducati Cucciolo engine and fitted with a dustbin fairing. GT wrote 'This was a publicity stunt with a bunch of 50cc toy-racers by the Britax Company who clearly wanted to attract attention. They dragooned all available '125ers' to ride twenty of these mini-bikes in a demonstration race before the main events began. Mine was so under-powered and wobbly that I nearly fell off through laughing so much during the long, boring one lap 'race'....' **Jim Switzer**

Dear David

Reading April's Buzzing I spotted a Phillips Panda, which was the first I had seen in any of my previous magazines. I bought one of these machines in 1964 from an art-teacher colleague at a secondary school in Hemel Hempstead. He had just bought himself a van and I think felt sorry for me as a young teacher, cycling to work every day. I paid the princely sum of £10 for it, it seems cheap nowadays but that was a week's money in the teaching profession at that time. Whilst it was OK going downhill and reasonable on the flat, going uphill was hard work. It is quite a heavy moped and often the schoolchildren would fly past me on their bikes going up Warner's End Hill, with a cheery "Good Morning Sir!"

I then moved to a school in St Albans but as my wife and I lived in Dunstable it was just too far for the moped to be used on a daily basis, so it was stored in the garage for about 12 years. By then our 3 young boys had discovered it and were allowed to ride around certain gardens and lanes; the neighbours complained and put a stop to the fun, so back it went into the garage for many years.



In 1995 I took early retirement and my wife & I did two years voluntary work with the VSO in Nigeria. We were teacher training in Katsina Ala, Benue State, and in this small town the main “taxi” service was....yes, you’ve guessed, MOPEDS! For the next two years we were regular passengers on the back of 50cc mopeds, but the young riders would show off. All was well until they hit a patch of soft sand on the unmade roads. Spills were frequent but the soft sand was a forgiving landing area and no one was hurt. These little machines were worked hard and would often be seen carrying as many as four people; the strangest sight was a moped rider driving along balancing a coffin on his head. Occupied or empty? We never knew.

On returning to our house in Dunstable I found the Phillips Panda looking very sorry for itself so I decided to rebuild it. It was at this point that I joined the NACC in order to re-register the moped and find spares for it. By now the tyres had perished but Aplins of Bristol came to the rescue. Reading about other enthusiast’s restoration projects was also very useful in this, my first venture. Since then my wife and I have restored a Triumph Spitfire MkIV donated by my son. The arrival of grandchildren was an excuse for another project. This time we built a Toylander Mark I Landrover from plans and a generous friend donated two electric motors from a mobility scooter. It took 3 months to complete and cost £700 but the excitement of the grandchildren and their parents made it well worth it. Everyone had a go driving it around the garden- great fun!

All the above started because of your little but fascinating magazine. I have only attended a few NACC meetings but look forward to receiving Buzzing and reading the various articles. Well done and please keep it coming! **Brian Jenkins**

Dear David

I noticed in the latest Buzzing that membership fees are going up from £11 to £15. How can the committee justify an increase of around 35% with such a healthy bank balance? I belong to a stationary engine club with also a healthy bank balance although not as high as ours and 4 years ago reduced the fee from £15 to £10. This fee will continue for at least another year. This includes rally insurance and they also still manage to produce 4 magazines per year! I would like to know what other members feel. **Richard Woodbridge**, North Wiltshire Section

Dear Dave

It occurred to me that my wife and I must have the only bicycles in Rugeley with current tax discs; my home-built cyclemotor and my wife’s bike with a Sark, Channel Islands tax disc. Yes, you have to tax bicycles on Sark and our son sent his disc for his Mum’s bike.

Stan Watters



Dear David

The following has just been received from the 'Customer Care' department of Exxonmobil; "the majority of unleaded 95 octane fuel sold in the U.K. contains 5% ethanol as required under the Government's Renewable Transport Fuels Obligation (RTFO). There is currently no requirement for renewable fuel (such as ethanol) to be present in super unleaded (97 grade petrol). Esso super unleaded petrol (Esso Energy Supreme) is ethanol free (except in Devon, Cornwall, the Teesside area and Scotland) and we have no current intention to add ethanol to Esso Energy Supreme in other areas of the UK." I suppose if you are worried about the effects of ethanol in your bikes then considering the tiny amounts we use, the additional 10/12p per litre may well be worth the extra cash. It certainly appears to make our Honda mower run well! **Mike Follows**

Dear Dave

A bruising experience. A grizzly, drizzling winter morning, riding into Birkenhead for a 10 am MOT appointment for the Puch MS50. At the last roundabout (¼ mile from test centre) I enter at '6 o'clock' to exit at 11. As I cut across apex I see the Technicolor traces of spilt diesel on tarmac. Down to 10mph...a quick hand signal then two hands on bars as I head for the minor service/exit road. Suddenly...'Worah' -I am leaning against the side of a car!

A lady driver had entered to roundabout at '9 o'clock,' probably assumed I was going all way round and undertook me as I 'leaned left' to my exit. I instantly found myself examining the tarmac, inches from my nose, the Puch angrily buzzing on its side! Luckily the next vehicle behind me on the roundabout was an ambulance driven by two young lady paramedics, they stopped and invited me into their ambulance for a check over. To be honest I was just winded, but at my age you don't get many such offers....so I let them fill in their complicated examination forms as the lady driver appeared, apologising for not seeing me. I was OK and no damage (other than a bent pedal spindle) so I said forget it, no insurance claims etc. Wheeled the bike to the MOT centre. The guy (who could see the roundabout/ambulance) said "you're late, did you get held up by the accident?" 'No, I said, I WAS the accident! Puch passed OK, but two days later I got a beautiful Technicolor bruise on my thigh as a memento. The moral...don't rely on my red wet weather riding jacket, WEAR my yellow tabard....and try to rig up some flashing indicators on the bike. **Ted Bemand**



The Buzzing caption competition got a bit left behind after Christmas due to the postponed AGM and early appearance of February's magazine. Here are a few offerings!

"Your first child was conceived in that!"

"If you run out of fuel there's a hole in the floor for your feet!"

"Its only 200 kms to Calais, we should get there by Easter.."

"I could be a F1 star- Lewis Hamilton started in one like this!"



Thanks to Bruce Grant.

Shows & Run Reports

Alex's Teenage Tantrum Run

Carl Squirrell

Despite the cold start to the morning we had a superb turnout for our second run of the year this time to celebrate Alex Watson's recent 16th birthday and what would be his first East Coast Pedalers road run. Once we had overcome the hurdle of having no keys to the village hall we were welcomed with a much needed hot drink, an hour or so was spent chatting. New member Andrew Cunningham- who had brought along his lovely Excelsior to join in the fun- was very impressed with our set-up and is already looking forward to the next run.

Soon it was time to leave the confines of the cosy hall and set off on the 22 mile run; leader Mark Gibb at the front closely followed by Alex on his maiden voyage - he only passed his CBT the previous day. The line of 14 riders and several pillions meandered out of the village and somewhere along the way a couple of locals on bigger bikes joined in and followed us around. It was a trouble free ride along quiet Suffolk lanes, everyone kept together and rode in a nice sedate manner as is the norm for our runs.



