

The

Buzzing

Club®



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BICYCLETTE A MOTEUR AUXILIAIRE*

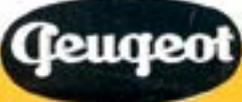
BMA 25



*** TOUTES LES COTES jusqu'à 7 a/o SANS PÉDALER**

**CONFORT
SOUPLESSE
ROBUSTESSE
ÉCONOMIE**

La nouvelle bicyclette à moteur auxiliaire PEUGEOT est le fruit d'études très poussées et synthétise les désirs de la clientèle: il s'agit d'une machine parfaitement équilibrée avec un moteur suffisamment puissant pour monter toutes les côtes jusqu'à 7 %, sans pédaler. Le moteur, placé sous le pédalier entraîne directement la roue arrière au moyen d'un galet de large section. Un levier de débrayage très sensible permet de libérer instantanément le moteur et d'utiliser cette machine, comme une bicyclette. Un puissant frein à tambour AR, permet à cette machine de s'immobiliser aussi rapidement qu'une bicyclette, même lancée à pleine vitesse.





The National Autocycle & Cyclemotor Club Ltd.
A company limited by guarantee.
Registered Office: 5 Sandy Lane, Codsall
Wolverhampton WV8 1EJ. South Staffs.

Committee Members & Club Officers

Chairman & Regalia Nick Devonport	28 Bridgeside, Deal CT14 9SS, Kent 07833 623630 ✉ nick_devonport@hotmail.com
Treasurer & Secretary Liz Butler	Rose Cottage, 5 Sandy Lane, Codsall, Wolverhampton WV8 1EJ 01902 842198 ✉ rterry526@btinternet.com
Club Historian & Membership Enquiries. Rob Hirons	30 Rose Way, Stoke Golding CV13 6HG ✉ robert.hirons@outlook.com
Machine Registrar, dating certificates and V765. Phillip Wright	18 High Lee Grove, Flockton WF4 4FG 01924 962056 (6-9pm only) ✉ phillwright163@gmail.com
Membership Admin. Printing for Pleasure Ltd.	The Street, Chattisham, Ipswich IP8 3QE 01473 656023 ✉ info@printingforpleasure.co.uk
Buzzing, Webmaster & Librarian. Dave Beare	Treddol, Chirbury Road, Montgomery SY15 6QW ✉ editor@thebuzzingclub.net ✉ hello@thebuzzingclub.net
Events Secretary Bob Jeffcoat	72 Glenthorne Drive, Cheslyn Hay, Walsall WS6 7DD 07876 338759 ✉ nippybob@gmx.com
Transfers & Publicity Ian McGregor	34 Copperfield Ave, Uxbridge UB8 3NX 07753 167595 ✉ i.mcgregor688@btinternet.com
Data Protection Officer Phillip Wright	see Machine Registrar above.
Committee members	Hon. past President David Casper, Alan Hummerstone

General enquiries via email; please contact hello@thebuzzingclub.net. Items for the April 2021 magazine to be sent to editor@thebuzzingclub.net and reach Dave at Buzzing Production well before Friday 19th March 2021, as by that date 99% of the magazine will be finished.

Front cover picture is of one of the better-made European cyclemotors, the Peugeot B.M.A. 25, a "bicycle with auxiliary motor" - the first in a long line of powered Peugeot bicycles, later joined by a huge range of utilitarian mopeds, sports mopeds, scooters, off-road trials bikes and mini-bikes. Originally best-known as a coffee-mill, bicycle and car manufacturer, Peugeot launched its first complete motorised bicycle in 1950, the PHV25, which had a VAP4 engine attached to a reinforced Peugeot bicycle. Read the review of Sylvie & Franck Méneret's new book on Peugeot cyclemotors on pages 36-37.

(Image courtesy of Franck Méneret)

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 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 6293**.

Library

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

Website

<http://thebuzzingclub.net> Our website has up-to-date news on upcoming events, a regularly-updated events calendar and news of section & club activities. 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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News from HQ.

