

Journal of the National Autocycle & Cyclemotor Club Ltd.

The

Buzzing Club®



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AUTOBYK

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www.thebuzzingclub.net



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General enquiries via email; please contact hello@thebuzzingclub.net. Items for inclusion in April's magazine to be sent to editor@thebuzzingclub.net and reach Dave at Buzzing Production no later than Friday 11th March 2019. Don't leave it too late!

This issue's cover is a brochure image of the 1954 Excelsior Autobyk G2 autocycle which was the only autocycle made with a 2-speed gearbox. The engine & transmission was Excelsior's own 'Goblin' design, unlike the majority of autocycle assemblers who used proprietary Villiers JDL or later 2F single-speed power units. This model Excelsior is known as the "round tank" version due to convex sides being used on the fuel tank to increase the capacity a little.

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) or downloadable from our website www.thebuzzingclub.net. 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: £7.50 (£20 for non-members) for a certificate supporting an application for an age-related registration, £12.50 (£30 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 **0333 207 6101**

Library

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

Website

<http://thebuzzingclub.net> Our new site has up-to-date news on upcoming events, events calendar, club activities and shortly a new forum. Next time you're on the 'net take a look.

Events Calendar

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 Bob Jeffcoat to ensure issue of a permit. Details will be posted on the NACC website. **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 £3 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 payment.

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Publicity leaflets and NACC 'business' cards for Section leaders and members.

A few months ago we designed and had printed a nice new tri-fold information leaflet, which includes a membership application form, for distribution to interested visitors at shows such as Stafford, Manchester, Cleobury Mortimer, or anywhere really. We also printed a batch of business-card sized cards for members to keep in their wallets or purses so that when someone asks you in a pub car-park at your next run, "who are you guys?" you can hand them a card with the club's contact information on it!

To order leaflets and cards for distribution in your section, please contact Publicity Officer Ian McGregor on 07753 167595 or i.mcgregor688@btinternet.com and they will be posted to you.



News from HQ:

Chairman's Chat

Hello Members,

Firstly, I need to inform all Members that Steve Corbett has relinquished his position at "Buzzing Production". I am sure you will all wish to join with me in thanking Steve for the manner and good spirit in which he carried out his duties to the Club over the past three years. Let us express our good wishes to Steve for the future. I can further inform you that Dave Beare has agreed to take up the position yet again, having been in that role for many years previously. My personal thanks to you, Dave.

I'm sure we're all grateful to him for agreeing to accept the new joint role of Buzzing Production and Webmaster and am confident that he will make a good job of his new joint role, with the 100% commitment that comes with his usual characteristics.

Back to our hobby! The weather has been reasonably kind to us so far through the winter period, but we have not got to March yet! Remember last year? Snow, Snow and more Snow! Let's hope not!!

Safe riding

Ray B.

Buzzing Production - back to the future!- When this issue of Buzzing hits your doormat, I will have taken on Buzzing Production once again (see Chairman Ray's comment above), as have got my life back under control. I would like to thank Steve Corbett for all his hard work over the last three years' worth of Buzzings, which have always been informative, entertaining and well-produced. **Please send all items such as articles, run reports, adverts, photos and letters for inclusion in Buzzing to me at this email address - editor@thebuzzingclub.net or by post to Treddol, Chirbury Road, Montgomery SY15 6QW.**

It is likely this issue will be a bit thinner than normal as only one run report has been submitted by the copy deadline, so the number of reports and articles is lower than usual. On another matter, Steve and I use very different software to produce Buzzing so I've had to copy-type all the standard content and as a result the odd error may have crept in, so Section Organisers, please, check your Section notes! This is your magazine, why not write in and share something with your fellow members! Regards, **Dave B**

Events Secretary - 2018 Events Reports

At the A.G.M. in December I was asked by a member about the numbers of members actually riding at events, to which I had to answer that I didn't know! The reason for my apparent ignorance was that I was short of a number of non-returned signing-on sheets from run organisers, these being the only factual source of this information.

2018 was not a brilliant riding year and several runs were abandoned or postponed because of the weather, but now that 2018 has gone I can assume that there are no more runs with permits for that year. **I have now counted up the returned sheets and find I am 21 (yes - 21!) signing-on sheets short.** One condition of issuing permits is that the appropriate sheets are returned within 2 weeks of the event taking place and most of those that I have had do comply with this rule.

The temptation to name names is strong, but for the moment I will resist this, however will run organisers kindly check their records in case they have some sheets still in their possession, that should be in mine! It has to be pointed out, that permits, signing on sheets, etc, are potentially legal documents that have to be kept, currently in my loft, for 7 years after the event took place, and as such the rules regarding their issue MUST be observed. So, can I ask organisers to bear this in mind when applying for permits and send them to me asap following the event. **Bob Jeffcoat.**

Regalia - 2019 NACC Calendars - still a few left!

It's not too late to order your 2019 Buzzing Calendar! Yes, I know we're into the New Year but the twelve Martin Squires illustrations depicting Club-type machines are a worthy decoration for your garage or man cave! All of "our" types of machines are represented – autocycles, mopeds and cyclemotors – so there'll be something in it for you. For me, June is going to be a highlight because he's drawn a Raleigh Wisp. My therapy begins soon. Machines featured are: January- Power Pak Synchromatic; February- Honda PC50; March- David Stevenson's Le Jog Trijan Mini-Motor (see following story on page 13); April- Triumph (TWN) Fips; May- Berini "Egg" M15 and BSA Winged Wheel; June- Raleigh Wisp; July- James Superlux Autocycle; August- Express SDL 98cc Sachs; September- Diem D48; October- Honda C90 Cub; November- Mercury Mercette; December- Itom Tourist.

Martin's drawings really are superb and worth framing at the end of the year.

Price is £10 + post & packing, supplies are limited so if you'd like a copy please order from me, Regalia Secretary Nick Devonport asap. Contact details on the inside front cover of this issue of Buzzing.



News

Classic Moped Spares temporarily closed. Malcolm at Classic moped spares has had to temporarily close his business due to ill health and will reopen as soon as he can. We wish him a speedy recovery and hope that our members will understand his predicament and wait for further news before placing orders.

Very unfortunate news from Slovenia - The Slovenia Times announced on 4th January that: "Motorcycle maker Tomos sent into receivership"

"Koper - The Koper District Court sent famed motorcycle maker Tomos into receivership on Thursday after the Koper-based company failed to find a strategic partner to help it cope with liquidity issues. The proposal for receivership was filed last November by Tomos employees after the company failed to pay their wages, contributions and the annual holiday allowance."