As it was a non-stop "round trip" there was no half way break and fortunately it was not too chilly and there was no rain, but we were nevertheless pleased to see signs for Bruisyard appear after an hour or so and were glad to return to the warm comforts of the hall where a fine spread of lovely food had been laid out together with hot soup. Several members of Alex's family had joined us and it was a real party atmosphere, we sang "Happy Birthday" to Alex as he blew out the candles on his cake and Terry was yet again presented with his personal ice cream - and it wasn't anywhere near his Birthday ! A lovely day and our thanks to Mark, Sharon and their families for organising such a great day for both everyone and of course ALEX !!

The born again teenagers were: Jim Davies- Mobylette; Clive & Ann Fletcher- Lifan 100; Phil Chenery, Terry Keable- Honda PC50s; Geoff Daw, Carl Squirrell - Puch Maxis; Andrew Cunningham - Excelsior; Cedric Clarke, Neil Ridgeon & Jo, Mark Gibb & Ryan- Honda C90s, Brian Barley- Tomos; Keith Miles- Honda C100; Tim Reeve- Honda Novio; Harold Wright- Honda Camino.

Leics Enthusiasts Hobsons Choice Run **Brian Cooke**

The weather forecast was dire for the weekend of 25-26th April and so with the usual accuracy we had a sunny two days. On Saturday John Hobson set off from Great Steeping with four Leicestershire Enthusiasts. At this point I must confess that, as I has spent a good deal of time at Little Steeping just down the road, I thought I knew the area. What a mistake to make! This was my third visit and have spent most of the time on each occasion on lanes and roads I had never been on before, going though villages I had never heard of.

On this run the first village we came to was Halton Hologate, then on to Skenleby. Crossing the A158 we carried on to the town of Alford, where we turned left and carried on to a village called Aby, where we had a very nice lunch at the Railway Inn. After this we carried on to South Ormsby, Raithby by Spilsby, then Little Steeping & back to Great Steeping, a run of approximately 45 miles.

On Sunday we added an extra rider from Leicestershire and left mid-morning, heading for the Flat-Lands and Drains. The first town of note was Wainfleet All Saints, followed by Burgh Le Marsh, where we had a light lunch at a small garden centre. We then headed for Simmon House on the famous Hobhole Drain, which has a very long road by the side of it. This we rode along as part of the route back to Great Steeping, a total run of approximately 41 miles. Many thanks to John and Ann for their hospitality and for organising such an enjoyable weekend.

Manchester Superbike Show

Ted Bemand

Not a dedicated classic bike show in the true sense- there being a preponderance of modern 'superbikes'- nevertheless enough of the older/traditional bikes are there to make it a worthwhile event. For the third year running Eric Peers (New Hudson) encouraged



the Wirral Wobblers to put up their banners and spread out the trailer loads of machines they had pulled across to the land of the 'Mancunians' the traditional rivals to Merseysiders, (for those who follow football). No such problems for bikers. With folding chairs set out and the club table supplied with back numbers of Buzzing a busy weekend ensued, chatting to like-minded enthusiasts. As usual the little mopeds, the clip-ons and autocycles aroused many memories of 'my first bike' or 'never thought I would see one of those *.....* things again'!

Once again Ted Bemand (Puch MS50) enticed those lovely ladies from Carole Nash classic bike

insurance to add a touch of er....glamour to the machines, particularly Pete Nolan's Mobylette AV76. See also front cover.

They (the bikes!) ranged from barn finds to better than new models. John Burgess brought six mopeds and again won a trophy, this time for his superb Raleigh RM9- runner up best restoration in the moped/scooter class. Pete got first prize for best unrestored classic in the show (right). Whilst it looked to be kind of 'rough' it is in running order and Pete plans to do only essential repairs. Joe Swaine brought his amazing conversion from a rather inefficient rear tyre roller-drive Power Pack to a beautifully engineered chain drive system. All praise to him as he was burgled the night before the show, but he managed to catch the culprits to face justice, or what passes as justice these days! As usual, in talking to visitors, never enough time to visit all the stands/displays but there is always next year. (Photos John Burgess)



N. Wilts Section The Red Bull Run Richard Woodbridge

A very cold April day but we are delighted to say almost a record attendance of 14 riders. A good selection of machines including an Excelsior and a Sun. A new face on our runs Frank Cropp, welcome Frank. Alan Burton sadly retired early with his Suzuki Sportsman due to a rear wheel puncture but thank goodness no damage to him or the bike. Thirty two miles of Wiltshire countryside with another of Dennis and Jenny's routes. No breakdowns .

Riders were as follows: Dennis Iles NSU Quickly, John Mockett Mobylette, Terry Edmonds Puch Sports moped, Chris Dabinett Honda Express, Steve Natt Puch Maxi, John Strange Sun Challenger, Rob Little Yamaha YB100, David Skinner Mobylette AV50, Steve Hoffham Yamaha 125, Roger Kirkman Excelsior, John Hembrough Mobylette, Alan Burton Suzuki Sportsman, George Brooks Puch Maxi, Frank Cropp Jawa Economy, Sweeper car Richard Woodbridge.

The North Downs Run

Mike Follows

The East Surrey Section's first run of the year took place on 12th. April. After the changeable weather of the previous few days Sunday dawned clear and frosty and quickly warmed to become a beautiful spring day, just what the doctor ordered! Thirteen riders arrived to 'sign on' at the Edenbridge Leisure Centre on a good variety of machines, many riders had obviously been busy in their sheds in the winter months. 'Routmeister' Sharon Wikner led us gently away along the....

...mainly level back roads towards Merle Common, Hurst Green and the outskirts of Oxted. Here we joined the A25 for a mile or so; after a few inclines with traffic lights in the wrong places which tested one or two machines, we retreated to the leafy calm of Limpsfield Chart before re-



crossing the A25 into the tiny Clacket Lane, which the infamous M25 service station is named after. We passed over the motorway and climbed up the south face of the

North Downs and along the ridge above Titsey Park and the 'Pilgrims Way' before re-crossing the M25 and rejoining the A25 through Godstone and onto the 'long drag' of Tilburstow Hill, which is quite punishing for single speed machines. Here we had our first 'casualty', a broken throttle cable on Steve Elson's Honda Graduate, it was quickly loaded onto the recovery trailer and we continued on quiet roads to our lunch stop at the 'Star' in Lingfield. Good food, but a long wait for it. After lunch we continued on past the famous racecourse towards Dormansland and

onto the tiny Furnace Lane through water meadows onto Cowden and steep hill past the station, challenging for some of us, into Markbeech then a gentle down hill run back into Edenbridge. A Grand Day Out!



Riders and Runners : Steve Hogarth Velocette, Luke Booth Vespa Cioa, Steve Elson Honda Graduate, Bob Elson Honda PX, Mike Follows Honda C50, Maurice Smith Garelli Eureka, Mike Beauchamp Honda SCV 1000, Richard Evans Honda Novio, Marino Palermo Norman Nippy, Ken Brown Yamaha V50, Neil Catling NSU Quickly, Sharon Wikner Honda C90, Martin Wikner Burdin, Breakdown Trailer-Helen Follows.