Sad News - As this issue of Buzzing was due to be sent off for printing, we heard from Alan Hummerstone and Colin King that longtime member (241) Bev Crook died on the 14th January after a battle with cancer. Bev (left) was a great supporter of the Thames Valley Group. A full obituary will be in April's magazine.



This year marks the 40th Anniversary of the foundation of our club! We hope to organise a big celebration at our National Rally in early July, dates and venue will be advertised in April's Buzzing, together with a booking form. We hope you'll join us as we also plan to produce lots of new regalia items made with our special 40th Anniversary logo, to be available at the National. For those who cannot attend personally, we'll post regalia orders to you. Watch this space....



Grateful thanks to Jason and Lester at Printing for Pleasure Ltd. for having again printed and dispatched this issue of Buzzing under the third lockdown. Jason is working alone in the locked-down print works, Lester manning the computers from home. They are real stars and we all thank them for their efforts on our behalf. Without Buzzing and no runs for the foreseeable future, it would be an even less tolerable time.

Chairman's Chat

Hello Members,

An exchange of messages with my friend and fellow Club member Andrew Johns inspired this issue's Chat. He is one of four UK members of the Motobécane Club de France, an organisation with similar aims to ours but catering for a specific make, and he receives their magazine "Obsession". In it, Didier Bellec, the MCF's National Secretary and presumably my opposite number, takes a look at the club's membership. He highlights the fact that the membership is ageing and that the mean age has risen from 56 in 2015 to 59 in 2020. 80% of their members are over 50. I'm sure that these statistics are mirrored in our own Club.

Houston, we have a problem. Our Club thrives on nostalgia as well as enthusiasm for the engineering of the past. My first direct encounter with a moped was in 1973 when I bought my first Puch Maxi. I discovered the joys of riding with a friend who owned a Raleigh Wisp and the Maxi was towed home by it on a couple of occasions using a length of baling twine scrounged from a friendly farmer. Cut to the late 1980s when my first VéloSolex came along and that got me into the hobby in a big way.

The younger people to whom we should be looking to carry on the hobby have very little awareness of our bikes beyond what they see in museums and at transport shows. They ride modern plastic twist and go machines, as do many of us, and I recognise that they have their place, but very few see older machines in the context of viable everyday rides. Families passing my open garage with several old mopeds outside it are surprised to hear that the MBK Club, the Peugeot 103 and many others are in regular use.

Perhaps this is what we need to do to spread the word to the next generation of NACC members if we are to avoid becoming an anachronism. Get those bikes out at every opportunity and chat to people who show interest. Have a couple of information leaflets in the panniers and give them out. Contact me if you want me to send you some.

Obviously, for now, you'll be using the bikes for essential journeys and chatting through a mask at a government-recommended distance but you get the idea. I'll repeat my previous exhortation to stay safe and let's look forward to being able to meet at some events before too long.

After 25 years' loyal service as Devon Section coordinator, Roy Best has decided that enough is enough. We haven't seen the last of him as he will continue to enjoy his bikes, riding with friends in the glorious Devon countryside. If anyone down there would like to act as a contact point for the NACC to let potential new Section members know that we are alive and kicking, please let one of the committee know. We'd love to hear from you!

Nick Devonport

John Maconaghie 19/10/47 - 20/11/20

It is with great sadness that I have to inform you of the passing of the founding member of the NACC Northern Ireland Section, John Maconaghie. John passed away on Friday 20th November at the Foyle Hospice. He leaves behind his dear wife Rose and two sisters Ann and Nora; John had also just lost his mother in September.

John had been through several courses of Chemotherapy and although things seemed to be going well after his first course (as indicated by blood tests) he developed a sore shoulder - as some of you may have noticed while he was on his last run with us. This turned out to be a tumour on his collar bone. John was finally diagnosed with Multiple Myeloma in June, for which unfortunately there is no cure. He continued with courses of Chemo and steroids, but the cancer returned aggressively and sadly John lost his fight on 20th November.