"Since Tomos had neither contested being insolvent nor asked for a deferral, it is considered insolvent under the insolvency law. The court decided to send the debtor into receivership, says the court's decision, posted on the website of the Agency for Public Legal Records (AJPES). The court appointed Štefan Veren the official receiver, giving creditors until 3 April to report their claims and secured debt."

"When the workers filed for receivership, Tomos director and owner Iztok Pikl said the company could still be saved. However, he admitted it owed its employees two monthly salaries and the holiday allowance. Pikl or his company MPO Kabel bought the manufacturer of motorcycles and scooters in 2015 from industrial conglomerate Hidria, which sold it as a non-strategic asset. Hidria acquired Tomos in 1998, it briefly liquidated it in 2012 only to revive production later on."

A very sad end (though it might be resurrected by somebody) to a business which began back in 1954, when the company acquire a licence to manufacture Puch mopeds and motorcycles from the Austrian company Steyr-Daimler-Puch. Read all about the history of Tomos on page 30.



The VMCC Cyclemotor Section awards the Lee Warner Trophy to David Stevenson “for a notable exploit on a cyclemotor.”

Last year David Stevenson rode his late father’s 1949 Raleigh-built Rudge Pathfinder bicycle, fitted with a 1952 Trojan Mini-Motor, from Land’s End to John O’Groats because he likes a challenge and wanted to raise funds for Alzheimer’s Research UK. Both David’s father and uncle died of Alzheimer-related dementia. David’s uncle Bob Skinner originally owned the Rudge, then sold it to David’s father Robert before David inherited it after his father passed away. The bicycle has been in the same family for seventy years.

David’s LeJog run took twenty days and covered 1,104 miles of often difficult terrain, with rain, headwinds and endless hills impeding progress along the way and requiring a good deal of pedal-assistance and pushing. En route the Rudge/Mini-Motor was displayed on the NACC stand at April the 2018 Stafford Classic International Show, where artist Martin Squires immortalised it with a detailed drawing which is featured in the 2019 NACC calendar (page 11).

Peter Lee Warner, after whom the VMCC trophy is named, rode a tradesman’s delivery bicycle fitted with a Power Pak Synchronomatic engine round the world in 1953. Lee Warner’s motive was to “have a look at Australia” and he originally planned a one-way trip, only to change his mind in Baghdad, Iraq, and decided to carry on from Australia to go the whole way round the world. He flew to San Francisco, rode 3,000 miles across America to New York and took the Queen Elizabeth liner back to Britain. He started his journey on 20th March 1953 and completed it on 20th October the same year, arriving at Australia House in London from where he started, having travelled over 15,000 miles. He emigrated permanently to Australia in 1954.

There is a wonderful video-clip by British Pathé of Peter Lee Warner loading up and setting off; <https://www.britishpathe.com/video/power-pak-cycle>



Lee Warner’s bicycle was fitted with a 2-gallon auxiliary fuel tank and a tank of drinking water under the front carrier and was altogether carrying 195lbs of kit such as a tent, sleeping-bag, food supplies and the fuel and water. He found he had a range of about 600 miles with his on-board fuel tankage, the Power Pak averaged 200 miles to the gallon of fuel and that nothing mechanical broke or went wrong during the entire journey. He decoked the engine every 1,500 miles and the original spark-plug was still in use at the end of his astonishing ride.

David Stevenson’s epic LeJog run was unfortunately not so trouble-free. He had problems with roller-slip and had to push a lot in the West Country, then a spoke broke before arriving at Stafford, where he also had to replace the cable that holds the roller onto the tyre.

The exhaust worked loose and had to be jury-rigged, the rear wheel had to be trued at Ironbridge, then he had a puncture. And it rained. A lot. The roller slipped and slipped... but David made it through.

He was awarded the Lee Warner Trophy at the VMCC Cyclemotor Section’s AGM in November, and richly deserved it is too.

If you would like to contribute to Alzheimer’s Research UK, payments can be made via <https://mydonate.bt.com/fundraisers/raleighrudginit>

You can also read David’s blog covering the entire journey at: <https://raleighrudginit.wordpress.com/page/1/>



What they are fetching now - news from the auction sales.

Jim Switzer sent in the following info. "In addition to the usual lots, ie Cyclemasters, Velosolexes etc, J. H. Pugh's November sale of classic and modern motorcycles included a nice looking 1955 Moto Guzzi 65cc Cardellino. Stated to be in good condition and out of a private museum, it reached a hammer price of £2,800."



An interesting even in Llandudno, 1st September 2019.

John Dean writes to Buzzing regarding a British Motorcyle Preservation Society event he is in charge of which takes place on the seafront in lovely Llandudno on the north coast of Wales, on 1st September 2019. See photo next page of the 2018 event. " This year's event will be on the Promenade from 10am. We had a great foot-fall last year with over 60 bikes on display, its a display not a ride day. The day before there were 150 Honda Goldwings doing their ride for charity, this year we will be in the centre of the promenade by the grandstand. We are hoping to invite all local clubs to support it, all makes, any age, to put on a show.

Very pleased to say the Blind Veterans in Llandudno are giving full support and Billy Baxter the world record Blind speedholder bike rider will be giving a talk about his record. Billy is also the Town Cryer. The display area is great as a few months ago we had over 680 Porsches on the prom, then followed the WRC Rally championship round Firth's time in the UK to run a stage through the town, it was just fantastic.

John can be contacted on 01492 541129 or 07816 066465 for more information nearer the time.



Geoff Hudspith's steam-powered cyclemotor featured online:

<https://www.facebook.com/TechInsiderPresents/videos/646410762232980/UzpfSTewMDAwNDg1NjEwNDgzNjpWSzoxMTQ1NjY1MzAyMjc1MjI2/>

NACC member Geoff has been improving his beautifully-engineered steam bicycle/ cyclemotor for many years since it was featured in The Stinkwheel Saga Episode 2 in 2008. There is a wonderful video clip of it in action online on the Facebook page of Tech Insider, which can be found at the internet address above.

As an alternative, I've put a live link on the NACC website for you to click on and view the video.



VéloSolex production ended at Courbevoie in November 1988.