Notts & Derbys Spring Run David Stevenson

I attended this event at Dale Abbey recently, it ran to the Heage Windmill and Crich Tramway Museum, a fascinating place to visit. Three bikes

on the run would be of particular interest to Buzzing readers; Neville Hart's GYS Motamite/Cairns Mocyc (right)- there was some discussion about exactly which of two models this was, Derek Langdon thought it was the earlier GYS model (*The light blue metallic tank paint indicates a late GYS before Cairns took over*), Derek's own Trojan powered recumbent bicycle (below) and John Hook's very modified Mobylette (bottom).



This has a 1960 Mobylette frame with a three speed fan-cooled Sachs 50cc engine from a Norman Lido. John always adds a derailleur gear and rear mono-shock suspension made by cutting and pivoting the frame. The suspension unit is from a



mountain bike, as are the front suspension forks. Some years ago when I asked John about his specials he said that he made them so that he could take days out in the Peak District, the engine to assist climbing and the bike geared so that he could, if he wanted, simply use pedal power.

East Coast Pedalers Drive-It Day

Carl Squirrell

A rather uncertain forecast earlier in the week probably put off some people from attending this run but nevertheless we did get nine riders who all rode their bikes to the Wickham Market starting point. All of the bikes were at least 35 years old so this was a fine achievement in itself. It was a bit of a strange day; unlike last year we saw very few old vehicles out on the roads, we enjoyed a really nice late breakfast/early lunch at our first stop at the Wortham Tea Rooms where Roly and Ann who were driving the support vehicle met us, then we carried on to the Bressingham Steam Museum where we had hoped to see lots of vehicles who were also out and about on the Drive It Day - but there was no one there!



Mark decided to stop there anyway as he had arranged to meet his family there and enjoy the many attractions that this Museum has to offer, so the rest of us continued on. We had planned to stop at Hoxne Swan Pub for a pint but this was closed, so we continued onto the Red Feather Air Museum at Horham but this was also closed - although it did provide a handy refuelling point for those of us whose machines had small fuel tanks and were (hazardously) carry spare fuel. Undaunted we carried on what was a long run. After some

discussion we then decided to head for Worlingworth Swan which Tim was sure would be open. He was right and we were made very welcome and there was even some music being played. After a quick pint we headed off (we left Tim there!) now being near the end of the route- and with it being a little chilly everyone was keen to head home. At Earl Soham, Jason Bloomfield, Michael Barrell, Jim Davies, Brian Barley and Keith Miles kept on the A1120 to head for their homes, whilst myself and Carl Olley - who was riding the Track Spare Honda Novio turned off for Framlingham on yet more back roads.

In the end it turned out to be a good day, a little chilly but at least we kept dry. It was just such a shame that their weren't more like minded enthusiasts riding/driving their vehicles on the roads on the day.



The 65 mile clubbers were: Michael Barrell - Raleigh Runabout, Jim Davies - Mobylette, Keith Miles - Honda C100, Mark Gibb - Honda C90, Jason Bloomfield - Mobylette, Brian Barley - Tomos, Carl Olley - Honda Novio, Tim Reeve, Carl Squirrell - Honda PC50s.

Shropshire Buzz'ards Derwen Tearooms Run

Photo courtesy John Burgess. Autocycles were to the fore with a Francis-Barnett and a Bown, plus NSU Quickly S4, a rare Kreidler, a Honda C50 and Lifan 100.



Wirral Wobblers Viking Run

Pete Nolan

“I don’t need a driving licence anymore” boasted one of the Wobblers. “How’s that?” I enquired. “Well the doctor cut it up into pieces and said.....you won’t be needing this again.” Even before the Viking Run omens did not bode well, having found we had two permits for 2 different starting points at 2 different times. However we were determined to press on and collect any information which would lead us to the whereabouts of the two riders lost a year ago, on the Ides of April, at the same event. There had been gales and continuous rain overnight, with scenes reminiscent of a Poldark shipwreck, but our founder, the Rev. Marcus Hasted, riding shotgun in a DAF 33, has a direct line above and bang on 10am the rain stopped and, though windy, the sun shone for the rest of the day.

John Burgess paraded his Cyclomaster round the car park of our new meeting place the Wheatsheaf, a thatched pub in South Wirral. It was running beautifully. “How far?” It didn’t like the 46 mile answer and within ½ mile of the start had sulked, spluttered and was returned to the van. Like a magician with a very large hat, John pulled out a Mobylette and announced “I’ll ride this instead”. Nice one John.

Seven of us made the eight mile journey to the second starting point, our previous meeting place, the Shippons (old English for Cow Shed) in Irby Village. There Lol had assembled a further 5 runners and riders. Ted Bemand, now back on his much admired Puch MS50, seemed relieved to be a follower again after a demanding 4 days organising IOM runs. Then off on the run proper.



First right turn, a short cut saving 2 miles and yes....the gremlins had been out overnight. Road closed. Everyone who has ever organised a run will be nodding sympathetically. Ok, let's take the long route. A mixture of minor and main roads. Through the Birkenhead Dock system, over bridges, along Sunday deserted Industrial unit roads. On the straight down to Seacombe Ferry, Martin Archer opened up the throttle on his James autocycle which shot off like the legendary jet propelled French bicycle. "Should've taken this to the Isle of Man" he moaned.



The Pub Lunch stop at Egremont provided great views and good photo opportunities with the Liverpool Waterfront backdrop. The four motorised bikes pouted like celebrity guests in Hello magazine while their owners seemed embarrassed with all the attention. Howard Bentham (a late riser or a poor Buzzing reader) made a guest appearance at lunch but his moped lay in the back of his Landy.

Mopeds always seem to run slower after a heavy lunch and the 1 in 7 rise up to the main road proved taxing for some. But a Tram ride beckoned. We added a new attraction displaying our machines at the Wirral Transport Museum while we rode a return journey to Woodside Ferry on a rescued 1920 open deck balcony tram, restored from a wreck by the talented Preservation Group. The Power Pak, keen to impress Lol Henderson on one of its rare appearances, ran faultlessly each time it eventually started and was able to say hello to its sibling, also owned by Lol, at the Museum.

A cloud of smoke and blue haze left visitors struggling to breathe as we made our farewells and set off. Wirral Borough Council's Pothole Creation Team had been hard at work in the preceding weeks but the Berini, making its debut Wirral run with Peter Moore (who must have the leg muscles of Chris Froome) negotiated them superbly down to our ice cream stop at New Brighton, predictably crowded on a Sunday Bank Holiday.



Then on the last leg along New Brighton Promenade. Musically like a Prom Concert, everything in harmony, until.....Joe Swaine's Trojan broke out into a rendition of Unchained Melody (below right), and almost in competition the rear tyre of Dave Keeling's Spartamet hit a very flat note. The Trojan stepped back into line but Pat Keeling, who gallantly offered her beloved Moby steed, kept the Sparta in detention to be picked up later by its Dad. Doug McGarvie, sitting astride his ultra reliable C90, could have been smug but wasn't, he was the model of cool and patience.