John ran our first unofficial run in September 2010, starting from Portballintrae, which was attended by eight autocycles. This was the start of the wee club that has developed into what it is today, all thanks to John. We then joined the NACC and have organised official runs since May 2011. John had a good knowledge of autocycles and had a soft spot for the Villiers JDL powered bikes. I think he owned up to seven bikes at one time, including a Norman Model C, Norman Autobyke, Mobylette, Excelsior, Monet Goyon scooter. He added a Honda trail bike to his collection at the end, although he was never fortunate enough to ride it on a run.

John had a run from the Brown Trout one year, it was a very wet day and only six bikes turned out, three of them belonged to John, so not only did he attend runs himself but regularly loaned his bikes for other people to ride. He was worried that with those limited numbers that day we might not survive, but thankfully we have. John also acted as our secretary, even though it was very difficult for him with his hearing issues, until his health problems forced him to stand down; he kept everyone right with run permits/dates etc. John was not only our Founding Member and Secretary but the heart and soul of our wee club and will be greatly missed. Our thoughts are with his dear wife Rose at this sad time.

Trevor Kirk.

Help Wanted!

Peter Kellie writes; "I'm in the process of rebuilding a Bown 50 in kit form, I'm struggling with some aspects of the assembly so an illustrated parts list would be a great help. Would any member have such a document and be prepared to loan it to me to copy? I have the repair manual for the Sachs engine. Many thanks in advance, please email me at peterdk7@aol.co.uk

Brian Taylor writes; "I have acquired a New Hudson autocycle which I believe to be a 1953 model. It is in the correct colour green for that year, but has no cream tank panel. I have sourced both green & cream paint from RS motorbike paint. Could anyone tel me if they were made with or without a cream tank panel that year? If they were, could anyone let me have a transfer of the panel shape? Any help or advice gratefully received. Brian on 0781 707 4440 or brian.taylor84@outlook.com

Jim Holborn writes; I have a BSA Winged Wheel in a 1954 BSA frame with Webb forks. Has any member got photographs of the front brake assembly of a 1954 BSA frame with Webb forks? From the photo below right, I appear to be missing a part that centralises the front brake through the front mudguard to centralise on the front rim. I am also missing the pedal shaft bearing-cup locking ring, and would be grateful if any member has such an item for sale or could advise me as to where I can buy one. I would be grateful if anyone can contact me on my email address below, with either a photograph or the actual part. j.k.holborn@btinternet.com



John Unwin writes: "I've just restored a 1952 Power Pak engine but slipped on the road which broke off the Amal 259 carburettor. Can anybody supply me with a replacement Amal, or a BEC alternative please? All help gratefully received, many thanks. johnunwin8@gmail.com or 07772 090408

News

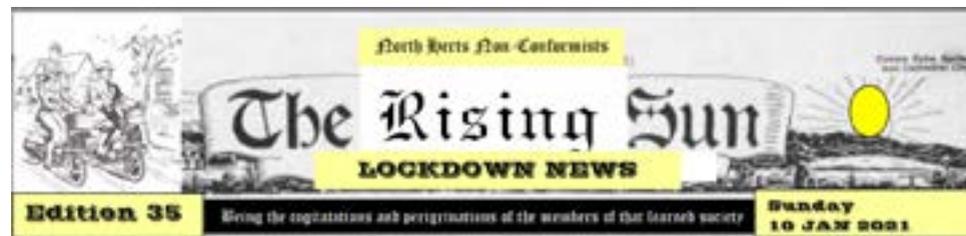
New DVLA regulations concerning display of black/silver & black/white number plates:

“This note is to tell you about important changes being introduced on 1 January 2021 that affect the ability of vehicles registered in the historic tax class to display the old style pre-1973 black and silver number plates. Following the change in definition of a historic vehicle for vehicle tax exemption purposes in 2015, an issue was identified in the regulatory requirements for the valid display of a black and silver number plate. This resulted in an unintended consequence where any vehicle over 40 years old and registered in the historic tax class would be permitted to display an old style black and silver number plate. This was despite the law previously requiring all vehicles first registered after 1 January 1973 to only display the yellow and white number plates with black characters. As this was never the intention, we have sought to rectify this through a legal correction which will shortly be implemented. The change seeks to prevent any vehicle constructed after 1 January 1980 from the ability to display the black and silver number plate despite being recorded in the DVLA’s historic tax class. Those vehicles with a construction date prior to 1 January 1980 will continue to be able to legally display black and silver number plates to avoid any undue costs of replacement. Your members may also wish to note that from 1 January it will no longer be permissible to fix a new number plate displaying a Euro symbol. Number plates already fixed to vehicles are unaffected. We will also be introducing a new British Standard for number plates produced from 1 September 2021 which will mean all current style number plates that are first fixed to a vehicle from that date must meet the technical requirements contained in that standard.”

December’s Poirier-Solex article produced a photo from Nick Devonport taken the same day at the French scrapyards where the Poirier invalid-carriage was bought. Which one to take home?



Congratulations to Chris Sawyer of the North Herts Non-Conformists Section who throughout last year, in the absence of any NACC runs and events, kept his section and many others (like your Ed) informed and entertained with 33 weekly issues of “The Rising Sun” newsletter.



It is very well-written, professionally presented and full of interesting reports on member’s activities, technical tips, funny stories, and reminiscences of past exploits on bikes. Old posters are reproduced, cyclemotor and moped production figures and period prices studied, articles entitled “Never Work with Animals or Children” published, thoughts on reviving a Teagle, “The Acetylene Lamp, Fact and Myth”, coaster-hub brake overhauls and many other fascinating things came to light. One excellent light-hearted article was in Edition 31 of 6th December: “Explanation of Tools” which, with Chris and Gerry Allen’s (Editor of Cotton Pickins, the Cotton Owners Club magazine) permission, is reproduced on page 33. We’ve all been there.....

Alan Dodridge writes: “A little story that some members may appreciate. In 1954 my father bought a Vincent Firefly and heroically rode it for 4 years. Then, in 1957, he bought a brand-new NSU Quickly. He made a little seat on the back mudguard for me, I was only five, so no weight. He took me to the Ulster Grand Prix various times, I remember seeing works Bultacos, Montesas, Ossas, Nortons, Gileras, Suzukis, Hondas, Kreidlers and many more. What a lucky boy! This was my start in motorcycling, still doing it at 68. My father then bought a Mercury Dolphin* (left)



with a 98cc Villiers 4F engine and hand-change for £32. 10s. Do any members know the history of these bikes? Many thanks. Great little club, I’m glad to be a member. I have a Honda C90 fitted with a 4-speed Lifan 125cc engine, it does 65mph, not for the purists I know, but the Honda engine was shot.

(Alan Dodridge, 22A Curran Road, Larne BT40 BTU, N. Ireland)

* The Mercury Mercette is featured on pages 51 & 52 of Robin Spalding’s book “British Motor Scooters” ISBN 978-0-9573144-0-5.

Missing that lovely smell of burnt two-stroke oil? Sniff it at home in your lounge!



NACC member Nigel Harper passed on to us a link to an American website: www.flyingtigermotorcycles/shop which advertises a “Two-stroke smoke candle” in a tin resembling a can of oil to mix with petrol. “We hand-make every candle in-house with real live 2-stroke oil boosted with high-octane fragrance. Designed to deliver that familiar scent of brappy trail rides and supermoto day-dreams in such a way that the EPA [Environment Protection Agency] won’t perform a search and seizure, and house guests won’t think you moonlight as a moto mechanic in your living room. Sit back, relax, and enjoy the scent.” All yours for \$32 a pop, plus postage from the USA. Nostalgia has a price!



