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The

Buzzing Club®



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The National Autocycle & Cyclemotor Club Ltd.
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General enquiries via email; please contact hello@thebuzzingclub.net. Items for the April 2020 magazine to be sent to editor@thebuzzingclub.net and reach Dave at Buzzing Production before Wednesday 18th March 2020, as by that date 98% of the magazine will be finished.

Cover photo - The proud owner of a brand-new 1960 Raleigh RM2 moped shows it off to a friend with a camera; a snap from an unknown family's album somewhere in Britain. The RM2, successor the the relatively unsuccessful RM1 moped, at least had a clutch. The RM1 and RM2 were Raleigh's first foray into making mopeds of their own design, soon replaced by the far better Raleigh-badged Mobyettes. See pages 24-29 for a brief history of the RM1 and RM2.

(Photo courtesy Gary Scouze/Pinterest.)

Club Information

Membership

Membership of the NACC in the UK costs £18.00 a year. Associate Membership is £3 in addition to the full membership fee. European membership costs £20.00 and the rest of the world £25.00 per annum. Application forms are available from our Membership Administration (see previous page) or downloadable from our website www.thebuzzingclub.net - click on "Join the Club."

Dating and Registration

The current dating fees for club members are: £10 (£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 6064**

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

www.thebuzzingclub.net Our site has up-to-date news on upcoming events in the Events Calendar, local section activities and club news. 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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Chairman's Chat

Hello Members,

Most will know that the AGM was held at RAF Cosford on 7th December. I'm pleased to say it proved a positive meeting, and it's always a pleasure to meet up with members, albeit that the attendance was a little down on last year. Following the AGM I received kind comments from several members regarding the way in which the Committee manages the Club. My thanks to those who made such comments, they are much appreciated by the Committee, it makes us feel we're doing something right! On my "home front," the Vale of Glamorgan Section is holding our Saint David's Day Dawdle on Sunday 8th March. I'm hoping some of our English members will join us, don't forget that both Severn Bridge crossings are free now, so we'd love to see you. The Classic Motorcycle Show at Stafford in April looms large in my calendar, it is an event I much look forward to. An excellent way of promoting the Club, many of the Committee and other members regularly attend and it has become something of a social gathering. If you attend the show, be sure to come along to the stand and say hello.

Safe riding, **Ray B.**

Stolen cylemotors!

Roger Caunt of the NACC Leicester Section began his New Year very badly when he discovered two of his cylemotors had been stolen from his home in Leicester on the 2nd January 2020. The two cylemotors are: an unregistered Cyclemaster, engine no. 138987 in a Raleigh all steel bike, frame number 7924/ NN. This bike is fitted with a rear motorcycle type stand on an extended



spindle, so it is quite novel. It also had a French pannier bag and a Huret speedo among other period fittings, and has a respoked wheel. The second stolen cylemotor is a 1955 Teagle (left), engine no. 10428, in an Indian 'Atlas' 28" 1996 bicycle (looks like 1950s Raleigh). The Teagle has a red-painted fuel tank and is road-registered as WTC 845. Both are in fully restored condition and were last on display at Founders Day in July 2019 on the Leicester Section NACC Stand. Leicester police have been informed. If you are offered these bikes, or the engines separately, or even spare parts, please call Roger immediately on his mobile - 07944 681195.

Help needed!

Dear Dave,

I have an HEC/Levis 80cc engine which is missing the muffler and the baffles. Does anyone have these parts for sale ? If so, please contact me by email on: robin_brenda@hotmail.co.uk or telephone 01252 624006. I am in North East Hampshire. Robin Cork, TVG Group Leader.

Dear Dave,

I bought the machine in the photo below earlier this year and am hoping that someone will recognise it. I know it is an ERIAC-framed Ducati Cucciolo, the engine built by M. Rocher of Cenon, France. I would like to know when they were made, what the model name was and any other info, however small, would be appreciated. Brian Reakes (*A superb find Brian - I suspect it dates from the early 1950s but am prepared to be corrected. Brian can be emailed at brianandlizreakes@gmail.com*)



Edwin Clarke contacted Buzzing in an effort to identify what looks like a small motorcycle or moped engine side-casing. He says it is exactly 9 inches long and 5 1/8" across at the widest point. See photos on the following page. Anybody who can help identify the mystery engine casing should contact Edwin by email at edwingeorgeclarke@hotmail.co.uk






Here are Edwin's photos of the mystery engine casing. An ideas what it came from?



News.

Tony Etheridge tells us that he has now obtained a limited stock of new 21" x 2.25 autocycle tyres, suitable for New Hudson, Excelsior Autobyk, Bown, Norman etc. Contact him on his ansafone number below. Thanks for the information Tony!

TONY ETHERIDGE 118 OAKLANDS AVENUE, OXHEY HALL, WATFORD, HERTFORDSHIRE, WD19 4LW
 REGISTERED No. 876015 V.A.T. No. 198 5334 06 TEL: 01923-231699
 24 Hr. ANSAFONE (CALLERS BY APPOINTMENT ONLY)

SPECIALIST IN TYRES FOR VINTAGE & COLLECTOR'S VEHICLES

The National Cycle Museum in Llandrindod Wells is holding a Grand mid-Wales Cycle Jumble and Auction of surplus stock on Saturday 4th April 2020.

The jumble and clearance sale are being run by the Veteran Cycle Club and the venue is Cefnlllys School, Cefnlllys Lane, Llandrindod Wells LD1 5WA, a 2-minute walk from the Museum. The jumble starts at 8.30am for stallholders, entry pre-9.45am is £3, post-9.45am entry is £1, it should be a happy hunting ground for those wanting period parts & accessories for their elderly bicycles. The auction starts at 11am and includes an interesting selection of 1950s to 1980s bicycles such as BSA, Raleigh, Witcomb, Coventry Eagle, Rudge and Peugeot. No credit/debit card facilities are available, so bring cash. Further details from Steve Griffith on email griffith531@hotmail.com or phone 07740 923630. Thanks to Robin Cork for sending in the info.