Peter Hansen's Agrati Como, doing its first Wirral Wobble, never missed a beat and Jim Scott appeared like one of Anthony Gormley's Iron Men on Crosby Beach for he had ridden his New Hudson all the way from Buckley in North Wales to be at the event. Everyone seemed to have had a good time. The Trojan was "running on fumes" when we returned. 13 started, 13 back. And the "enjoyed that" and the "thankyous" at the end made it all worthwhile. Thanks guys (and gal)! The two lost riders? I spotted a moped wheel sticking out of the Leasowe Sandbank. Investigations are continuing... Thanks to Mrs.N at the end of the phone for manning the breakdown vehicle.



Below- line-up of Wobblers on their Isle of Man TT trip; the full story will be in August's Buzzing.



Sixteen of the faithful turned up at the Bradford Arms, Ivetsy Bank, on a blustery Sunday morning in March. Roads were so wet from previous rainy days that some of the planned route had to be abandoned due to flooding. We set off on a shortened version of the usual run out to Patshull Waterside Fishing Lodge at the 20 mile point, where Liz's delicious fruit cake awaited us all.

Bob Terry set off at a good clip on his Bernardi Buzz (right) but the roller drive took a dislike to the wet conditions and slipped dramatically, forcing Bob to abandon his run. The remaining chain-drivers (now including Joe Swaine's radically re-engineered Trojan Mini-Motor) continued on the pleasantly scenic byways route- strewn with the usual post-downpour hazards of water-filled potholes, mud and horse poo. We all survived and enjoyed the ride.

Our luck ran out shortly after we'd arrived at Patshull, when it began raining again in earnest. But we didn't care, did we? We're hard men of the NACC!



Fuelled by Liz's superb cakes (the kind of thing one would take as essential supplies on an Arctic expedition) and many bacon/sausage butties with mugs of hot tea, we set off on the return leg of 10 miles back to the Bradford Arms. By then we were all soaked, but a good ride out was had by all.

(Photos thanks to John Burgess)

Solex Racing, part 2

Ian Brooks

I was fascinated to see Bob Alexander's article on Solex racing in the February edition of *Buzzing*. I have attended a couple of races in recent years in France. These were also 6 hr endurance races but with Mobylettes and Solexes competing; as a Solex man I'm afraid to say the Moby's were faster but they do have the advantage of chain drive and suspension. There were many weird and wonderful methods employed to keep the Solex drive roller in contact with the tyre over bumps, including counterweights, dampers, and lots of very strong rubber bands!

The Solex Super-Protos are incredible machines; watercooled, expansion chambered, using reed valve induction and total loss electronic ignition, while the riders are no less radical, "going for it" as French motards love to. Whilst there were no knees quite skimming the tarmac there was plenty of hanging off on bends, lean angles determined more by skinny tyres and road conditions than rider enthusiasm.

Right- disc brakes, water cooling and underslung battery + wet road! Below- a standard-ish Solex rear frame.

The events I've watched were in Jarnac, a town in the Charente near Cognac, held annually in August, but they were part of a series so are well worth looking out for if you are anywhere in France. If you



are near Cognac there is a great bike museum (Musée Nos Belles Motos des Années 60) specialising in mopeds (over 200 on display) as well as a few larger capacity machines including a BSA Gold Star, Dommiracer, Triumphs, Ducatis etc. mainly from the 1960's.

It's at Gensac La Pallue (post code 16130) open April to September (except Thursdays) and at other times by appointment phone 05 45 35 91 83 for the proprietor, ex-racer M. Alain Lhoumeau.

Unfortunately he doesn't speak English but that doesn't restrict his enthusiasm for motorcycles with visitors of any nationality! Gensac's other claim to fame, slightly bizarrely in the midst of the region producing Cognac brandy, is that it is the home of Grey Goose vodka!

Right- getting down to it on a Mobylette (note straw-bale chicane behind) and below, the same machine in close-up. Still air cooled.



Below- OMG it's a Solex! (see the front downtube and steering head?) Note elastics from stud on front of crankcase to hooks on alloy fork leg and humungous fully floating perforated front disc. Comfy looking seat (well it is a 6 hour race).



When We Were Younger (almost 40 years ago)

ECP's Carl Squirrel was given a bunch of old motorcycle magazines found at a boot sale, including a copy of Motorcycle & Cycle Trader of 7th September 1976. The photo below shows an NVT Easy Rider displayed on Press Day prior to the Show.....Thanks Carl!!



A Budget Rebuild

Roger Kirkman

Towards the end of May 2014 I acquired some left-over parts from a Honda PF50. An acquaintance, another NACC member, had decided he'd had enough of bike rebuilds and, as he put it, "gave me all his left-over rubbish." My first job was to sort through the various bits and pieces, most of the major parts were included and to my surprise very few bits were missing (below).



Not being one to shy away from a challenge, I decided to take up the task of a rebuild and to build the bike as cheaply as possible. A lot of the parts from the bike had missing or broken bits, so this led to raiding my store of spares to find suitable bits & pieces to use on the bike.

The engine had been taken apart and after a thorough clean I found all of the parts to be serviceable. Reassembly was soon completed with new gaskets found in one of the boxes. I then turned my attention to the wheels; these were completely stripped, hubs polished, rims painted and spokes cleaned, then reassembled. I make this sound all very easy, but in truth many hours were spent polishing, rubbing-down and the like.

In between times I had been browsing the internet and came across a PF50 which had been slightly modified! The photo at right says it all! Anyway, it had some parts I desired for my rebuild so it was soon purchased and brought home.



It was time to tackle all the frame parts and tin-ware. The mudguards were rusty but after removing the paint were found to be quite sound but with rust-holes at the points of contact with the stays. These holes were soon filled using scrap bits of metal and my trusty mig welder, which I also used to repair the broken centre-stand. After I had mended and rubbed down all the parts I sorted them out ready for spraying.

I had come across a Monkey Bike seat and petrol tank whilst browsing on the internet, which I decided to purchase, as I had been unable to locate an original tank and the seat I had was beyond repair. This led to a decision on what colour to paint the bike. The tank was new and finished in white, so it made sense to spray the rest of the tinware white and spray the frame, forks and chainguard black to give a striking contrast.

After the spraying was complete I started to reassemble the bike. Handlebars and controls came from a Honda CG125, sourced from my parts boxes, I soon had a rolling chassis and was ready to fit the engine. By this time I had mended the broken HT coil by cutting away the plastic to find the connection inside and replace the missing HT lead. I also made a replacement wiring harness as the old one was rather tatty. This was a budget rebuild! The engine was soon fitted with all the necessary ancillaries; carburettor, exhaust etc., (right) then with the aid of a piece of pipe and funnel I poured in some petrol, turned the engine over on the pedals and...nothing! A further fettling concluded that the spark plug was at fault, so this was quickly replaced, I turned the pedals again and the engine burst into life!



At this time I had not fitted the 'new' crossbar I had made to be able to fit the tank and I fabricated some tank rubbers to enable me to mount the tank on the crossbar. By the time this was all done all I had left was to fit the seat, connect the rest of the wiring, fit the engine cover, stick the recently purchased decals on the tank and the



bike was complete. From start to finish the Honda PF50 took about five months of spare time and was rebuilt for (including purchase) under £200- all in all a budget rebuild!