November is usually a pretty grim month. The clocks have gone back, it gets dark at 4.30pm, outdoors it is cold, wet and grey, a sombre time. In November 1988, just over thirty years ago, the production lines at the VéloSoleX factory in Courbevoie just outside Paris finally fell silent and the last iconic black French “*bicyclette qui roule toute seule*” was manufactured in France.

Demand had fallen steeply since the Solex’s heyday from the early 1950s to mid-1960s, it was simply too old-fashioned and too slow to survive the onslaught of modern mopeds. Fewer and fewer were sold, mainly to older riders in sleepy *France profonde*, who puttered around small rural towns and villages, berets on heads and Gauloises stuck to lower lips, happy to go everywhere slowly.

A new generation wanted colour, style, speed and a modern image. There were plenty of manufacturers offering such things - even VeloSoleX tried with the ill-starred Solex Flash and 6000 - which, despite monocoque frames, a disc brake and shaft-drive, proved very unreliable and a warranty & financial black-hole.



A later attempt at selling a conventional moped, the Tenor, with Italian Franco Morini or Dutch Anker engines, also failed to attract customers, who went out and bought Mobylettes and Peugeots instead. The formerly highly successful VéloSolex business fell on hard times and was sold first to Renault, then Dassault and finally MBK, the combine owning Motobecane and Yamaha. Production struggled on for a few more years - a lot of S3800 MBK Solexes survive to this day - but it all ended in November 1988, after over 7 million VéloSoleXes had been sold worldwide. Some were produced by local assembly operations in Europe and Asia but the vast majority came from Courbevoie.

Left - another icon, Brigitte Bardot, on a battered 2200 in 1971.

NACC NATIONAL RALLY 2019

**5th-7th July at Wolverhampton Rugby Club, Castlecroft Road,
Castlecroft, nr.Wolverhampton WV3 8NA**

Booking Form

Welcome to the 13th running of the NACC National Rally

The campsite will be open and available from Friday afternoon, with a curry served in the licensed Clubhouse on Friday evening. Full English cooked breakfast will be available on both Saturday and Sunday mornings, and there will be a dinner on Saturday evening.

Bring your bikes along and enjoy a great camping weekend, or just come along and join us for any of the days. (Remember, if you are planning to join us on either Friday or Saturday evening or for breakfasts we will need to know in advance as ALL meals have to be booked.)

Camping costs- £7 per night including use of Clubhouse facilities, showers etc. No electricity hookups are available but small generators can be used until 10pm.

Please fill in the form below and post, together with your cheque (made out to the NACC Ltd.) for the total amount due, to-

Bob Terry, Rose Cottage, 5 Sandy Lane, Codsall, nr. Wolverhampton WV8 1EJ, Staffs.

Any enquiries please call 01902 842198 or 07976 076398 or email: rterry526@btinternet.com

[This form can be downloaded from the NACC website under Events Calendar + click the link.](#)

Name.....NACC memb. number.....

Address.....

.....Post code.....

Telephone.....email.....

| | |
|---------------------------------|---|
| Friday overnight camping: | No. of people.....@ £7 per person..... |
| Saturday overnight camping | No. of people.....@ £7 per person..... |
| Friday evening curry | No. of people.....@ £7 per person..... |
| Saturday breakfast | No. of people.....@ £6 per person..... |
| Saturday evening dinner | No. of people.....@ £14 per person..... |
| Sunday breakfast | No. of people.....@ £6 per person..... |
| Vegetarian option (Sat evening) | Yes/No |

TOTAL enclosed £.....

The 2019 edition of the Rijwiel Hulpmotor Club's annual rally weekend at Stramproy in Holland is 14th-15th September.
This year's theme is "Made in the Netherlands"



The EDITOR'S CORRESPONDENCE

The club does not hold itself responsible for the opinions of its correspondents. Please send all items to Dave Beare, contact details on page 2, and please include your name and address.

Dear Stephen,

I wonder whether members would find it useful to read suggestions for tyres that reduce the dreaded roller-slip when riding cyclemotors in wet weather? I have recently replaced the rear tyre on my Hercules-mounted PowerPak with a new Vandorm "Vintage" 26x1 3/8 tyre, ref VTJ1026. This tyre has a plain centre tread section and I think this helps. The maximum permissible pressure is 50psi and I have inflated the tyre to 40psi. I have just returned from a trip in the rain and experienced almost no slip - a great improvement. Perhaps other members could be asked via the pages of the Buzzing Magazine for their own experiences? Regards, **Nigel Harper** (Over to you, fellow roller-drive enthusiasts. My own 1959 Power Pak Synchromatic wears a Schwalbe Delta Cruiser of the same dimensions as Nigel's, with Kevlar puncture resist reinforcement, it has little tread at the centre and that goes well too. Dave)

Dear Editor.

Does the NACC have an ME for the Hercumotor? (As far as I know, no- Ed) If so, can the ME provide the following engine data (the Hercumotor engine was based upon the previous J34 with a square bore / stroke at 35 mm): Bore & stroke, compression ratio; BHP at what rpm; the torque with engine revs; was the chamfered/domed JAP-type piston with wide rings employed; and was the transfer port an 'open trench' following JAP practice with the 'O' series and J34 engines?

NB: JAP seemed to make all parts for their engines. Their literature suggests every critical part was gauged rather than built to tolerance. JAP were also into metallurgy so it will not be known if they used developments at Wellworthy in the piston rings as during WW2 Wellworthy had to provide their "Lymolloy" patent to government who then permitted UK industry to use it in piston ring manufacture during WW2 and after. It would suggest that JAP would have known about Lymolloy and permission to use it. But did they use it?

As the Hercumotor was over-square the engine RPM would need to increase in proportion to match the over squareness of the engine. There could be a risk that with the open trench transfer port that the piston rings might suffer maladies at high RPM and go into the open transfer port and seize the engine. Does anyone have any knowledge on the in-service engine function etc. with the Hercumotor? Also provide photos of the engine such that the modified barrel and cylinder head over the J34 can be assessed? Doing this will provide an insight into George Herbert Jones's thinking on the Hercumotor engine. Does the NACC know of any Hercumotors in captivity in the "South of England" and their owners who can be contacted by email etc?