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 Dave,

On a number of forums it has been suggested that sports mopeds which are capable of more than 31mph, and which were made before Aug 1977, can no longer be ridden by riders who only have a full car licence, without a CBT and L plates [and] that they have been re-classified as small motorcycles. Some are saying that those with pre-2013 issued licences can ride them as they are covered by the small print in category Q on their licence. Apparently, it comes down to the definition of category Q on the licence. Pre-2013 licences seem to have this as a category that allows pedal mopeds with a top speed over 15mph to be ridden. Post-2013, this loophole seems to close, so if you have a car licence before that date, then fast mopeds can be ridden, but not if you passed your test after that date. It clearly says that pre-2013 riders will keep their entitlements. This is causing some concern on Facebook. The DVLA have given conflicting responses. Can anyone please advise on the current situation? Thanking you in anticipation, **Keith Maughan** (*Anybody care to contribute?*)

Dear Editor,

The 2019 National Rally for me - Purgatory and Pleasure. The Saturday run I got to the first coffee stop with no problems. Shortly afterwards the Berini starts being naughty; check plug and main jet, all seems OK so I set off again. It seems that every 5 miles or on a hill that needs pedals, it stops. I get to the main café OK, excellent venue, superb sandwiches with trimmings. Off I go again and have a couple more stops along the way. Am chuffed to have made it back under my own steam. Check carb and plug again. Sunday - set off again, not knowing whether I'd be back after 3 to 5 miles, but no, the blessed Berini ran perfectly and has done ever since! Great venue, really good food, curry great. Thanks to Bob and particularly the charming Liz, who booked us out and drove the breakdown truck as well. Brilliant! Yours, **Chris**

(The letter above from Chris Harper should have appeared in October's Buzzing, sorry Chris! His very wet Saturday ride is seen right, photo courtesy Josie Stanley)

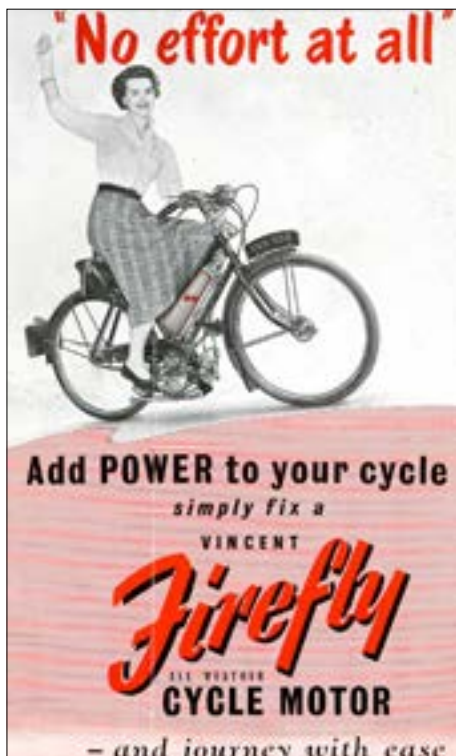


Dear Dave,

In the summer I gave a talk to Caddington Mens' Club on Cyclemotors, taking along a Vincent Firefly on a stand. After the talk an old friend of mine called John Kent came up to me and said he had a Firefly in the 1950s, the registration was RMP 2. I asked him to jot down his memories of it and this is what he gave me:

Bought in 1954 in Queensbury, Middlesex, he then used it daily for one year to go to work from Queensbury to Oxford Street, London. The following year he used it to ride from Willesden to Oxford Street. The next year he rode the Firefly from Edgware, Middlesex, to Oxford Street, then for two years riding from Edgware to Rickmansworth Herts. Also in this time he used to go from Rickmansworth to Chorley Wood, Herts, two or three times a week.

He told me although he had very little mechanical knowledge the only trouble he had from it was when he stripped a stud during a decoke and had to get this sorted out professionally. This is an amazing record for such a little motor. Who says cyclemotors are unreliable? Regards, **Dennis Edwards**



(An interesting letter; Dennis, many thanks. The Firefly was renowned as a sprightly cyclemotor in it's heyday. Unfortunately affordable ones are impossible to find nowadays - they sell for eye-watering prices to big Vincent owners with very deep pockets - but in the past I've occasionally had the pleasure of riding Philippa's Firefly on NACC and VMCC Cyclemotor Section runs.)

Dear Dave,

I would like to thank members of the NACC for their help, information, and putting up with my endless questions regarding my Auto Vap restoration project. I have eventually found the bits and bobs that I required for most of my rebuild. Most of the parts I required came from eBay here in UK and eBay Germany, they were very quickly dispatched. I still require some smaller bits but I have enough to get the project well under way So a big thank-you to Phillip Wright for all his help and answering my endless questions regarding the registration, form filling in and SGS inspection. Also thanks to Mike Gott for info regarding parts and contact numbers and thanks to Barrie Holland, who supplied contacts and and rebuild info as well. I want to get it on the road for spring so hopefully I can send you an almost complete but running photo. Regards, **Dave Rennie**

(Thanks Dave, very glad Phill and our members were able to help with your request in the December 2019 issue of Buzzing)

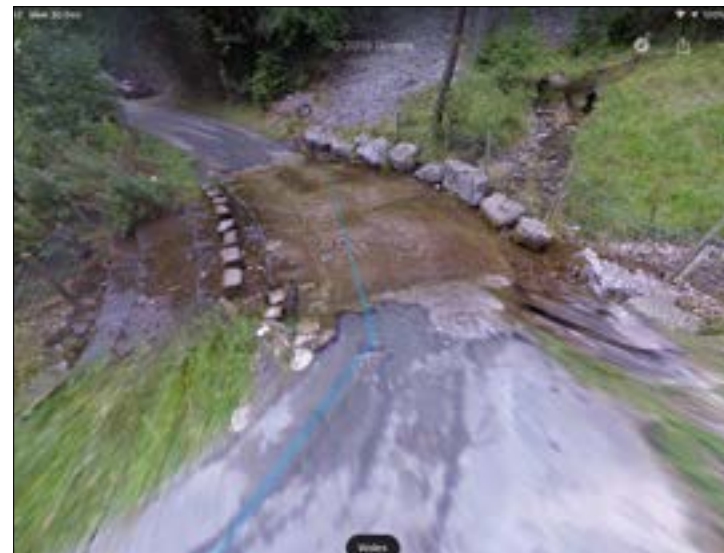
Dear Dave,

I thought this might be of interest. Whilst on holiday in Spain a friend and fellow club member sent me an article from Buzzing October 2019 about the Wobblers Welsh Mountain Challenge. I thought this was rather strange, until I actually read it. (page 27, Ted's report on "crossing the ford" and Doug's magnificent slide...) About 8 weeks earlier my wife and I went for a ride on my 1000cc Honda Africa Twin (below), down the same beautiful valley and over the same ***** Worlds End Ford.

I have been on this route many, many times. SO, I got my bike nicely lined up dead-straight, 1st gear, no throttle, nice and gently at about 5mph. Halfway across my front wheel shot out to the right, left foot down (slippery ain't what I called it) so clutch in, both feet down, followed by my rear end. I couldn't even stand up, then a gent in a car helped me up and get across the *****thing.

I must add, it won't stop me riding this road again because the view are magical. However, my wife informed me she will walk across the ford next time. I think that when you're a Mickey Taker, as I am, you have to share your misfortunes with the rest of the world!

Happy days, **Peter Thompson**, Llandudno.





A posed second world-war image courtesy of Franck Méneret, showing a Parisian “vélo-taxi” in action. After the invasion of France by the Nazis in May 1940 fuel for private motorists was unobtainable, it was all diverted to the Wehrmacht. Note the then-common cobbled Paris street.