Bryan Norton writes:

“On Monday 14th September 2020 South Hampshire section members met at our club venue, the Coach & Horses, Cadnam. We left at 6.40pm, led by Dave Benn, our human map of the New Forest.”



“From the pub we went via Newbridge, Furzley, across the A36 to East Wellow, then on to Wellow. At the top of Hackleys Lane is St. Margaret’s Church, where there is the grave of Florence Nightingale (1820-1910), The Lady With the Lamp of the Crimean War (left). This is a family grave, with all her relations mentioned on it. The seat pictured above is brand-new, only being sited in August 2020. After time for a short history lesson and a few photos, we returned to the pub at 8pm for our usual noggin and natter. Riders were: Bryan Norton - James autocycle, Dave Benn - Mobylette, Geoff Hudspith - Raleigh RM6, Rod Elmore - James autocycle, Dave Cousins - Yamaha 90 and Mark Hunt - Honda 50.”

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, Thanks very much for printing my request for help in October’s Buzzing. Lots of people phoned me to suggest what lubricant to slap on the Simplex primary drive-gears, and some did a lot of research on my behalf. My particular thanks got to Mike Morris, who put me onto the Rocol company, and to Robin Cork, who has been in touch with various firms, many of whom have yet to get back to him. Rocol’s technical advice people were very helpful and thanks to them I’m now using ‘Rocol Tufgear Universal’. We had a fairly fine day in late October so I covered about 45 miles and afterwards there was still some lubricant left on the gears. It does fling off, but not nearly so much as other things I have tried. One last request: is there anyone out there who is familiar with the front forks on a 1922 McKenzie autocycle? Any info gratefully received. Thanks again, **Derek Langdon** - 0115 923 1191

(Read Derek’ article on the restoration of his Simplex on pages 34 & 35 in this issue)

Dear Dave, I was very sad to read of Ray Butcher’s death, but not surprised by the choice of music. How it came about I cannot recall but we often talked about rock music and Ray had also known the great Welsh session guitarist Micky Gee. It was great to see Bob Jeffcoat’s Joybike, brilliant that guys like Bob bring us such Joys to behold! Re the Villiers two-speed bicycle hub-gear, I wonder if this came about when John Marston, concerned about the quality of pedals fitted to Sunbeam bicycles, sent his son Charles to the USA, to look for a better way of making them. Charles returned with machinery from Pratt & Whitney no less, and set up the works in Villiers Street. So Villiers Engineering Co. Ltd. was born, and soon started supplying pedals and freewheels to Sunbeam. I think the two-speed gear design could have come from the USA. I cannot believe it was on sale in 1936 as 3-speed gears were common by then. **Chris Harper**

Dear Dave: *As my alter-ego (Dad’s Army, Captain Mainwaring) would say “Right men, things are turning out not necessarily to our advantage, the enemy is now here, amongst us. Private Walker has ‘acquired’ some masks and Sgt Wilson will now hand them out. And no Pike, your Mum’s woolly scarf is not suitable. Had a phone call from Winston (sorry Boris) he said; now go home and occupy yourselves doing something productive”* And so the Wobblers have been doing just that. Respecting summer Covid rules some unofficial outings, like the Welsh Mountain Challenge and the Clwyd Chase, did take place, but ‘Wobbling’ is now restricted to our sheds and garages. Dave Keeling is busy creating electric bikes for the ‘fitter’ Wobblers. His wife Pat is making emergency masks, as is Gaynor Peers. Some guys (Ron, Pete and Allan) are refurbishing their classic cars. Pete Hansen is restoring a 3hp Petter diesel. Mike Daly is quietly monitoring his maturing Italian mopeds. Ted Bemand has refurbished a couple of VeloSolex, with a German REX waiting in the wings. Martin Archer finally got back home - he was trapped in Australia. Howard Bentham, one of our very active riders, has done a superb restoration on a 2CV van, a useful tool for transporting his mopeds! Unfortunately on its first outing he mistakenly filled up with diesel and I had to tow him home - he usually drives a S2a Landover. A black day on 2nd January 2021; sadly Howard’s lovely wife Liz passed away after months of fruitless hospital exploration. Howard’s stoic resolve throughout this period has been an example to us all. Deepest condolences from all the Wirral Wobblers.