I look forward to receiving any responses etc. Best regards, **Robin Cork.**

(Robin can be contacted by email at robin_brenda@hotmail.co.uk)

Dear Dave,

Hopefully someone in the NACC may be able to help me. I am trying to find a set of big-end needle-rollers (one sixteenth of an inch by half an inch) and some piston rings for my 1950s Teagle two stroke engine. I would be very grateful for any help. The Teagle company in Cornwall don't have spares any more and scanning through current bearing company lists has revealed nothing to date. Regards, **Dudley Ellis**

(Members can contact Dudley on 07929 775865 or via his email address- dudleyellis@btinternet.com)

Dear Editor,

Reading the, as usual, excellent December edition of Buzzing from cover to cover (as usual) and seeing the featured Zuundapp Combinette reminded me of when I owned such a machine. It then occurred to me that I have averaged ownership of a pedal-assisted machine for every decade of my life since the 1950s. I seem to have a ten-year itch for acquiring another ridiculously low powered bike.

My list runs: (late)1950's - 32cc Cyclemaster (I was too young to ride this legally but recall buzzing around the block more than once).

1960: Mk 1 Phillips Panda, (XEA 779), bought new from Halfords as my first motorised daily transport to work (photo right, taken in 1961 of my younger brother on the bike - note the 'L' plates). I subsequently passed my full motorcycle test on this machine which was the law at the time.

This enabled me then to drive a Messerschmitt three wheeler on my motorcycle licence. This began a lifetime interest in this marque, but I digress. I did many miles on this

Panda including a week's holiday in Weston-Super-Mare, riding down from the Midlands and touring the area. The Rex engine never missed a beat in all the time I had it.

(contd.)



1970s - NSU Quickly. I restored this machine and sold it on. Also in the 1970s - another Cyclemaster. Tinkered with it for a while and sold it on.

1980's - Zundapp Combinette. Never managed to get this running properly before selling on. I do have a photo which I will submit when I can locate it !

2006 - Another 1960 Mk 1 Phillips Panda (PCL 735), identical to my original one. I renovated this and sold it on to a gentleman from The Wirral.

2018 - Latest acquisition is a 1970 RM6 Runabout (photo above). As you can see from the photo it is a real challenge. I know next to nothing about these ubiquitous machines but I'm on a fast learning curve with many hurdles in sight (and some currently out of sight, I'm sure). Regards, **Alan Marriott**, Redditch.

Dear Editor ,

Full marks to Robert Bruce-Chwatt for his poetic success with the DVLA. Some years ago I had a similar problem which I addressed on a much lower literary level. Though I too was successful, the story might entertain fellow Buzzers.

The written application to register my 'barn find' Garelli took many months. Eventually I tried ringing the DVLA, and finally spoke to the girl handling my case. She had the most entrancing brown-velvet voice, and promised early action; but more weeks passed. I then decided that a humorous photo might encourage her, so sent the photo on right. Rather recklessly I also offered to take her for lunch. Almost by return the V5 arrived!

Loyal to my promise, I travelled down to Swansea the next day. Fortunately I took a car, not, as I first intended, the 50cc Garelli...The first problem was that the magic marker which I had used to draw in the tears on my face turned out to be indelible. Vigorous scrubbing removed some, but not all the black marks; and left me with unnaturally glowing cheeks. I think the effect startled her. In my turn I too was surprised, for that velvety voice came from a girl of very comfortable build. Two up on the Garelli would have been a challenge. She proved however to be excellent company, with an extremely hearty appetite. But I don't think she put my photo on the noticeboard in Swansea! Regards, **Howard Bentham**



Dear Dave,

After putting it off for over 20 years I've finally been sorting through my late father's stash of old car and bike parts over the last year. I have then been selling them to members of their respective marques clubs or groups as I believe some of the items I have found should go to true enthusiasts. In this case I have what looks to be a complete 1950s Cyclemaster engine with tank, carb and exhaust. Sadly no wheel! Please don't ask for individual parts, I want to pass it on complete for restoration. I am located near Ely, Cambs. Regards, **Paul Thorpe** (Members can contact Paul via his email address- paulthorpe@live.co.uk)



Dear NACC Members,

I'm Chris from Swansea and I'm renovating a 1969 Ankermatic moped made by Berini in Holland. The only parts missing are the chain guards, left and right. Would anybody know where I could get hold of a pair, new, used, rusty or battered, I don't mind. I've tried everywhere in the UK, Europe and even the USA, with no luck. Please contact me on email christopher.stoneman51@btinternet.com if you can help. Many thanks!




Andrew Harrison from Derbyshire sent in a couple of wonderful scans of publicity leaflets for "Featherweight Motorcycles" built by Heldun Engineering Ltd. in Birmingham. Anybody recognise the engine and knows who manufactured them?


'FEATHERWEIGHT' MOTORCYCLES

by: **HELDUN ENGINEERING LTD.,**
36-38 AUGUSTA STREET,
BIRMINGHAM 16, WARMS., ENGLAND.
TELEFON : 021.238.2230
TELEGRAMS : HELDUN, BIRMINGHAM.


'HAWK' - Production Racing Model
49 cc Two-Cycle Power Unit,
5-Speed C.R. Gearbox, 12 volt Coil Ignition,
Tuned Induction & Exhaust Systems,
Duplex Frame, Teledraulic Forks,
S.A. Rear Suspension, Racing Tank & Saddle,
Fiberglass Dolphin Fairing & Double-Curve,
Racing Screens, Ball-Ended Controls & Footrests,
Alloy Rims & Full-width Alloy Brake Bats,
Racing Tyres: 2.50 x 16
Speed: 75 m.p.h. plus! Weight 140 lbs.
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 Colour: Flame & Hammer Silver.
 (Lighting Kit available as an extra)



Bookworm

The Tandem, an illustrated guide Vol.II, compiled by James Peatling

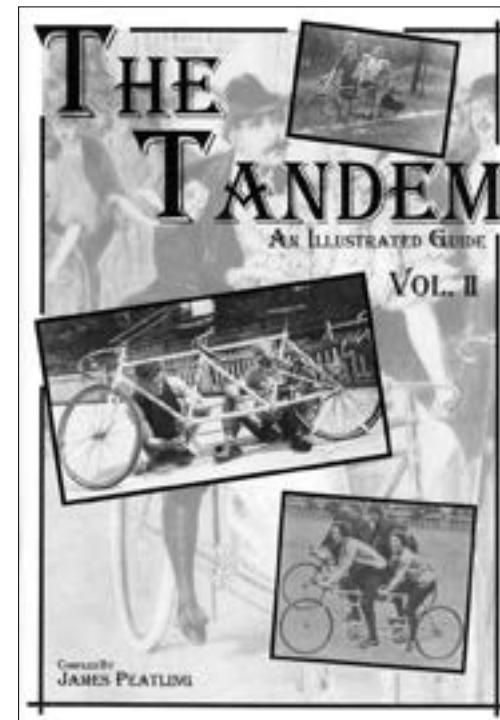
Published September 2017, 72pp, printing by Wimborne Print Centre.