Germany had no oilfields so was obliged to import diesel fuel, oils and petrol to keep the tanks rolling and the Stukas in the air until synthetic alternatives were developed, usually from coal. This is eventually why Hitler’s invasion of Russia failed - the tanks and infantry outran their limited supply lines of fuel on their way to Moscow, just in time for the Russian winter to freeze everything solid, including tank and aircraft engines. The lack of oil was one of the reasons the Nazis were desperate to invade Romania, where the long-established Ploiesti oilfields were located, and why the Allies continually bombed Ploiesti to prevent supplies of oil reaching the Nazi war-machine. It was the same story in North Africa, with Rommel taking over Libya from former coloniser Italy in order to secure a reliable source of crude oil for the Fatherland.

As can be seen in the photo above, on what would normally have been busy streets there is no traffic whatsoever in the background, so taxi services using bicycles or tandems and a small trailer, or even pedal cars, were instituted to allow members of the public to get around Paris and other urban areas during the Occupation.

NACC NATIONAL RALLY 2020

**10th-12th July, to be held at Wolverhampton Rugby Club,
Castlecroft Road, Castlecroft, nr.Wolverhampton WV3 8NA**

Booking Form

Welcome to the 14th 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 will 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.....@ £8 per person.....
Saturday breakfast	No. of people.....@ £7 per person.....
Saturday evening dinner	No. of people.....@ £15 per person.....
Sunday breakfast	No. of people.....@ £7 per person.....
Vegetarian option (Sat evening)	Yes/No

TOTAL enclosed £.....

NACC Policy on UK Electric Bicycles

Phill Wright

Members often ask if “ebikes” are allowed on club runs. To answer the question properly we first have to try and understand the confusing terminology surrounding electric bikes.

UK ebike definitions and the law

The UK legislation was harmonised with EU Law EN15194 in April 2015, so now it’s pretty clear what can – and what cannot – be called an ebike. Your bike is an “Electrically Assisted Pedal Cycle” (EAPC, or ebike, or Pedelec) if: the bike has pedals that propel it; the electric motor won’t assist you when you’re travelling more than 25 km/h (15.5mph); and the power doesn’t exceed 250 watts.

The cycles that meet these requirements (which affect two-wheeled bikes and also tandems and tricycles) can be ridden on any cycle paths and anywhere else that bikes are normally allowed. In the UK you must be over 14 years old to ride an EAPC, you don’t need a licence, insurance nor do you need to register it or pay vehicle tax. You may find electric bikes that can go faster than 15.5 mph by flicking a switch, but for UK Law these are not compliant with EAPC regulations for on-road use.

What if my electric bike breaks the rules?

If your ebike doesn’t meet these regulations – either because the motor is more powerful than 250W, or if it assists you when you’re riding more than 15.5 mph – it will need to be registered, insured and taxed as a motor vehicle. In this case, you will also need a driving licence, insurance and you must wear a motorcycle helmet. These other kind of bikes (also called speed pederlecs) cannot be ridden on cycle paths and must be approved by the DVLA. So, while it’s easy to de-restrict an ebike to get the motor assisting you with higher speeds, it is not very wise to do so, both for regulatory and safety reasons.

Finer detail

Harmonisation with EU law has had an important effect on electric bikes with ‘twist and go’ throttles that can take the bike to full speed without any pedalling at all. From January 1st 2016, the only throttles legal within the UK’s EAPC legislation are those that assist the rider without pedalling up to a maximum speed of 6 km/h (3.7 mph) – i.e. starting assistance only. If the rider is rolling – but not pedalling – faster than 6km/h, the throttle cuts off. If the cyclist pedals at the same time then the throttle can still assist up to the general limit of 15.5mph.

If you bought an ebike with a full-speed throttle made before January 1st 2016, don’t panic. Those sold prior to this date are still considered as an EAPC and do not require registration. Practically, you could still buy one as a ‘twist and go’ and not be fined, but it would have to have been produced or imported before January 1st 2016.

Confused? Not that surprising really, so let’s pull out the main points.

If you have a true restricted Electrically Assisted Pedal Cycle (EAPC) it does not fall into the remit of a mechanically propelled vehicle and so long as you are over 14 years of age you can ride it on a road or cycle path without a licence, insurance, helmet etc. If your electric bike exceeds these restrictions it is not an EAPC, it is a Mechanically Powered Vehicle and it needs to be registered, insured and follow all the conventions we have come to expect in relation to helmets etc.

(contd next page.)

What is clear is there are a lot of electric bikes out there which are not EAPCs and are not registered either. Their legal position is clear - they cannot be used on a road OR cycle path. They can only lawfully be used on private land.

NACC Policy

The club views true Electrical Assisted Pedal Cycles (EAPCs) as it would a bicycle, by all means attend an event but you do not need to be signed on the club permit. If you attend on a registered Electric Bike (Speed Pedelec) then you should sign on as you would with any other mechanically propelled vehicle. As anything other than a true EAPC or road registered Speed Pedelec is not legally allowed on roads or cycle tracks we cannot accept them on organised Club runs.



“Mobs en Folie”, SP2019

Nick Devonport

I’ve recently subscribed to a new French magazine, “Mob & Co”, published by the same team who produce La Vie de la Moto - a weekly newspaper a bit like Old Bike Mart - LVM is an obligatory purchase for any NACC member crossing the Channel! Evidently in France there is the same enthusiasm for 1950s and 1960s mopeds as there is here in the UK, a growing demographic of old guys who first experienced freedom on a “sixteener” moped. A “mob” in French is a generic term for any small, 50cc or under, moped or cyclemotor, a contraction of “Mobylette.” The first issue of Mob & Co in November 2019 had a six-page feature on last year’s Rando Cyclos rally at Sars Poteries, including a number of photos of the British contingent in action, plus some useful publicity for the Avesnois Region and the NACC!



The sub-head on the first page reads "A cosmopolitan rendez-vous." The next page (below) features; John Shaw on his super-rare Dutch-built Simanec (see also pages 30-32 of this issue of Buzzing), a photo of the signing-on at the local band-stand, Dave Watson's Bown autocycle "a rare model produced in small quantities in Wales" and some of our bikes at the Felleries campsite.

John Shaw est venu des extrêmes du Kilmareck, en Ecosse, avec un Simanec de 28 cm³ fabriqué à Delft, en Hollande !

La météo, tous les participants se rassemblent autour du bandstand, sur le plus, pour une petite heure aux places d'attente.

Même des anciens de ce club de 10 ans ont droit de cité à Sarr-Poteries.

Particularité de Sarr-Poteries, les Anglais sont toujours nombreux (ils y arrivent avec nombre de participants "bonnes" et "mauvaises" !)

Le Bown Autocycle de David Watson est un modèle assez rare car produit en faible quantité au Pays de Galles.

Obtenir ses biens pour le repas à la salle des fêtes et une boisson à la halte de Tapete-midi. Malgré la chaleur, pas question de s'écarter. Dans une pétarade infernale et un usage de fausse bière, toutes les bécasses s'élancent pour la randonnée. Un parcours d'une cinquantaine de kilomètres sur les routes de la « petite Suisse du Nord », comme on appelle parfois cette région doucement vallonnée qui s'étend le long de la frontière belge, au sud de Marcheux. C'est justement dans une contrée forestière à Erquennes, que les "moteurs" marquent une pause, histoire de se désaltérer et de laisser reposer leurs machines, durement sollicitées dans les côtes. Sur le chemin du retour les cyclomotaristes se flaccident dans la sinistre et pittoresque vallée de la Thure, entre Consoire et Solre-le-Château où ils s'étonnent de l'air penché que prend le clocher bulbeux.