Ted Bemand

A Danish Pastry?

We owe the following article to a conjunction of two initially unconnected events - the front cover image of December's Buzzing, chosen for its Christmassy theme, and member Alex Meek's trawling through Gumtree, looking for unusual mopeds.

The advert on December's cover was for a Danish moped, the Skylon. Shortly after December's Buzzing landed on doormats, Alex emailed me with a query: did I recognise a rusty moped offered for sale on Gumtree? Not many clues, but the odd frame shape and engine location seemed vaguely familiar. After thinking it might be French, followed by some computer



Autocyclus

magnification, the blurred outline of a name on the tank was discovered - Skylon! The asking price was £500, but a lot of restoration work would be needed to turn it into a runner.

Skylon produced some fairly risqué adverts for their moped, the December cover image is one of the cleaner ones! On the left is another, the caption reads "...a good treatment..." Apart from the polishing, what was attracting my attention was a cover over some kind of reduction gearing, situated behind the chain-wheel and right-hand pedal crank.

All was revealed by another photo from the Gumtree advert, taken on the other side of the Skylon. It is indeed a reduction gear, but not as we know it. The drive is taken from the crankshaft by a small drum-shaped roller, which engages with a much larger aluminium wheel, the periphery of which is covered by some kind of clutch or brake-lining material. It is a friction-drive mechanism.



Friction-drive is an archaic method of transmitting power. It was sometimes used by cyclecars in the early 1900s as a means of providing variable-speed drive. This used a friction-material surfaced disc and a movable wheel, which could slide on a spline from the centre (low gear) to the outer edge (high gear).

Why Skylon should have chosen this unreliable and wear-prone means of transmitting power is lost in the mists of time. Anyway, that is what they used and is possibly the reason that few Skylon mopeds survive to this day. The one on Gumtree is an exception but it was not exactly snapped up the moment the advert appeared, lingering for several weeks.

The engine was said to be a 50cc and the advert dated the bike from 1954.

There seems to be very little information on this make out there on t'net, but what little can be gleaned is that Skylon mopeds were made in Denmark between 1953 and 1965 by Vilhelm Nellesmann at Arhus. Denmark had different speed limits for mopeds: 30kph, with no licence requirement; 50kph and 80kph, both these last required motorcycle licences and insurance.

The only other Skylon spotted appeared on the auction site Catawiki, advertised in May 2019, with an estimated price of €1,000-1,200. The bike was being sold from Soest, the Netherlands as a non-runner. It made a winning bid of €840 on 27th May, and was in far better condition than the one for sale on Gumtree. Several Skylon mopeds are displayed at the Dansk Cykel & Knallert museum in Glumsø.

(Right, the caption reads "admired by all...")



Saviour of Fallen Souls

Andrew Johns

A project too far or just too many projects and not enough time?

Over the years many little and not so little bikes have graced my garage and sheds. I must admit now that I like patina. What some see as neglected wrecks with one wheel in the scrapyard I see as lost souls in need of saving. Rusteration is a trendy term used by some. Personally, seeing many years of history fills me with joy. While some choose to strip this away to produce a shining show example, I prefer to preserve, after all 'It's only original once'.