The Bown autocycle Sprinter David Stevenson

This interesting take on autocycle restoration was displayed on the Sprinter Boys' stand at The Classic Bike Show, Stafford, 25th-26th April. Talking to a gentleman who had helped to build it gave some idea of the modifications. The head is a one off machining and the barrel has been modified to give five transfer ports. Obviously the carburettor, inlet and exhaust are all non-standard. The bike's best terminal speed so far on the quarter mile is 51 mph. That may not be much in sprint terms but it's bloody amazing for an autocycle. Apparently that was recorded against a headwind and they believe in still air it will do better. It's definitely NACC eligible as the starting technique is to absolutely rev the nuts off it and then when the light turns green drop the clutch and give a quick turn of the pedals for a clean getaway. Bown for Glory, brothers and sisters, Bown for Glory.



The Kent Plating & Enamelling Co. Part 3

The Norman company was sold to the Tube Investments conglomerate in 1953, the TI group seemingly bent on dominating the British bicycle and moped markets by dint of buying most of the companies involved. Charles and Fred Norman continued to run the company within the TI framework- for the time being. Norman finally dropped the old-fashioned Model C autocycle with Villiers 2F power in 1957- its replacement, the Norman Nippy moped, having been on sale for over a year after being launched at Earls Court in November 1955. The Nippy originated in Germany as an Achilles design and early Nippys were simply rebadged Achilles bikes also being sold in Germany as the Achilles Capri. Nothing wrong with that, lots of competitors in the early moped market arranged similar tie-ups, and the Capri was a quality machine with the Sachs 2-speed motor.

Norman also benefited from German technological know-how in making sturdy frames from spot-welded steel pressings rather than trad-Brit brazed-up assemblies of tubes, they were ahead of the game in this respect. Below is a 1956 Nippy advert with TI logo.

NORMAN *Nippy*

PRICE
£71-18-6
including Purchase Tax
Attractive easy payment
terms available. Full
details from your local
dealer.

Specification includes
**15 WATT LIGHTING SET, ELECTRIC HORN,
FULL WIDTH HUBS, FLAMBOYANT RED FINISH.**

Speedometer can be supplied if required at extra charge £2-9-6 including Purchase Tax.

NORMAN CYCLES LTD., ASHFORD, KENT

A COMPANY OF THE  **IRON WORKS**

The Nippy Mk1 lasted until early 1957 when the unfortunate Achilles company went bust. Norman however profited from the situation by buying the tooling and rights to continue production of the Achilles design in Britain. Several ex-Achilles employees moved to Ashford to help smooth the transfer of production machinery and press tools to Britain as part of the deal. The Norman Nippy Mk2 “De Luxe” was introduced at Earls Court, November 1956 and featured several improvements, notably an uprated 1.6bhp Sachs engine and plunger rear suspension to complement the leading-link front end *à la NSU Quickly*. The popular Nippy De Luxe model lasted until September 1959.



A new Achilles model, the exotic Lido, was presented to the public in Germany in 1956 as a sci-fi style “moped of the future” and featured many novel ideas. A handlebar nacelle carried the speedometer and optional clock; cables were all hidden away and an extravagant streamlined pressed-steel housing hid the oily mechanicals from view.

Despite the Norman tie-up with the Achilles Capri/Nonrman Nippy, Achilles chose to sell the Lido through Currys of all people, a company more noted for TVs and radio sets than sci-fi mopeds.

Sadly Achilles launched the Lido just at the time the moped market was experiencing a steep decline in sales, due largely to increasing prosperity in post-war Europe. An affordable small Opel or a Volkswagen held much more appeal than a moped, no matter how fancy it looked.



(Lido above is the Villiers 3K powered version) The Norman story continues in August's Buzzing.

Ordonnanzfahrrad Modell 05 Robert Bruce-Chwatt

This is the official designation of a classic Swiss Army Bicycle, used by the now defunct Swiss Bicycle Infantry. Mine was built in 1940 but they were produced from 1905 to 1989 to a basic plan by a number of firms: Schwalbe, Cäsar, Cosmos and Condor, it was introduced in 1905 and in use until replaced by the MO-93. Mine is by Cosmos (frame number 18472), based on the design of the chain ring, and cost me £350.00 two years ago.

Painted a utilitarian black, usually semi-matt, some later models were painted olive drab. Fittings and accessories are black, brown or olive drab depending on the frame colour. The handle grips are turned wooden ones secured by a small screw underneath. This basic model has a 57 cm frame to suit soldiers between 1.55 - 1.95m tall, has 650B (26" x 1-1/2") wheels and is fitted with a 20-tooth rear sprocket, and a 46-tooth chain ring giving an overall gearing of about 60 gear inches. The chain is American by the Diamond Chain Co of Indianapolis, Indiana and has the patented "Hear-it-snap" connecting link.

It should have a large "carry-case" fitted into the frame and opened on the right side with a separate document and map compartment on the left; I'm still looking for one, after just missing a date-correct 1940 dated one...



Lighting is supplied by an integrated headlight and bottle dynamo which is torsion spring operated on the left front tyre side-wall and also powers the rear red light. It is fitted with a standard front mudguard, but has a large and heavy leather flap riveted to the back end of it, a standard metal one at the back with a white painted tail-end, and has a triangular leather tool pouch under the saddle carrying all the tools for basic maintenance and even

to dismantle the whole bicycle “in-the-field”. The specified tools are all there in a chamois leather roll with pockets and tie tapes. It has a sturdy rear carry rack which could carry the steel helmet and other equipment and is all very neat, very stout and very Swiss.



Initially provided with a back-pedal coaster brake and a rod-operated front spoon brake; these were not very efficient with a heavily laden machine. From 1940 they were further fitted with a



drum brake. Some types, likely to be heavily laden as those of medics or radio operators, had the drum brake fitted to the front wheel as well, rather than the friction spoon brake. From experience the front rubber-on-rubber braking system can start to smoke worryingly on a long downhill. The heavily-sprung leather saddle does little to help to iron out the bumpiness of the country roads, paths or fields they were used on. A large bicycle-pump with a fold away half-stirrup is clipped into a holder on the underside of the front frame tube.

The standard Swiss infantry rifle in 1940 was the Schmidt-Rubin, M1889 ; 43” long, chambered for the GP90 of 7.5 x 53.5mm ball cartridge and a straight pull-push action bolt with internal cams to rotate and lock it, rather than the up-back-forward-down Lee-Enfield bolt. It was much faster to reload, but a more complicated design. The rifle had an iron quadrant sight graduated to 1,200 metres, and a six shot magazine. This was usually carried slung across the shoulders but could be clipped to the bicycle frame. The rifle weighs a further 8.36lbs even empty.

At a minimum the basic 1940s MO-05 bicycle weighs, in modern terms, a very hefty 52 lbs (23.6 kg), though the models after 1946 were slightly lighter at 48 lbs (21.8 kg). Swiss Infantry soldiers needed to be pretty fit as they could be expected to carry up to 70 lbs (31.8 kg) of kit on this single gear bicycle.

Panniers for carrying the bread and rations could be attached to the side rails of the rear carry rack. The panniers had two strong leather straps to hold them to the outer rails of the rear rack and another leather strap at the bottom to secure them to the bicycle’s frame. They could also serve as rucksacks as they have an integrated and adjustable shoulder strap. Soldiers used the bottom frame strap to go around their belts to hold the bag in place on their backs. For a fit young man the MO-05 would have been a versatile, useful and relatively speedy piece of military kit.