Traditionnellement, la journée s'achève autour d'un verre et d'un morceau de tartiflette. C'est aussi le moment des récompenses et du tirage au sort d'un cycle à restaurer. Marie-Christine Dorchy repart ainsi avec un Rocket 55 fabriqué à Valenciennes, équipé d'un moteur Le Poulain Mystère. Une machine peu connue et qui tourne bien aux revales en route. Gagnera qui ? Un la semaine à venir l'an prochain, pour la 29^e édition de la Rando Cyclos !

Guestet : Association touristique des cycles anciens
9, rue Jean Juvénat
39230 Sarr-Poteries, tél. 03 27 20 33 48
www.randocyclos.sarr@gmail.fr
www.tourisme-orensin.fr
hubert.moulin76@orange.fr

La météo de dimanche après-midi parait les rendre vif et heureux de la « petite Suisse du Nord », dans le paysage normand.

Mémoire n° 1 53

"Martin Preston, very evidently a subject of Her Gracious Majesty" on his Phillips Power Cycle; Jo Stanley's wild yellow New Hudson Restyle got a mention in a previous page. Also photos of Céline and Hubert, Rando Cyclos' organisers, and a short piece on the NACC and the UK contingent, which in 2019 counted about twenty-five participants. Roll on June 7th 2020!

Martin Preston, sujet de sa Gracious Majesty britannique évidemment, chevauche fièrement sa vélo à moteur anglais Phillips.

Céline Mercier et Hubert Moulin organisent la Rando Cyclos au sein de l'association touristique des cyclomoteurs anciens de Sarr-Poteries.

« LA RANDO CYCLOS FAIT CONNAÎTRE NOTRE COMMUNE »

« À l'origine, Pierre Louail et Jean-François Gille, les deux initiateurs, allaient à Celles, à la rencontre des participants de Valenciennes et les amenaient jusque Sarr-Poteries. Ainsi, l'Office du Tourisme local a chapeauté la Rando Cyclos. Mais lorsque celui-ci est devenu intercommunal, nous avons souhaité prendre notre indépendance et avons créé une association, Indigo Hubert Moulin qui la précède. La Rando Cyclos a contribué à faire connaître notre commune. Plusieurs anglais ont même acheté des maisons et s'y sont installés. D'autres laissent une caravane à demeure, au camping de Felleries. D'ailleurs, pendant la période de la Rando Cyclos, il ne désemplit pas », ajoute Céline Mercier, la secrétaire.

LE NATIONAL AUTOCYCLE AND CYCLEMOTOR CLUB

David Beane est le rédacteur en chef de l'association de National Autocycle and Cyclemotor Club, association de passionnés anglais de cycles, motos et bicyclettes à pédales, qui parait six fois par an. « Nous regroupons 2 000 membres répartis en Grande-Bretagne, mais surtout, mais aussi en Hollande, Belgique, France. Nous sommes vingt sept à avoir fait le voyage. C'est toujours avec plaisir que nous nous rencontrons ici : c'est une occasion unique », rappelle David, dont c'est la 25^e participation. Cette année, il est venu avec une Honda PC 50. « Au guidon de nos petits engins, nous retrouvons une sensation de liberté. Comme lorsque nous étions jeunes ». Un sentiment unique. theadventureclub.net

La journée s'est terminée avec un concert de musique.

Mémoire n° 1 53

Honda Cub F type cyclemotor

Autocyclus

One of the pleasures of social media groups is you never know what might pop up next. A number of NACC members are members of a closed Facebook group called Great Fun on Small Bikes, run by Rob Claire. A post appeared back in late November from arch Honda enthusiast Alan Slim Faggetter (below, a member of Honda Heritage, which also covers cars), on his Honda Cub type F.



Alan owns one of only three complete early 1950s Honda Cub F type clip-on cyclemotors in the UK, the first wholly Honda-made engine unit. Soichiro Honda had famously started his motorcycle business in 1946 by bolting 50cc Tohatsu war-surplus radio generator engines into bicycle frames. During the war his company, Tōkai Seiki, made piston-rings for Toyota but it nearly failed due to poor-quality materials. After the supply of Tohatsu engines ran out, Honda copied the design and began making his own version, the Honda type A, to supply to customers to fit to their bicycles.

The Honda Cub type F was the successor to the type A. The F was manufactured between 1952 and 1954, it was a 2-stroke 50cc engine of 40mm x 39.8mm bore/stroke, producing 1bhp at 3,600rpm, single-speed, capable of driving a bicycle along at 35kph (22mph).



In concept it was very similar to the French VAP 4. The engine hung from a bracket attached to the LH bicycle rear wheel spindle with a torque stay-arm, driving the bicycle via a chain to a large sprocket attached to the rear wheel spokes.

Also original at the time was Honda's method of marketing the Cub F type clip-on engine kit. Managing director Takeo Fushisawa carried out one of the first direct-mail advertising campaigns in Japan, mailing leaflets and price-lists to 50,000 Japanese bicycle shops and dealers.

Fushisawa received around 30,000 replies, from which a shortlist of 13,000 dealers was drawn up. Honda then produced some 6,000 Cub F kits in October 1952, increasing to 9,000 units by the end of 1952.

The Cub type F was very successful and also profitable for the company, enabling Soichiro Honda to improve his factory, install new machine tools, begin casting components in a new foundry and regularly increase production levels. Honda engaged engineer Kihachiro Kawashima in 1950 to help develop his ideas.



The pair were deeply involved in finding technical solutions to problems. Kawashima was a qualified engineer, while Honda was an unqualified but ingenious and talented mechanical visionary. Production of the Honda type F ceased in 1954 as increased prosperity meant more Japanese could now afford to buy a proper motorcycle instead of a clip-on engine for their bicycle. The growth of Honda's empire since then is the stuff of legend, it makes almost anything that has an engine.

(Information courtesy of the Society of Automotive Engineers of Japan Inc., 240 Landmarks of Japanese Automotive Engineering. Photos courtesy of Alan Slim Faggetter and the internet)

The Raleigh RM1 and RM2

Autocyclus



Raleigh of Nottingham is (or maybe now 'was') one of the oldest bicycle manufacturers in the world, being founded in 1885 by Messrs. Woodhead and Angois. The fledgling company was bought out by Frank Bowden (apparently inventor of Bowden flexible cables, though no concrete proof has been found) in 1888 and reformed. By 1913 Raleigh was the largest bicycle manufacturer in the world. It is almost certain that most Europeans and Americans have owned and/or ridden a Raleigh at some time in their lives.