The challenge for many depends on which route they choose to take. Sadly, there are the tart-up brigade who are just after a quick profit. The proliferation of TV programs and magazine articles has sent every Tom, Dick and Henry searching sheds, garages and barns to turn a profit often from the unwary. We have all seen their handiwork. I for one have been caught out by what looks like a beauty on a well know auction only to be sadly disappointed by the reality. Buyer beware. Others chose to smarten up their own little bikes, choosing a variety of routes to achieve the bike they want to ride and proudly own. As someone who favours reliability over pretty much everything else, my preferred route is to work through a project to ensure that the little bike is both safe and reliable. New tyres, tubes, bearings, seals and brakes are a given if necessary, which often they are if the project has been sitting unloved for many years.



To achieve a reliable and safe little bike takes time and money. Our little bikes may initially appear a cheap way into classic vehicle ownership but please don't be fooled. Tyres, tubes, bearings, seals, cables and other consumables may not add up to much individually, however a refurbishment of a 40-50 plus year old bike is likely to require a number of replacement parts, especially if it has sat unloved for many years. Having said that, don't expect a modern bike to be your saviour. Ask the questions. Why is that little bike sitting unloved or neglected? If you are lucky, the owner may have grown too old to ride. You may find a good example that just needs a good service and fresh fuel to have it buzzing back into life but don't hold your breath as there may be undiscovered challenges. Currently in my collection I own a number of projects that have previously sat unloved for many years. Each requires love and attention to ensure that they are ready for the road.

Some have come my way for free while others I have bought for modest sums, fully aware that they each fill my free time as well as help drain my bank account. Most recently I have bought two Raleigh RM6s and a Berini M13 from Luke Booth. Another Berini, this time a M22 was bought from John Redding. As for free? A Cagiva City 50 followed me home. Each little soul needed saving. The two Raleighs and two Berinis are both fairly straightforward rusterations. They will not win any beauty competitions however they will each be enjoyed once again when time as well as finding the necessary parts allow.



I have known the little Cagiva for about 20 years. A work colleague used it as his daily transport before abandoning it at his mother's house in favour of another little bike which was again pretty much ridden into the ground. Then the next... which lead to a graveyard of neglected souls, all destined to be scrapped. I could not save them all. I decided to save the Cagiva as it was free, so I took a chance. If I could get the engine to run, I would save it, if not, it was destined to join others on the big road in the sky.



Many of you will have heard of Cagiva, producing a plethora of mostly off-road machines. What were they thinking when they decided to have a little 50cc twist and go automatic scooter is anyone's guess? I would suggest that it was to encourage brand loyalty from youngsters, but I may be wrong. The Cagiva City 50 was produced between 1991 and 1994. To call it a true Cagiva is stretching its identity, as beneath the badges and plastic lay an SYM-produced machine, who were themselves in a working relationship with Honda.

The challenge for many of us is whether to carry out a full restoration, rusteration or just carry out necessary work. The choice can almost be dictated by the ease with which parts can be found or adapted for

a particular little bike or just how dilapidated the little bike is. If you own a Raleigh RM6 or the like, you will not have any difficulty finding the parts that you will require. For the more unusual little bikes we are often left searching for elusive parts. In the ideal world, a project should be fully assembled and complete as possible at the beginning, however rough it is. Often however, this is not the case. Did I mention the Peugeot BB104 that I have? No? It came my way as an unfinished project, with another one for spares.

It has gone through a few hands before finding a refuge with me. Will I manage to complete it? We will have to wait and see.

The little Cagiva may not excite you, however, think about it. As we each age, such machines allow us to carry on riding long after the struggle of an old autocycle has caused us to leave it unloved in the shed or garage. Maybe I should now confess that I'm only 51. My first experience of two wheels was on a Suzuki AP50 from the 1970s while my friends, including Paul Manser, were riding round on twist and go Hondas such as the PX50, which was a current machine when we were teenagers, unlike the Suzuki which was already old in my eyes.

As mentioned, the Cagiva City 50 has the DNA of three manufacturers. Thankfully, as I worked on this little bike, I was able to find out which parts are shared with other machines. This is a challenge shared with many autocycles, cyclemotors and dare I say mopeds as many share parts with other makes and models. There are few true breeds when you begin to search for parts. Don't be put off. With a little investigation and some ingenuity, whether it's an old autocycle or relatively modern moped, repairs can be made using parts from a variety of manufacturers.