I, however, am no longer that fit young man, have not been so for a long time and was having trouble getting around on my MO-05. The not so obvious, but possible suggested solution was to fit a BSA 35cc Winged Wheel. After considerable searching on the internet I found a complete one advertised for parts/not working in Stoke-on-Trent.

A deal was struck on the telephone and, as I had a family wedding to attend the following week in Nantwich, I could swing by in the car on the way. A plastic bin of all the bits was duly swapped for £425.00 and a lot of hope. KWS 333, Engine № BW 215, first registered on 14th of September 1953 (a very early engine, one of the first made), was now mine. I just hoped I could get her to run as she had not done so since 1960, the last road fund licence having cost 17/6d. The parts included a King-of-the-Road headlight which slid perfectly to a fitting already on the bike, but it needed complete rewiring of the switch.



Back down South I started by Karcher-cleaning years of gunk off the engine, probably not a good idea, but the only way to shift it. I took the head off, de-coked it, took the cylinder off and broke the top piston ring trying to get it back on. I now know why the piston rings are not free to rotate. I watched a lot of YouTube clips and learned a great deal about how 2-stroke engines worked. They

are very clever as they can work either forwards or backwards, the latter for only short periods, even though the magneto points cam is not quite symmetrical, the lead being steeper at the end of the dwell. I now understand more about magnetos and carburetors and know what a “strangler” is. I needed to replace all the control cables and learned how to soft solder the brass stops on after opening the steel wires inside the stops. I learned (too late) never to throw old cables away without carefully measuring the lengths of the sleeves and cables or melting off all the brass “stops” to be used to make new cables. In retrospect I made a lot of very avoidable mistakes. I ended up buying bespoke new cables. Fortunately I had a great deal of help from a new friend, Alan Rendell, including the supply of a new piston ring.

Spreading the heavy back forks of an MO-05 to take the 4-11/16th of an inch width of the BSA Winged Wheel on your own is daunting, but it can be done. They do not “easily spring” as suggested on page 4 of my copy of the original instruction manual... Fortunately the gear sprocket of the WW was compatible with the chain’s links and only had to be shortened by one link.. It went on an on, hundreds of small things that had to be adjusted, angle-ground, soldered, needle-filed, drilled out and tapped.

The ½ gallon petrol fuel tank replaces the original carrier rack, but the side arms of the tank had a rather clumsy set of adjusters on them either oval or half-round to clamp onto the down tubes. This was solved by discarding the adjusters and cutting the ends off the side arms and soldering a long length of studding into the end stubs. A compatible nut was then soldered onto the end of the now

open down tube resulting in side arms of nearly double and fully adjustable length. Lock nuts are not required as the ends cannot turn when in place. Holes were drilled into the flattened area at the bottom of the down tubes and the adjustable side arms bolted on with pressure washers. The geometry is now much better, aesthetically pleasing and much more solid. A suitable stand came from Halfords as did new Schröder valved inner tubes.

To reassure the Swiss Army bicycle purists, I have kept and carefully labelled all the parts I removed or swapped from so I can rebuild it as before! The clutch stuck; after several days of thought and unrewarded effort I lit a desperate candle to St Jude, the Patron Saint of lost causes. The clutch came unstuck and I pedalled it around and polished up the clutch surfaces... I bought a cheap 0.01mm units dial gauge on eBay and fitted a cut-off Sparking plug thread to the end, fixing it neatly with Araldite - works a treat, but, being a metric gauge, where is 5/32th of an inch BTDC? I watched another YouTube video.



The magneto is a Wipac, Series 90; both the HT and lighting coils work, but I could probably do with a new set of points in the near future and am still looking. I found a new condenser on the internet. The spark seen at the plug or the jolt to a finger when it spins up is most gratifying, but since the engine still won't fire. I have probably got problems with the timing or the Amal 335/1 carburettor. Parts will always be a problem, but I found a site on the internet with a scan of the original spares list, very reasonable prices for December 1954, and an exploded diagram as a pdf. I bought via eBay from India an old-style 0-80mph reproduction of a Royal Enfield black body Smiths speedometer, interiorly lit, with a steel hub drive and cable, but you do have to make a special request for the 6V pea-bulb that goes inside... True to form I ordered ten.

I took the hub drive to bits, reverse engineered it and secured the main gear directly to the front wheel hub. The output shaft and aluminium casing and I spent hours being adapted with an angle grinder. I shortened the steel spring cable drive and copper sleeved and soft soldered the join. It works...

I had thought that since I already had a registration document any changes would be easy, however I wanted to get back the original KWS 333 number plate which had been sold on, rather than keep the current AAU 604A. I wrote to request this, only to find that since the old rusted frame number of 6349 was on the V5C and, as I had replaced the frame, this was now a new build! The DVLA offered to grant a Q registration, but since there was no chance at all of my bicycle passing the current IVA/MSVA criteria as the bicycle was made in 1940 and the BSA Winged wheel in 1953, I declined to accept this. I telephoned a very nice lady at the DVLA in Swansea and, following our long discussions, appealed against their decision and had a long and involved back-and-forth lasting several months.

The result, as you might guess from the beginning of the previous paragraph, was the granting of a date related, non-transferable registration for a historic vehicle of 770 UYJ requiring a 17 letter-number VIN (DVLASWA3971431003) to be engraved directly on the frame. Quoted £2 per letter, I printed out a template of the number in various sizes, chose one, stuck the paper on the frame and used a newly bought Dremel mini-engraver. This saved me £17.00 and I got to keep the engraver for the next time...The result, which looked very professional, was inspected at my local MoT station, the DVLA certificate signed, stamped and sent off. The historic vehicle V5C arrived by return though the body type does say: "Scooter combination," but I let it go. Insurance through Footman James was £87.00, with a rather hopeful 2,000 mile limit.

All I need now is to sort out the timing and get it to fire, plus wait for the weather to improve. Another candle to St Jude, Patron Saint of lost causes, perhaps? I would like to contact fellow Winged-Wheel owning-members who could help me get it going. Please write or email me:

Dr Robert Bruce-Chwatt, 1 York Road, Richmond, Surrey TW10 6DR.

robert@bruce-chwatt.fsnet.co.uk

(This article first published in

the BSA Owners Club magazine the "Star," reproduced by kind permission of editor Chris Golby)



A Cyclemotor of Note, part 2

Martin Wikner

(continued from April's Buzzing) Inside the base of the rocket motors is an area where silver filter membranes are inserted, this is where the thermo reaction takes place. The Nitrogen pressurised Hydrogen Peroxide is forced through the silver filters which act as a catalyst, this creates heat and steam that are ejected out of the jet tubes at super high velocity. Simple pure propulsion with no moving parts.



One thing I must point out the Hydrogen Peroxide that provides the propulsion on this bike is not the strength of the stuff your wives put on their heads, although the only thing familiar is that your wives and girlfriends will report that while the Hydrogen

Peroxide is on their heads they will notice a slight warm feeling as the bleach gets to work. The Peroxide hair bleach is 3-4% proof, while the propulsion grade stuff is 82-90% proof! If you put any of that on your wife's head it would catch light!