Raleigh arrived in the mid-1950s still claiming to be "the largest Cycle manufacturing organisation in the world", having already swallowed Humber (1932) and bought the BSA bicycle business, which owned Triumph, New Hudson and Sunbeam. A new competitor to Raleigh had arrived in 1956, created by the Tube Investments Group and run as the British Cycle Corporation. The BCC conglomerate owned such illustrious names as Armstrong, Hercules, Norman, Phillips and Sun. Between them the two giants supplied nearly 75% of British bicycle sales. However, in the mid-1950s domestic sales were beginning to decline. Increased prosperity

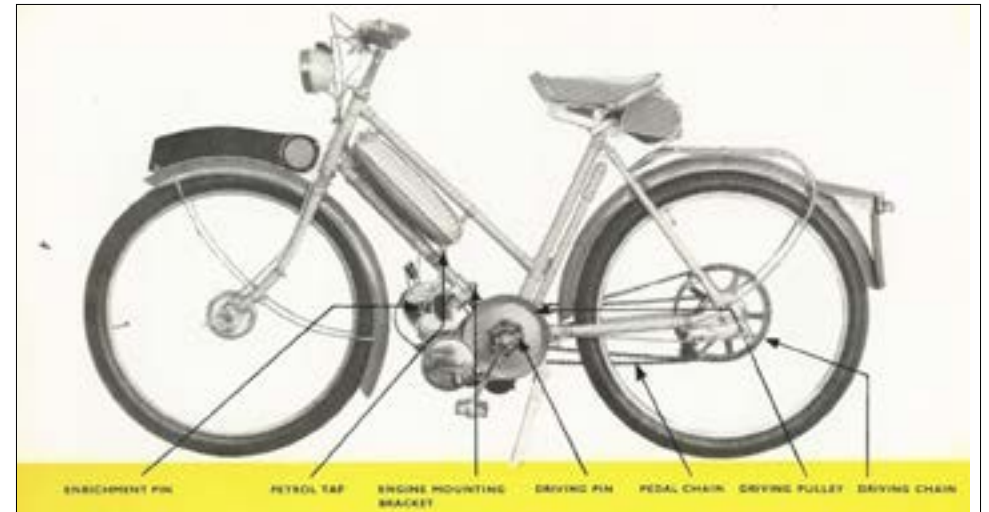
a decade or so after the end of the war allowed people who cycled or took the bus to work to look into buying powered two-wheel transport and to pay for it on the never-never (aka hire-purchase).

Continental Europe had long encouraged use of lightweight cyclemotors and mopeds via relaxed legislation, as had Britain in the 1930s with autocycles. Many of the bicycle manufacturers cited above made autocycles, but they were antediluvian in style and rather crude. European mopeds were light, relatively fast, modern, and were being imported into Britain in large numbers by the mid-1950s. Raleigh wanted a slice of this new market.

One of Raleigh's subsidiaries, Sturmey Archer of hub-gear fame, was to be put in charge of manufacturing an engine for a new moped, while Raleigh did the rest, as they could, being a massive industrial enterprise with drawing offices, foundry capacity, machine shops and vast factory space. The result was the 1958 Raleigh Moped, latterly known as the RM1, since Raleigh soon upgraded the first model, the second became known as the RM2.



According to Raleigh's market research there was a potential UK market for over 6 million British-built mopeds, which must have made the directors salivate at the prospect of offsetting declining bicycle sales with millions of mopeds. The result of their labours was the aforementioned Raleigh Moped, launched with much fanfare in October 1958. It looked like a ladies bicycle with a small motor bolted under the bottom bracket and was largely just that, using many components from the bicycle assembly-lines, with some suitably beefed-up frame fittings to hold it all together.

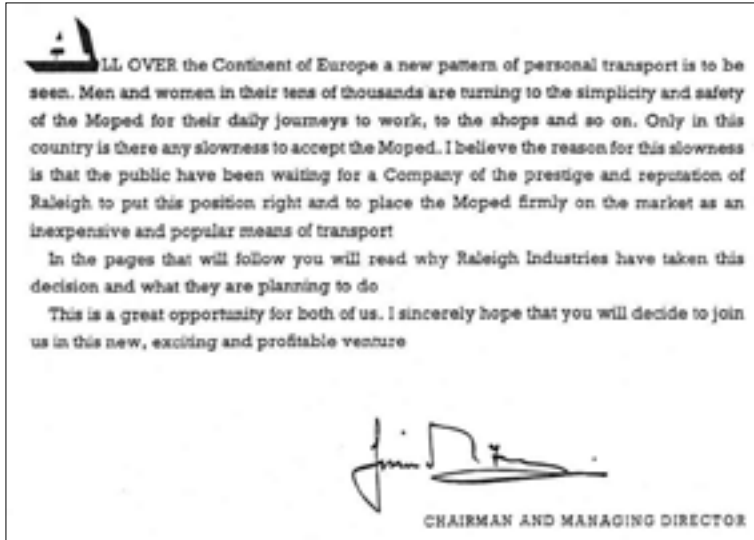


As Raleigh had little experience of engine design they called upon the man who had given birth to the Trojan Mini-Motor, Italian-born Vincenti Piatti (below). His design originally powered small lathes in the Bugatti factory but was adapted to propel bicycles in the guise we recognise today. Piatti's engine was of extreme simplicity and cheap to manufacture, so he retained elements of it for the Raleigh Moped engine. It had a 38mm x 44mm bore & stroke = 49.9cc capacity and output was 1.3bhp at 4,300rpm. Despite Raleigh's claims that Sturmey Archer engineers designed and built the engine (Piatti's input was never acknowledged) it was actually made for Raleigh by BSA.

Power was the same as the Mini-Motor but there was a difference in performance - hard bicycle tyres produced much less drag than the wider, softer 2.00 x 26 Moped tyres, so the heavier Raleigh machine was rather lethargic. It didn't have a clutch and had to be restarted after each stop, rendering the Moped difficult and tiring to ride. In May 1959, eight months after the October 1958 launch, Raleigh introduced a new version, the RM1C (C for clutch), with a manual clutch and brakes linked together with one lever. This was meant to cut down on too many handlebar controls, but there were still three, including the front brake.



Dealer's leaflets were headed "Raleigh Attack the Moped Market - a Great New Opportunity for You." James Harrisson, Chairman and MD of Raleigh Industries, wrote to potential distributors:



Raleigh's "great opportunity" was to begin with a "new, exciting and profitable venture" for many bicycle dealers. However, trying to sell a single-speed, clutchless moped against European twist-and-go bikes, as well as ones with two or three gears, was difficult. An RM1 wasn't even very cheap at £48. 16s.6d.

The company introduced a clutch kit for older clutchless Mopeds to convert them, but it was a complicated procedure. The four-page instruction sheet was difficult to understand, even for a qualified mechanic, and a rider still had to operate the clutch manually. The linked brakes from one lever were difficult to set up effectively, involving two cables to/from the rear brake operating arm.

After an initial surge of orders - in the first ten months of existence the Raleigh Moped outsold the combined sales of all other moped in Britain by a factor of 1.5 - desperation must have been setting in over the winter of 1959 at Lenton Boulevard, Nottingham. The anticipated multi-million sales had failed to appear and the Financial Controller no doubt began grumbling that his development costs weren't being amortised and his department could not balance its books.