This fascinating book, the second of two volumes, continues the story of tandems through the 20th century, tracing the evolution of tandem bicycles and includes information on Edwardian tandems, tandem tricycles with twin rear wheels and ultra-short wheelbase tricycles- which usually had two large wheels at the front- plus triplet three-seaters and the occasional quadruplet.

The section on USW tricycles- with a distance between axles not much longer than a bicycle- is particularly interesting for the variety of technical solutions dreamed up to accommodate two people

within a very short wheelbase and to avoid the machine tipping forward- many had a steady-wheel at the front. The "stoker" on an USWB trike was in charge of steering, the pedalling passenger was out front and nearest to an accident...



Another section describes several ventures into making convertible solo/tandem machines, where an attachment was bolted to a solo bicycle to convert it into a tandem, either a double-gents or lady-back layouts. Coventry-Eagle claimed their Triple-Ace took only nine minutes to convert. The author also deals with short-wheelbase tandems of the 1930s, where the "stoker" sat virtually over the rear wheel; "two men's power and one man's windage".

Included in volume II are details of many of the great tandem marques such as Chater Lea, James, Sun, Swift, Triumph, Rudge-Whitworth, Claud Butler, Dayton, Hercules and of course Raleigh, plus many lesser-known makers from the 1920s and 30s. James Peatling illustrates his book with many period

adverts for tandems, frame components and accessories plus articles reproduced from The Cyclist and the Cycle Touring Club magazines, tracing the evolution of frame types, wheels, forks and drive systems. It is a fascinating book complementing volume I, an in-depth study on a nowadays little-known subject and an exceptionally interesting read.

Prices for Vol.I (still available) and Vol.II are £10 inc. UK p&p each, from J.Peatling, 36 Park Lane, Wimborne BH21 1LD, Dorset. Cheques to be made payable to J.Peatling.

THE WILFRED SAGA - Autocycle adventures, David Beare & Ian McGregor

We make no apologies for including this book again in the pages of Buzzing as it is likely that many new NACC members will have missed the first review back in 2015. Since then the book has been updated with new information not available at that time, and has just been reprinted.

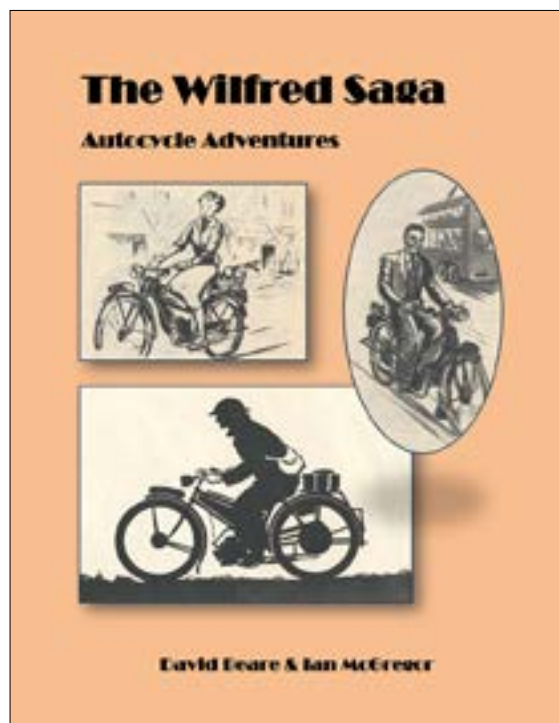
First published 2015, reprinted 2018 by Stinkwheel Publishing, www.stinkwheel.co.uk, ISBN 978-0-9547363-3-0, A4 format, 140 pages, over 250 images, many in colour & black/white, period adverts, drawings and photos, colour soft covers.

The Wilfred Saga is a history of British autocycles (lightweight pedal-assisted motorcycles under 100cc) which were popular from 1934 to their demise in the mid-1950s. Autocycles were affordable, easy to use, economical and did not need a full motorcycle license to ride. They were more or less created by a 17/6d road-tax concession and simple licencing introduced by Chancellor Phillip Snowden in the 1931 budget.

The British autocycle served multitudes of riders well: from air-raid wardens in WWII to midwives, office workers, housewives and commuters, all benefited from the ease and economy of what was effectively a motorised bicycle. Many major manufacturers in the 'big' motorcycle world (Scott, James, Excelsior, Rudge, Francis-Barnett, BSA, Coventry-Eagle) produced autocycles with varying degrees of success before, during and after WWII, though 'serious' motorcyclists on big-capacity machines always looked down their noses at autocycles. They were not 'proper' motorcycles and were given the belittling nickname "Wilfreds" (after a cartoon strip Pip, Squeak & Wilfred, published in the Daily Mirror) which many contemporary motorcycling magazines used at the time.

This book is a unique, long-overdue look at autocycles and their place in the social fabric of Britain over a couple of decades. Chapters are illustrated with many rare colour images from factory brochures, road-test reports and technical details. The Wilfred Saga is a deeply-researched, authoritative study of a long-ignored section of motorcycling history.

Price £18.00 plus £4.00 1st class postage & packing, contact Ian McGregor to order, see page 2 of this magazine for his details.