François Gissy, a 33 year old French bus driver, is the brave soul who rides this machine. He states it is not at all easy to ride, the first second of a run is the most dangerous time as regards stability after that you are just a passenger. Also once you hit the go button you are on a one way mission, it will not stop till the reaction ceases.

The team feel that they could with luck reach 250mph, they have one more run planned for this year. They currently are in need of sponsorship as their initial sponsor, Hublot- a Swiss watch manufacturing company, seemed to get cold feet after one of their earlier runs achieved 160mph. They kind of didn't want their firm associated with something that had a good chance of causing the death of its rider.



The team know that if they achieve the 250 mph goal that will be the end of the programme as they know they are teetering on the edge of something very dangerous as many of the cycle parts used were never designed to do more than 35mph. Also with completely streamlined bodywork, proper braking and a parachute it just simply would not be a bicycle anymore, would it?

Chers Amis

Now that the illness of a member of our family has resolved itself we can return to a normal life. This is a great relief to us as the last year has been rather stressful to say the least. Naturally time spent on matters concerning Solexes has suffered so it will be a matter of picking up the threads.

For a start I have mentioned, on more than occasion in the past, that we shall have to downsize with regard to the size of our property which, in turn, will mean to disposing of a number of Solex items which include both frame and engine spares from various models. I would hate for these pieces to end up in a skip and would willing to give them to any enthusiasts who might have need of the. Free of charge of course. The problem is that packaging them for delivery to the UK is too great but anyone who comes this way by car could benefit from this offer. We live about an hour's drive from the ferry terminal at Roscoff or about two hours from St. Malo and our house is in a small port by the name of Locquemeau near the town of Lannion

As you can imagine very little time has been available to fettle my machines and I'm in the process of rectifying these- I hope for a trouble free season. First on the list is one of my first purchases, a 2200 V2 which has had little attention for some of ten or twelve years. Although it has been running quite well the engine needs an overhaul and the cycle parts need smartening up. In spite of almost continuous searching I have not been successful in finding a suitable tyre for my 330 which is homologated for use on French roads. However I still have my early swan necked model, the tyres for which have still sufficient tread for some time.

Reading the article by Autocyclus on the Vale of Glamorgan Run (Dec 2014) gave me so much pleasure as I was born and raised on YNYS y BARRI (Barry Island)) and was familiar with all the locations mentioned in the text. The area, which included St Athan and Llantwit Major, was very familiar as it was used by myself and several other kindred spirits who had visions of becoming successful time trial riders as



training areas. Wrongly as it turned out. During my schooldays I was acquainted with the life of Dewi Sant (Saint David). Since coming to live in Brittany I have learned of the connection between the Bretons and the Welsh and when any of the locals here ask me if I'm English my reply is "not likely, I'm Welsh" which usually provokes a favorable reaction. I left Barry in 1953 and have made few returns over the years, but the Red Dragon flag (Y Ddraig Goch) is always displayed outside our house on the 1st of March, much to my wife's amusement.

Bonne Route, Bryan

Marque Time, part 2

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.

Italian (general)	David Casper (see Machine Registrar, Club Officers listing, page 2)
James	Brian Norton, 14 Balmoral Close, Southampton SO16 8ER. 02380 343093
Kapitein Mobylette	Henk van Kessel, Basstraat 44, NL-5702SH Helmond, Netherlands. ☎0031 492 546710, Henk's website is at www.pantin.nl
Kreidler	M J Dowell, 6 Moor Road, Collingham, Notts, NG23 7SZ. ☎ 01636 892482
Lambretta	Tony Price, 31 The Close, Sturton by Stow, Lincoln, LN1 2AG. ☎ 01427 788695. (Lambretta scooters, autocycles, mopeds)
Leopard	Bob Southgate, Old Car Corner, 15 Sutton Road, Leicester, LE2 6FL. ☎ 0116 221 8656.
Lohmann	Philippa Wheeler, 2 Cherry Tree Cottage, Llantilio Pertholey, Abergavenny, NP7 6NU. ✉ philippawheeler50@btinternet.com
McKenzie/Hobart	John McVey, 2 The Tithe, Felmersham, Bedfordshire, MK43 7JE. ☎ 01234 781079.
Mercury	Noël Loxley (see 'Dunkley')
Mini Motor	Glen Duff, 17 Chanterelle Highwoods, Colchester, CO4 9RY ☎ 01206 844378 ✉ glen_duff40@hotmail.com
Mobylette	Eddie Dewe, Penmon Cottage, Ffordd-y-Bont, Treuddyn, Mold, Flints CH7 4LS ☎ 01352 771571
Mosquito	Dave Greenhill, 22 Sovereign Place, Peterborough, Cambridgeshire, PE3 6DS ☎ 01733 897879 ✉ trophytr5@gmail.com
Motobécane	Eddie Dewe (see 'Mobylette')
Nasetti	David Casper (see Machine Registrar)
New Hudson	(vacant)
Norman	(vacant)
NSU Quickly	Roger Worton, 56 Crosslands, Stantonbury, Milton Keynes, MK14 6AX. ☎ 01908 314797 ✉ roger@nsuquicklyspares.co.uk
Phillips	(vacant)
Power Pak	(vacant)
Puch	Jim Lee, 2 Bramfield Park, Theddingworth Road, Lubbenham LE16 9TP ☎ 01858 461386
Raleigh mopeds	Pete Davies, 95 Grove Road, Blaby, Leicester LE8 4DH ✉ blaauthentications@hotmail.co.uk
Raynal	Richard Cooper, 38 Saddleback Road, Camberley GU15 4BT, Surrey ☎ 01276 503553. ✉ richard.cooper4@ntlworld.com
Sidecars	Ken Mettam (see Phillips)
VéloSoleX	Stuart Hall, 70 Cedar Road, Abington, Northampton NN1 4RW ☎ 01604 710791 (9am to 9pm) ✉ carat.uk@tesco.net

Vincent Firefly Peter Green, 4 Beaufoy Road, Dover, Kent, CT17 0HX.
☎ 01304 202453

Wall Tony Lloyd, 96 Fairdene Road, Coulsdon, CR5 1RF.
☎ 01737 555413 ✉ aj.lloyd@blueyonder.co.uk

Young Les Sleath, 130 Wintersdale Road, Leicester, LE5 2GN.
✉ motorcyclette@gmail.com

Zundapp M J Dowell (see 'Kreidler')



Made in Europe
since 1954



NACC Members
June Special
Offer

+ Free UK Shipping!

TOMOS GB

Limited Stock at this Price!

FLEXER 45



~~£1095~~ £795

CLASSIC XL 45



~~£1395~~ £1195

RACING 45



~~£1395~~ £1195

Made in Europe since 1954 Nationwide Dealer Network Tomos GB Ltd www.tomosgb.com hello@tomosgb.com

Tel: 01797 227928



FIND US ON
TomosGB

12

MONTHS
WARRANTY
PART LABOUR

DISCLAIMER: Specifications, models, colours, prices and availability subject to change without notice. Colours shown in present guide may look different!

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.