Raleigh plodded onward, introducing an improved "Raleigh Moped Mark 2" in January 1960. Improvements were made, including a larger fuel tank which could hold a gallon. Cycling magazine's criticism of the RM1's "...disappointing hill climbing... the machine is over-gearred...and quite hard work to ride up my test hill..." was addressed by lowering the 15:1 overall gearing slightly. The fuel tank and engine panels were now painted in a fetching shade of dark maroon, set off by dove-grey frame paintwork.



In the summer of 1960 Raleigh signed licence agreements with Motobécane in France and Societa Azioni Edoardo Bianchi in Italy to make Raleigh-badged Mobylettes and sell Bianchi scooters in the UK. The "new" version of "Britain's Biggest-Selling Moped" didn't last very long before Raleigh's management realised they were unable to reverse the slide in sales and gave up, ending production of the RM2 in October 1960, after but a few thousand had been produced. Survivors are few and far between, but the RM1 and RM2 were tough bikes and appreciated by owners who now ride them.

Take the basic layout and specification of the Moped that outsold all others in Britain last year. Include the detail refinements resulting from a year's tough testing under every kind of condition in the hands of the man-on-the-road. Add the extra features of a new larger-capacity fuel tank, a new final drive gear-ratio, a new elegant colour scheme of dove-grey and maroon and a new smoother, more streamlined look. And here it is—the new Raleigh Moped Mark 2. Now on view in your dealer's showrooms. Find some Raleigh Moped owners (there are many thousands of them) and ask their opinions. Ask your dealer to tell you about the Comprehensive Insurance Policy available for only 30/-, and about our very easy Gradual Payment Terms including generous sickness and unemployment insurance cover. This Raleigh Moped Mark 2 is clearly the Moped for you.

51½ GNS
or 1/5th down and 80 weekly payments of 12/9 or 104 weekly payments of 10/6

THE NEW RALEIGH MOPED MARK 2 COMPLETE WITH CLUTCH

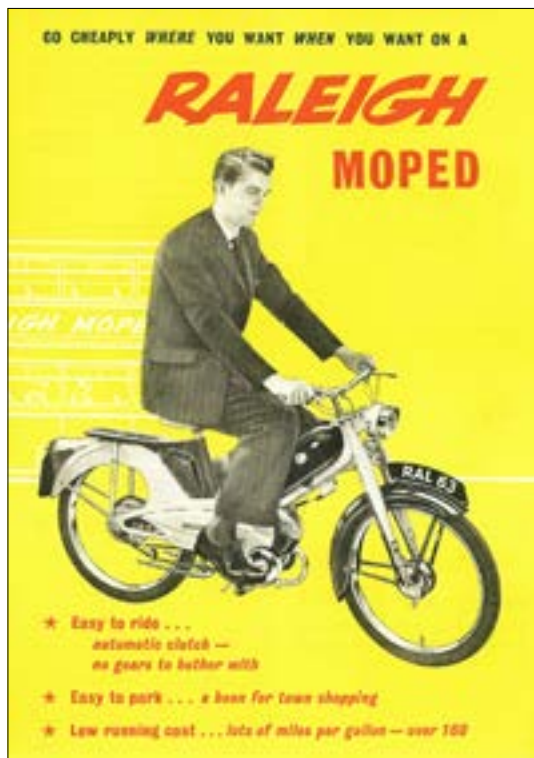
Please send me full details and name of my nearest dealer.

Name _____

Address _____

City _____

In late 1960 the Raleigh company was bought by Tube Investments and merged with the British Cycle Corporation, which was renamed TI Raleigh, and this put a stop to any further development of the RM2 moped project. The massive new conglomerate controlled around 75% of the UK bicycle market and for a while all was well, until 1987. That year Raleigh was bought from TI by an Anglo-American tax lawyer, Edward Gottesman, who formed a new business, Derby Cycle, and moved the Raleigh company domicile from Nottingham to Luxembourg. After that it was mostly downhill: Sturmey Archer was sold to Taiwan, Brooks saddles went bust, Derby Cycle had financial problems and a management buy-out of Raleigh resulted in cycle production ending at Nottingham in 1999, after which it was transferred to “low-cost centres” such as Vietnam. A sad end to an illustrious name and ending the careers of thousands of skilled Nottingham workers.



The Runabout was the cheapest Raleigh moped and a virtual clone of the Mobylette Minor, a much-simplified machine with unsprung bicycle front forks, a bicycle-type caliper front brake and a rear-mounted fuel tank which, on the Raleigh, combined carrying fuel with the possibility of carrying luggage on top. It was sold at £49 19s. 6d. and was so popular it continued to be made up until February 1971, almost a year and a half after Raleigh stopped making all other Mobylette-based models of mopeds.

(Photo of Vincenti Piatti on page 25 courtesy of Andrew Nahum)

After the failure of the RM2, Raleigh began producing a wide range of Raleigh versions of the multi-million selling Mobylette. The first models that went on sale were the Raleigh RM4 Automatic (left) and RM5 Supermatic (with leg-shields, dual seat and leading-link front forks) in February 1961. They were followed in May 1963 by the famous RM6 Raleigh Runabout.



Pre-dating Raleigh’s involvement with building their own RM1 and RM2 models was another British moped project, involving Trojan, a derivative of the Mini-Motor, and the Elswick-Hopper bicycle company. Sales of Trojan’s clip-on Mini-Motor were in decline by 1953 so Trojan built a new engine combined with a 2-speed gearbox, in the hope that a British manufacturer would use it as a power unit for a future moped.



Step forward Elswick-Hopper, looking to reverse declining sales of bicycles. A prototype Elswick-Trojan moped (below) was built and ran in the 1953 ACU National Rally, ridden by Trojan’s Sales Manager, George Denton. The project was killed off by a complete loss of nerve by Elswick Hopper’s management, who suddenly felt they would be out of their depth in the moped market and cancelled collaboration with Trojan.



Trojan was left with a new engine but nothing to put it in, so they approached Raleigh to see if the company was interested in reviving the Elswick-Trojan moped. The prototype was demonstrated to managers at Nottingham, who were enthusiastic about such a project, but Raleigh MD, George Wilson, was not. “Cycling is a healthy and invigorating pastime....Raleigh make the best bicycles in the world. Motorising them would be a step in the wrong direction.”

Raleigh could have been involved in the moped market long before they started developing the RM1, but the idea was scotched in 1954 by a hidebound MD. What would really be interesting to know is if the seed planted by the Elswick-Trojan in the minds of managers and engineers within Raleigh, then grew and blossomed four years later as the Raleigh RM1 moped! Not to mention tens of thousands of Raleigh-built Mobylettes which later succeeded the RM1 and RM2.....