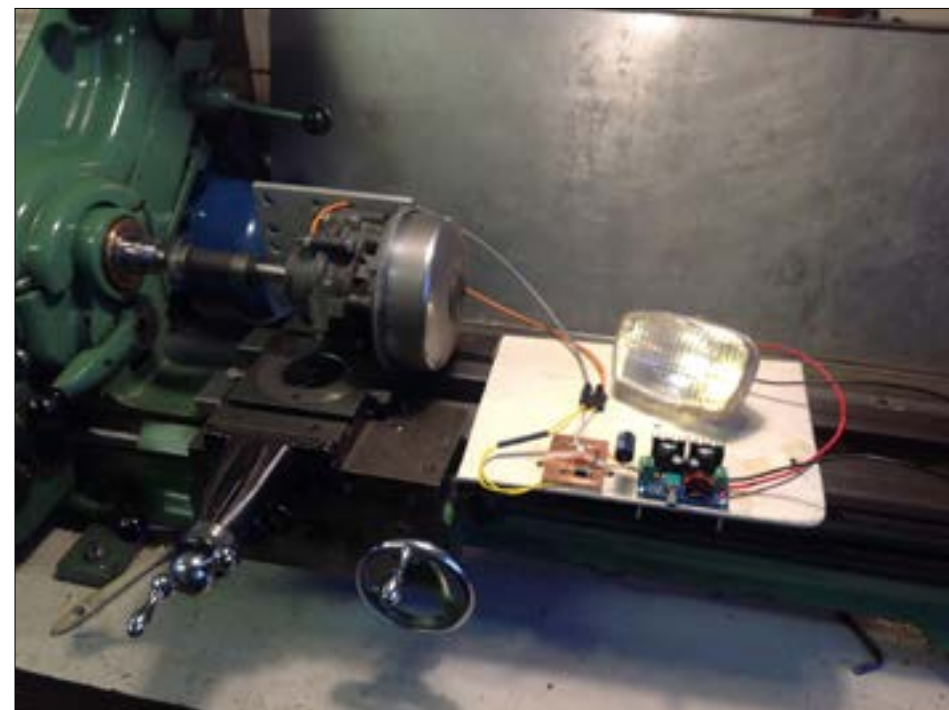


Slow Moto

Jim Lugsden

I'm rebuilding what must be the slowest Motobecane of the range, a Type 40 of 1970 with no suspension and a bicycle front brake. Only fellow Club members will understand why I should cherish such a contraption. This machine is going to spend it's life being overtaken and getting in the way, so I decided to illuminate it more efficiently. Investigation suggested that the lighting coil produced some 20W at 6V. Converting to light emitting diode (LED) lamps was the obvious move but LEDs need a fairly constant voltage which is the last thing a flywheel mag can be accused of providing.

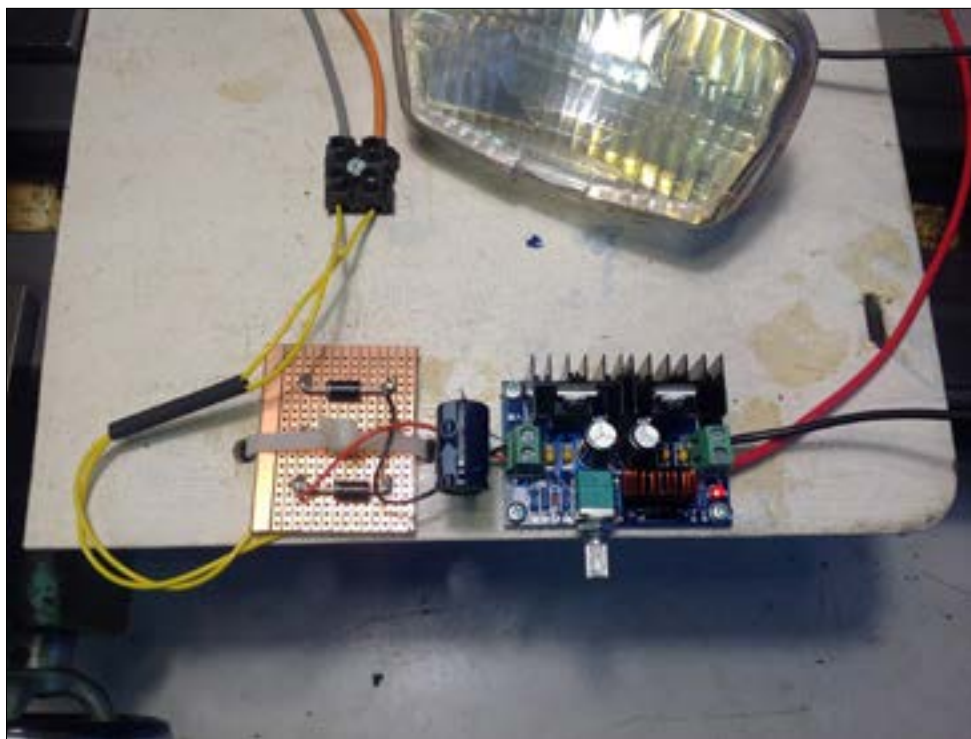
I also needed to test the ignition system so I built a test rig to go on my lathe (Myford Superseven long bed). I made a dummy crankshaft with taper and thread to take the flywheel and ran this in a scrap crankcase attached to the cross slide, driven via a piece of reinforced rubber hose. The hose acts as a flexible coupling as I couldn't guarantee that it all lined up accurately. The ignition set worked a treat with it's impossibly small-looking external coil. So much better than the type with a high voltage coil within the flywheel which tend to run out of sparks on wet Sunday nights in February out in the sticks.



The output of the mag is, of course, AC with voltage and frequency varying with electrical load and engine speed. This is not what an LED would like, so putting the output through a rectifier was the first move to turn it into DC which the LED does like.

Running at 2150 rpm, the Myford's top speed, the DC output was 30V at no load. LEDs draw so little current that it equates to almost no load. But 30V and rising with engine speed to "quite a lot higher" is going to do Halford's tills a lot more good than it would do to the LED. Next comes a DC to DC voltage convertor/regulator. This I bought on Ebay from China and it seems very good indeed, how do they do it for less than £5? This allows the output voltage to be set at any value above input voltage up to 40V. I set the value to about 13V to supply 12V LED bulbs rather than the original 6V.

Running the lathe at 600 rpm tick over speed produces about 9V which lights the bulb but with a bit of flicker. I attempted to cure this with an extra capacitor but no luck. At higher rpm the output of the rectifier goes through the 13V barrier but the output of the DC/DC device is rock steady at 13V irrespective of rpm. As I said, I can only run the thing up to 2150 rpm on my test rig but I'm pretty confident, from it's behavior, that it will be satisfactory at the engine's max speed.



The LEDs I've been experimenting with are really for tail-lights so they won't focus, but more suitable ones are probably available. In any case the exercise was to make the bike more visible in daylight. The photo shows the test rig in the lathe, next comes the rectifier, then the smoothing capacitor (which didn't work) and the little Chinese DC/DC regulator. I must warn you that this set-up has not been road tested, and remember nothing breaks on the drawing board !