Contact Transfers Secretary Ian McGregor on 07753 167595 for availability. To confirm an order and pay for transfers- write to Ian at his address on page 2, listing which transfers you require together with a cheque made payable to NACC Ltd. for the total due, plus a note of your landline phone number to contact in case of queries, and a 1st class stamped SAE for return of the transfers.

NACC Regalia

Fleece (M, L, XL, XXL) navy, with red embroidered logo on left breast	£17.00
Polo Shirt (S, M, L, XL, XXL, XXXL) - black with red trim, logo on left breast	£16.00
Sweatshirt (M, L, XL) - navy with red embroidered logo on left breast	£13.00
T Shirt (M, L, XL, XXL) - black with large red logo on front	£6.00
Snood neck-warmer - - red with black logo, black with red logo	£5.00
Hi Viz Vest (L, XL, XXL, XXXL) yellow with logo on back	£6.50
Beanie Hat - enquire for colour availability	£4.00
Buzzing Binder - A5 size - black with red logo on spine	£6.50
Mug - black with red logo on front and back	£4.00
Lapel badge - enamel, silver with red logo	£3.50
Badge centre - black with gold logo. Self-adhesive. Suitable for trophies etc	£2.00
Cloth badge - embroidered sew on with red NACC logo	£1.50
Windscreen sticker - vinyl of NACC logo for glass interior	£0.60
Stickers - Windscreen, visible from inside glass	£0.60
- Machine, for legshields, top boxes etc.	£1.00
- Silver Jubilee	£0.60
Pen - quality biro with Club web address	£1.00
Keyring - enquire for machines depicted. Dwindling stocks, not to be repeated!	£1.00

How to order:

Contact Nick Devonport by email to nick_devonport@hotmail.com, mobile 07833 623630 or by post: 28 Bridgeside, Deal, Kent, CT14 9SS to obtain a postage-inclusive price for your order. Once this has been agreed, please send a cheque payable to NACC Ltd to the Bridgeside address and wait for your postie. Regalia also available at selected Club events.

Trade Advertising

Rims- New 36-hole 600B (24" x 1½") available shortly, 26" x 1¾" 32, 36 & 40 hole to suit auto-cycles. **Moped rims-** 2" x 19 36-hole, all sizes, new & old stock. **New tyres for autocycles-** 2.50 x 21", 26" x 2" x 1¾" and 26" x 2" x 1½". **New tyres for mopeds-** 2" x 19" and 2¼" x 19" (23 x 2 and 23 x 2¼). **New old stock-** 2¾" x 17" universal, various 18", 17" & 16", 20 x 2.25, 20" x 2" x 1¾" (24" x 2" x 1¾" = 20½" rim) plus 3" x 12" scooter tyres.

Keith Walker on 01543 579914.



NSU QUICKLY SPARES

NEW, NEW, OLD STOCK AND USED PARTS FROM STOCK

Saddles, silencers, exhausts, fuel taps, cables, wheel rims, spokes, tyres, inner tubes, badges, transfers, handlebars and grips, all engine, gear, clutch, carburettor and frame parts, ignition and electrical parts, bulbs, brake parts, paint, maintenance manuals, parts and instruction books, NSU baseball caps, NSU key rings, etc. etc.

Servicing, repairs, engine rebuilds
Good quality used parts at reduced prices

Complete NSU Quicklys normally for sale, ranging from 'ready to ride away' restoration projects - See web site for pictures and details

Roger Worren
NSU Quickly Spares UK
56 Crosslands
Stantonsbury
Milton Keynes
MK14 6AX
+44(0)1908 314797
e.mail <roger@nsuquicklyspares.co.uk>
www.nsuquicklyspares.co.uk

Send 3 x 1" class stamps to cover postage on NSU Quickly Spares List

HUDDERSFIELD 2015 AUTO JUMBLES

Sale of car, motorcycle parts and accessories, tools, handbags, collectible models, badges, vintage memorabilia, magazines, records, vinyl, etc. etc. for the home and on-site. Includes air and water fresheners, air fresheners, P.O.S. fresheners, P.O.S. auto fresheners and fresheners, etc. etc. street parking, large, indoor building

UP TO
130+
STALLS



Suns: (2014) 28 Dec, (2015) 18 Jan
15 Feb, 22 Mar, 19 Apr - 27 Sep
25 Oct rally, 22 Nov, 27 Dec Xmas

OLD MARKET BUILDING, BROOK STREET (next to Tesco) **MD11RG** - 10am start
PHOENIX FAIRS tel/fax: 01773 819154 / 077955 05388 www.phoenixfairs.jmdo.com

Mobyette/Raleigh- new parts stock!

All models drive belts, Complete clutch units v/s, 40/50V exhaust assy. Moby twist-grip assy. Dual-seats, Pistons complete, Barrel & piston kits, Chain tensioners plus lots more. Contact Brian Aplin, details below.

Aplins

395-7 Bath Rd., Bristol BS4 3EZ tel. 0117 9777376



Policies from
£64**

Classic benefits included*:	
→	Salvage retention
→	Agreed value
→	Shows and events
→	Helmets & leathers (up to a limit of £750)
→	European motoring (up to 30 days per year)
→	Riding other classics
Cover options*:	
→	Breakdown with options to include European cover and Homestart
→	Riding to work
→	Track day cover
→	Wedding hire cover
→	and many more
Specialist rates for club members	

Classic insurance redefined.

Tailor your classic bike insurance policy to suit your needs.
To discover the Footman James difference, call our friendly UK team for a quote today.



0843 357 1083

or visit footmanjames.co.uk

follow us @ [Footman_James](https://twitter.com/Footman_James)

Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurance terms and conditions, which is available upon request. **1954 Norton ES2, value £4500. Main policy only and does not include any FJ cover options. All premiums assume it is not the main vehicle and includes insurance Premium Tax. Motorbikes aged over 25 years old, 2000 annual instead mileage and full clean driving licence with no claims or convictions. Member of associated club. Facebook DV15, vehicle garaged with no modifications. An additional £30 arrangement fee will apply. Footman James is a trading name of Sovereign Underwriting Group Limited. Registered in England No. 4042758. Registered Address: Sovereign House, Lodge Park, Stingshoe Road, Maidstone, Kent ME14 3SH. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. Opening hours: Mon - Fri 9am - 5pm and Sat 9am - 3pm. SJ AGS23 06 M.

Cycle master & cyclemotor spares

THE LUST FOR RUST.....
For any enquiries please call
01162832070

Pete Stratford
136 windley road
Leicester, LE2-6TB
For a spares list send 2 first class
stamps with your address

Or Email me on
peter.stratford1@btinternet.com

TONY ETHERIDGE

118 OAKLANDS AVENUE,
OXHEY HALL, WATFORD,
HERTFORDSHIRE, WD19 4LW

TEL: 01923-231699

24 Hr. ANSAFONE
(CALLERS BY APPOINTMENT ONLY)



REGISTERED No. 876015
V.A.T. No. 198 5334 06



SPECIALIST IN TYRES FOR VINTAGE & COLLECTOR'S VEHICLES

Published by the National Autocycle & Cyclemotor Club Ltd. © 2015

Printed by Printing for Pleasure, Chattisham, Suffolk IP8 3QE