The Sinamec cylemotor wheel

John Shaw

I believe the Sinamec was made in Delft from 1949 to 1951 by Delft Meccanica - apparently an electric motor manufacturing company. The engine is based on a Rexmotor of 34cc. It has a triple reduction epicyclic gear system built into the hub, and what must be one of the longest crankshafts in the cylemotor world as it goes from the flywheel magneto on the left, right through to the right hand side main bearing. Fascinatingly, the HT lead runs through the middle of the gearbox. Work that out!! One of the reduction gears is made of a material which appears to be a resin bonded fabric, not unlike Tufnol. This is probably to quieten the gears in operation, and I guess also to build in a weak point to protect the steel gears should there be a significant shock loading. An additional feature to protect the gears is an automatic spring-loaded taper 'slip' clutch, built into the hub of the Tufnol gear - see photos on the next page. My theory is that this is designed to slip under extreme loads, but to grip in normal operation - which is exactly what it does.



I acquired a MAW cylemotor and the Sinamec - both without bicycles - about 5 years ago from long-term NACC member Mick Newman. At that time he had owned them for many years and couldn't really remember in any detail where they came from. They became available for me to acquire as Mick realised that it would be unlikely he could fulfill his plans for them.



The Sinamec now sits in a period Dutch 'EMPO' ladies bicycle, manufactured in Vorden. I do think the ladies bicycle is so much more 'Dutch' than the gents version, but there must be some very tall females in Holland as I just manage with the frame size and the 28 inch 'high wheeler' wheels. On the road, the little Sinamec surprises a few fellow riders as it will run up to 40km/h on the flat. I must however own up to a little light 'optimisation' of the motor, including some gas flowing, a slightly higher compression ratio, and small adjustments to port timings and areas. The fuel tank is something I made from sheet aluminium as the original steel item was missing. While I was doing this fabrication work I took the opportunity to fit a front caliper brake as "back in the day" in Holland these bikes were fitted with just the rear back-pedal 'Torpedo' brake.



The Sinamec has so far proved to be quite reliable. Two years ago some 11 of us toured Holland on cyclemotors and the Sinamec ran very well, though I chose to retire it on the last day as I was concerned that the gears were becoming noisy. Phillip C. kindly made me a new fibre gear to replace the worn one and all is back to normal. Many, many thanks to Phil - he saved the day!!



Last year it ran strongly at the Sars Poteries and Stramproy events. There is still some 'work in progress'; the original Weber carburettor tends to be much too rich on low throttle openings, and while the non-standard electronic ignition works faultlessly, I would like to revert to the original flywheel magneto if I can find or build a good one with a really strong spark.



A Moment of Weakness

Andrew Johns

How many of us have looked through the small ads in our local paper, shop window or on eBay and wondered, 'Is this just what I have been looking for?' I would suggest quite a few of us have over the years. Sometimes we read the advertisements before dismissing the fleeting ideas in little more than an instant. Then there are other times when we are drawn in, leading us to investigate further. Back in the autumn of 2016 a Mobylette was advertised on eBay. Although there's nothing unusual in that, it was in Canterbury, which is close to me and led to my curiosity. No pictures were posted just the registration. The DVLA website brought up that it was last taxed in the mid-1980s. This led to a correspondence via eBay and subsequent arrangements to view.

Off I went. I cannot remember if I had told Marie, my ever-accepting wife what I was up to? Well, the Mobylette that I went to see was resting in a hedge. The lady seller explained that the little moped had been used by her late husband to commute to work. (contd.)

She then went on to say that although it had been stored in the garage for many years it had been moved to her garden when she wanted the space, claiming that it had only been in its current resting place for about a year - see below!



The eBay advertisement listed that Mobylette at £250 to start. Having seen the little moped I made an offer of £80 with the thought that if nothing else was salvageable the AV10 engine with reed valve induction would be worth buying. I must admit that I did turn the engine over carefully by hand to see if it was free, which it was, while I tried to disguise my interest. If nothing else, the engine would be useful for one of my fleet. My offer was declined, so that was that, or was it?

Christmas and New Year came and went. My mind obviously suffered during the festive period, leading me to think once more of this poor Mobylette abandoned to rot in the hedge. My thoughts turned to enquire once more, just in case with the hope that some other idiot, I mean like-minded keen enthusiast, had bought it and taken it on to restore to its former glory, or at least used it as a donor to save others. You can guess it, no one had been that stupid, so I arrange another viewing. Festive alcohol got the better of me and I increased my offer to £100, which was duly accepted.

The wheels did not turn and, looking closer, the rust fairies has been busy at their work. A deal had been done, so no turning back now. The Mobylette was carried to my trailer to be strapped on as I considered what I had bought.

Back at home, work was soon carried out to free the back wheel and chain before cleaning the points etc. The carburettor was then filled with fresh fuel. With a spin of the pedals the engine coughed into life. As simple as that! Forget about the self-doubt, frustration and many hours used free and clean everything sufficiently to get to this stage. This lifted my spirits as the motor ran and sounded good. So, what next?

Having chatted with Brian Aplin, he informed me that a limited number of Mobylettes were imported in the mid-80s, mine being one of the believed thirty of this particular model. This made my Mobylette which Marie had now called my 'Hedge Find' a rarity as an original UK market model. It was originally sold by Brian Foode of Canterbury. The fact that had lived its life locally spurred me on. No longer was it thought of as a potential pile of useful parts for my other projects, instead it would be returned to the road where it belonged.

Marie's Mobylette had suffered a similar leave of neglect, including at my hands as it had spent time in our garden rusting and unloved. One of the many frustrations I had with hers was, after spending many hours as well as many pounds, I found fuel seeping out from the bottom of the fuel tank. Fuel was escaping due to corrosion where the frame sections are brazed together.



This frame was saved with the assistance of a local agricultural engineer who ran fresh braze along the joint, thus resealing the tank. 'Hedge Find' was duly checked. Oh dear; fuel escaped. Thankfully my local agricultural engineer came to the rescue again, enabling the necessary repair to be carried out so that rebuild could be completed successfully. Time now to get to work. The cast wheels were blasted, and powder coated. New tyres and tubes fitted. All the cables renewed. Bearings replaced. You guessed it, 'Hedge Find' has been rebuilt. As for the engine? It has not been apart; however, it did receive a new carburettor, air filter, new exhaust and clutch.

Brian Aplin was able to supply many of the parts I required. For the parts he was unable to supply, the internet came to the rescue. To think that, without the internet, this journey would not have begun or taken place. My Mobylette Super Black has been back on the road a few years now. We've happily buzzed at a number of NACC runs in the UK plus we've participated at Sars Poteries together in 2019 along with the usual local buzzing. So, what next? I'll let you know in due course.

Nick's Toy Cupboard

Nick Devonport

I've had a fascination for anything with wheels for as long as I can remember but it wasn't until the late 1980s that I became seriously interested in cyclemotors and mopeds. The first machine I bought, in 1988, was a 1962 VeloSolex 3300 and I still have it. However, let me tell you about my favourite, a 1976 Motobecane X7VL.