Features:

The Demise of Tomos.

Autocyclus

Tomos (in Slovenian it is short for **TO**varna **MO**torjev **Sežana**: Sežana Motorcycle Company) was based in Koper, Slovenia, and was established in 1954 to produce motorcycles and mopeds under licence from the Austrian company Steyr-Daimler-Puch. Tomos expanded in the 1960s and 1970s to make other items for the Eastern European market - then under the sway of Soviet Russian-installed communist puppet régimes. These included larger Puch designed motorcycles, outboard motors and Citroën cars. Tomos mopeds were also manufactured at Epe in the Netherlands from 1966.

Below: Marshal Josip Broz Tito (centre), ruler of the Yugoslavian federation of states (which comprised Serbia, Croatia, Slovenia and Macedonia) is seen on a visit to the Tomos factory at Koper in 1959, accompanied by Emperor Haile Selassie of Ethiopia. Why was he there?



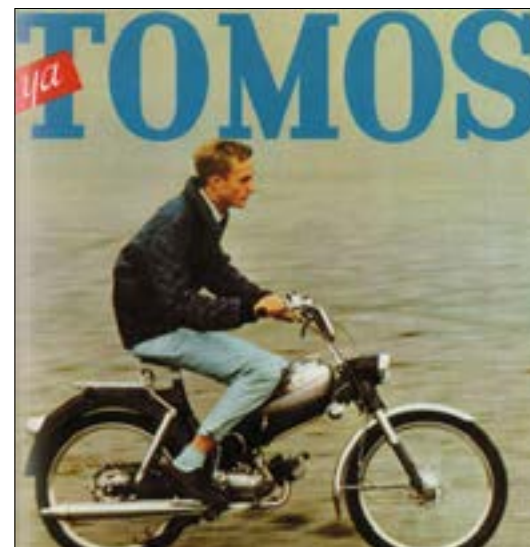
One of the Dutch-made Tomos mopeds, the Tomos 4L, was highly successful and was in production from 1969 until 1980, the Dutch team being also responsible for the introduction of the Colibri, Revival and Targa models. Tomos in Holland was the only surviving moped factory in the Netherlands. At one time Holland had up to 36 motorcycle and moped factories making two-wheelers, but since 1966 all but Tomos have disappeared, and that factory's future is now very uncertain. Mopeds were exported to the USA, either from Koper or from Holland, between 1976 and 1984, and re-established in Britain as Tomos GB at Rye, East Sussex, a few years ago. Models imported into the UK were the Classic XL, the Racing 45 (also distributed in America as the Arrow) and the Flexer 45, all to European specification, i.e. limited to 45kph maximum speed.

Tomos' first product was a motorcycle called the Tomos Puch SG 250. In 1955 they made 137 of these motorcycles and assembled 124 RL 125 scooters, plus one hundred mopeds. The next year mopeds accounted for the majority (1712) of the total number of assembled units, followed by motorcycles (615) and scooters. Simultaneously with the licenced production, Tomos started development of its own-design models. Early Tomos mopeds were pure Puch MS50, as seen below, which were marketed as several different models.



In the late 1950s numerous variants of the Puch MS 50 moped were produced under the common name Colibri. The first Colibris were the Mk1 VS 50; later Mk's ranged from 2 to 14, with individual variants adapted to foreign markets. In 1959, Tomos produced more than 17,000 Colibris and signed a contract for their first major exports to Sweden. Among the most successful Colibris was the T12, first presented in 1961, which became the most popular moped sold in in Yugoslavia.

In 1959 Tomos began producing Citroën cars under licence at the Koper factory for sale on the Yugoslav market, which, like other Iron Curtain countries, was virtually sealed off from Western European imports. A joint-venture company, CIMOS, was founded, 50% owned by Citroën and 50% by the Yugoslavian government. Only the top brass, political commissars and corrupt officials running state-owned industries would have been allowed to import cars, mostly Mercedes-Benz from West Germany. Your average aspirational Yugoslavian citizen had to make do with some ghastly horror from East Germany like a Duroplast-bodied Trabant, or if very lucky and reasonably well-off, an obsolete Fiat model thrown together in Poland using impure Russian steel, which rusted away instantly and was about as strong as a piece of cooked spaghetti.



The Citroën models assembled at Koper were the 2CV6, the Dyane 6 and the Ami 8, all very suited to the appalling state of Yugoslavia's roads in the 1950s and 60s. Such was the state of the country's finances and the fact that hard currencies like the US \$ or German Deutschmark were unobtainable, poor old Citroën was often paid for engines, gearboxes and precision-made parts with bartered goods. These could include steel ingots, aluminium slab, farm produce or even cereals. Citroën would then have to flog off hundreds of tons of wheat to the highest bidder in Western Europe in order to get its money back.

By the 1960s it was becoming apparent that larger utilitarian motorcycles had had their day, so Tomos concentrated exclusively on the 50cc moped market with their Puch-derived bikes, as seen left.

Tomos also went racing in 50cc classes with some success.



Left, a full-house, Puch-engined Tomos Colibri T12, with foot-plates, leg-guards dual-seat, valanced rear mudguard, tool boxes and an in-fill panel in the frame.

By the early 1970s Tomos began developing its own-design engine/gearbox units with a view to replacing the rather long-in-the-tooth but highly successful Puch MS50 engine.

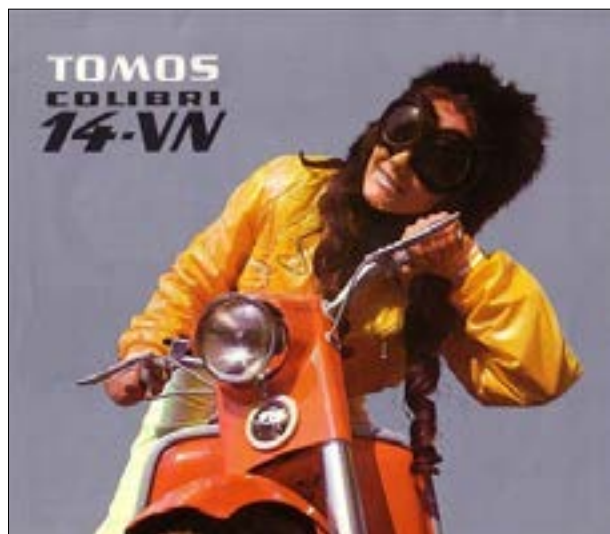
In part this was down to having to buy-in precision-made parts from Western Europe, which were very expensive when paid for in local currency, the Dinar.

Tomos had by then acquired the skills to make such parts and good-quality metals were available. Initially some models still

used the Puch engine but by 1973 all Tomos models were fitted with in-house developed engines. The first ones were simple single-speed units but were soon followed by a two-speed automatic with several clutches, a main centrifugal one and two others involved with gear-changing.

By the launch of the Tomos Automatic A3 in 1973 the factory had been equipped with modern automated production machinery, including robot-welding for frames - which were now Tomos' own design and different from the old licence-built Puch frames.

Prosperity increased in Yugoslavia during the 1970s with a slight loosening of restrictions, plus a large inflow of foreign tourists with hard currency to Yugoslavia's fabulous beaches. Young Yugoslavs could afford a new moped and so went out and bought a Tomos, the factory responding by introducing flash new models with plenty of chrome plate such as the A-OS, A-ON and very popular APN.



The A3 became the 'classic' Tomos moped, made both in Slovenia and Holland. A vast range of different models was produced based on the same frame and engine type and it lasted from 1973 to the beginning of the 21st century.

In 1976 distribution in America was started, it became an important market for Tomos, but by the late 1970s environmental concerns had surfaced. A modernisation program was begun which aimed to reduce harmful 2-stroke emissions and noise, which resulted in several new models, the first to sell in both Europe and the USA was the APN6.

Launched in 1981, the APN6 (below) featured a box-section frame, fan-cooled, kick-start 50cc engine, a moulded plastic fuel-tank and plastic front & rear mudguards. It continued tradition by having high-set "ape hanger" handlebars, like the Dutch-made 4L.

By 1985 a new generation of mopeds was in production, one being the BT50 which had cast-alloy wheels, turn-indicators. All engines were now fully automatic and entirely of Tomos design and construction.



In the early 1990s Tomos launched a new engine, the A35 unit, which replaced the earlier A3 (seen below), though they are effectively the same and had but a few minor changes. It was a 49cc 38mm x 43mm unit with reed-valve induction, a high 9.1:1 compression ratio and two-speed automatic gearbox, and was fitted to the Sprint, Targa and Targa LX.



Unfortunately the Yugoslavian economy was crashed in the 1990s by a period of severe, prolonged hyperinflation, due to a combination of gross economic mismanagement, criminality and the vast cost of the war between Serbia, Bosnia and Croatia after the Yugoslavian federation had disintegrated following Marshal Tito's death.

Massive amounts of money were printed, with presses running day and night. Coins became redundant and inflation rates reached the equivalent of 10 to the power of 29 % per year. The highest denomination banknote was 500 billion dinars which became worthless a fortnight after it was printed. Half a litre of milk cost 32 million dinars (about 50p) on Monday, by Friday it cost five times as much. This hyperinflation caused five revaluations of the dinar between 1990 and 1994, the last being a ratio of one billion old dinars to 1 new dinar. By then everybody who could afford to buy them was using Deutschmarks.

Banks refused to issue cash, though in theory customers had money in their bank accounts, because they ran out of storage space for the barrow-loads of paper money people wanted to withdraw, representing just a few pounds outside what was left of Yugoslavia. Tomos somehow survived, but only just, as did most of the population.

Despite this chaos, Tomos continued to produce mopeds on a reduced scale and introduced two new models, the Tomos ST and LX. In 2006 the A35 engine unit was superseded by the redesigned A55 unit, which had lighter reciprocating parts internally and a slightly higher power output. This engine has been used ever since and was fitted to current Tomos models prior to the company going into liquidation in January this year.



So, is this the end of the road for Tomos? We sincerely hope not, as the company produced many very good mopeds and a fair few survive in the hands of NACC members, who still use them on club runs. We will keep you posted with any news that reaches us.

Right, the Tomos Racing 45, a modern favourite owned by a number of NACC members, also sold in the USA as the Arrow.

(Thanks to Tomos GB, Wikipedia and other Tomos websites for images & info.)



South Hampshire Twixmas Run

Bryan Norton

With Xmas behind us here we are again on our December run. Dave Benn had kindly devised a new route of 16.4 miles which proved very successful. Twelve of us, including three visitors (who signed on for day membership), left the Luzborough in bright but chilly weather. Two riders had an early start, coming over by ferry from the Isle of Wight. The run took us through Baddesley and the picturesque village of Hursely, where we stopped for a break. Sylvia followed in the car and brought ginger wine and shortbread. We continued via Braishfield the back to the pub for lunch, a very good run with no casualties or breakdowns.



Riders were: Bryan Norton (Sun autocycle); Phil Crouter (Raleigh Wisp); M. Ashley (Honda MD70) David Tate (Flandria); Ken Powell (AJW); Lucas Marshall (Raleigh RM12); Max Marshall (Honda MSX); Mark Hunt (Honda PC50); Geoff Hudspith (Raleigh); Rod Ellmore (James autocycle); David Benn (Mobylette); Alan Minshall (VéloSolex).

A foretaste of Letter from Italy in April's Buzzing - the Piaggio Museum revisited.



Caption Competition - the results!

Last December's issue of Buzzing resurrected our old Caption Competition for the first time in a while, with a great photo from JB, who suggested "Alas poor Norman, we knew him well."

We've had a few suggestions, mostly printable, so here are a few of them, courtesy of 'John':

'OK Get up, and I promise to buy you a new saddle'

'Well Mate, go for an Oriental replacement, never refuses social activities, pretty, never a headache, cheap to maintain, reliable'

'One mention of doing the Coast to Coast and you collapse'

'Falling over, was the quickest thing its done all day'

'It doesn't make a Buzzing sound, more of a Zzzzzz.....ing'

'Think it wants to go back to the Barn, where it was found'

'The bloke on eBay said it was reliable, yes- reliable to fall over'

Mike G. offers: "Prop stand looks a bit short.."

Geoff C. offered: "It was ticking over nicely, then it just died!"

Norman S. offered: "Don't worry, I'll pee on it if it catches fire!" and "Will the insurance provide a coffin?"

Many thanks to John, Geoff, Norman and Mike- how about some more photo submissions similar to the above? Send 'em in!



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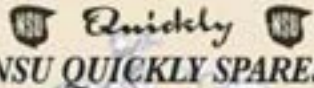
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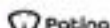
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