Motobecane was a highly successful French manufacturer of mopeds and motorcycles, based initially in Pantin and latterly Courbevoie in Paris, manufacturing lightweight two-wheelers under the Mobylette banner. The company had humble beginnings in the bicycle industry before turning its attention to motorised transport.

The popularity of sub-50cc mopeds and cyclemotors with a restricted top speed was due to Continental legislation which allowed anyone over the age of fourteen to become

mobile without the encumbrances of such bureaucratic requirements as licenses, insurance and protective headgear.

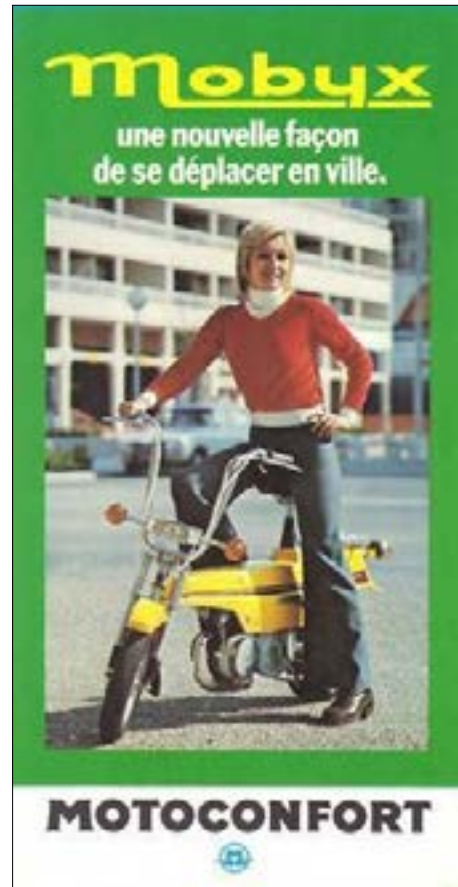
The Mobyx X7 was introduced in 1974 and used the company's own A7 engine which developed 1.7 horsepower. For the UK market, the model was a single-speed machine with an automatic clutch but no indicators. The Continentals, however, were favoured with the all-singing, all-dancing models up to and including the X7VL. "V" stands for Variator, a transmission system using an expanding pulley to vary the speed of the drive belt and thus the speed of the moped. The engine swings rearwards on a pivot and a spring mechanism keeps the belt tight. "L" stands for Luxe, in this case meaning the front suspension and indicator pack. The indicators are powered by a small coil in the flywheel magneto and the front and rear lights flash alternately. The X7VL also has a brake light activated by the handlebar levers and a horn concealed under the bodywork.

The angular styling of the X7 is very much of its time and it closely resembled its little brother, the X1. The diminutive X1 had folding handlebars and a seat which could be lowered to the body level to allow it to be fitted into the boot of a car or camper van. Period brochures depict happy teens whizzing about on what must have been the height of “cool” transport.



UK imports of the Motobecane range were handled by Pride and Clarke. Thamesdown of Swindon then became the concessionaire before problems between the supplier and the importer led to Aplins of Bristol taking over. When Yamaha acquired the rights to the product range, the UK

did not feature in its marketing strategy but Aplins continue to be the leading supplier of parts and expertise for these older machines.



The X7 series was phased out in 1977 but continues to be popular among moped enthusiasts. There were three colour variants: my yellow one, a blue model and a colour scheme called Salmon, a rather garish shade of sludgy pink. Someone wearing a kaftan and carrying a pocket full of mushrooms must have been responsible for that one!

My X7VL is a French import. I was a regular visitor to and an occasional stallholder at the Audruicq autojumble between Calais and Dunkirk. It was just a short hop across the water for me as I lived not far from the port of Dover. Dave Beare used to join me and, as he invariably arrived the night before the jumble to set up his table, he would tip me off about anything interesting for sale. One tasty machine was a very basic X7 at the stall of a well-known Mobyette dealer, Jules Quéva.

Having the breaking strain of a KitKat, I came home with it and hid it from the prying eyes of the lady who later became the Former Mrs Devonport. A couple of years later Jules sold me an upgraded version of the same machine, followed by this one in the year 2000.

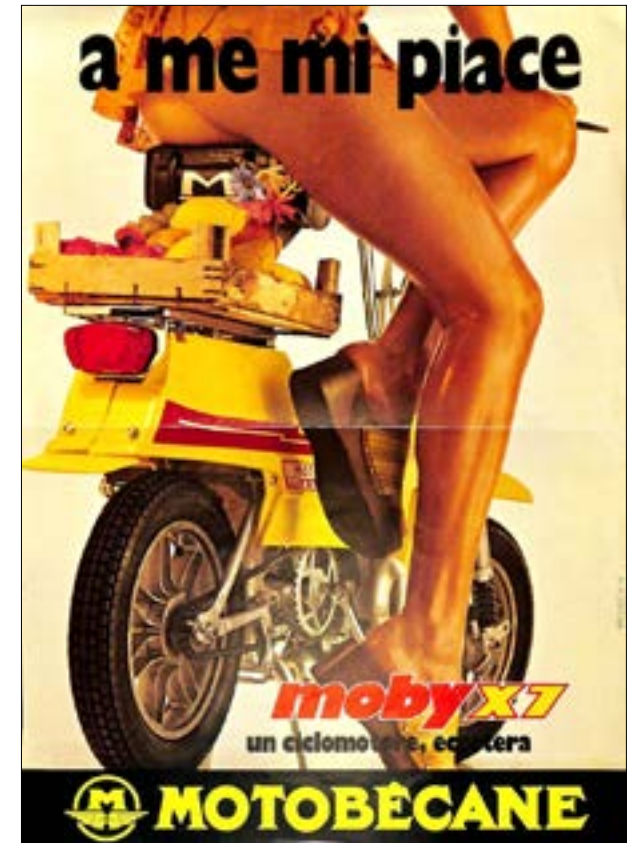


I registered it under an age-related number and it has been a reliable moped, apart from the time when I attempted the Sars Poteries run in France on tyres that were well past their sell-by date. Back home, Tony Etheridge was able to supply a new set of tyres and tubes to get it safely back on the road.

Left - It's been around a bit! Below - A racy Italian-market advert.

A variety of accessories was available to the well-heeled X7 rider, or more likely to his parents. I took the first variant to a meeting at Dave Gates' farm and he looked at it quizzically. Dashing off to a shed, he returned with a curiously-shaped bright yellow pannier which he had bought some years earlier because he liked the shape. It turned out to be a perfect fit between my handlebars and was one of the accessories made for the machine!

More recently, I received a call from Brian Aplin who asked if I still owned it. He had just found a pair of rear panniers and the leg shields – was I interested? Is the Pope a Catholic? My X7VL is still the pride of the Devonport Collection and gets a regular airing around the lanes of Kent.



NACC Transfers

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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
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Buzzing Binder - A5 size - black with red logo on spine	£6.50
CD clock, with large NACC logo on face	£7.00
Mug - black with red logo on front and back	£4.00
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Badge centre - black with gold logo. Self-adhesive. Suitable for trophies etc	£0.35
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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.

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