Whether old or new, over the years the majority of vehicle manufacturers have bought in generic parts from a variety of parts suppliers. In the past these companies would have been Villiers, The British Hub Company, Amal as well as many more. Today is no different; as an example, the front brake of my Cagiva is a Honda item, however it was originally made for Honda by a company called Heng Tong. Who you ask? They are a major component manufacturer who supply parts to many major manufacturers.

The Cagiva provided me with plenty of opportunities to cross-reference and search for the parts that it required. Thankfully my determination has saved this little soul which now has a fresh MOT and will be buzzing around south east Kent when I'm not riding one of my other little or not so little bikes. Don't give up on your projects or dreams. We each own and ride a diverse range of little machines which is wonderful. A little perseverance will carry you through. The main thing is whatever our choice, we Keep it Buzzing.



Ride out on an NVT Easy Rider

Allan Glide

At the end of 2019, having sorted some problems with my 1976 NVT Easyrider, I was looking forward to meeting up for the first time with fellow club members on local(ish) runs. However... need I say more. I dare say most of you were of the same mind!



This obviously not being possible, I have had to satisfy myself with a few local, mostly solo, trips. Fortunately two of my friends in the village (one an NACC member), had low-powered machines, a 1964 Post Office 125cc BSA Bantam, the other a 1937 250cc Velocette. Since I seemed to know the local back-roads better than them, we made a few runs, with me leading, to pubs within 10 miles.

With the NVT now running well, achieving 25-30mph on most of the routes, my friends were happy to follow. We have completed several runs, usually one a week

depending on weather conditions, over the summer months of July, August & September, generally with a fair bit of interest from the pub locals.

I hope other members have managed something similar. I'm still hopeful I (we) will be able next year to go out on some full club runs. Failing that, if any fellow members in the South Wiltshire, Dorset and Somerset areas would like to meet up, if we're ever allowed to again! I have just managed, with help from Phill Wright, our Machines Registrar, to road-legalise my recently-rebuilt 1951 Cyclemaster. It should be in good rideable condition by next year - another "Buzzing" run participant? Looking forward to meeting up with fellow Buzzers sometime soon. Allan.

allanjaygee65@gmail.com



The Irish Photo Rally

Charles Carruthers

For the past sixteen years I have taken part in “The Irish Photo Rally”: twenty-four locations spread across Ireland, where you travel on your motorbike and take a photo including your machine and subject. See www.irishphotorally.ie There is also a spin off event by The Ulster Section BMW Club where they take the six Irish locations for Ulster and add three to have one location in each of the nine Ulster counties. You can use as many motorcycles as you wish, a different one for each location if you have 27 road legal machines, but you must do a minimum of twelve locations on the same machine to qualify in the judging for Irish event.

In February 2020 when the Photo Rally was launched, I had thought of doing enough points on a tiddler to qualify for an entry. My most suitable small bike being a Honda CT90, which I purchased from John Maconaghie, the founder of the NI Section, earlier in the year. On Sunday, 15 March we had our first and only buzzing run for the season, “Ian’s Run” on the Ards Peninsula, where I was able to snap my first location at Burr Point, Co. Down, a metal sculpture marking Ireland’s most easterly point (below). Then life went pear-shaped with Coronavirus and all of the events in Ireland which I normally attend and pick up photo locations en route were cancelled.



After waiting through a wonderful dry and sunny spring with no biking of any kind happening, I decided to get on with the task and bag some more photo locations. So, on 12 August at 6.20 a.m. I set off on the CT90 and travelled the 24 miles to Ballycastle, Co. Antrim and photographed the Marconi Monument in the harbour car park. I then travelled 25 miles to the Co. Londonderry location, Barmouth Station near Castlerock.

My next location was the Marconi Radio Shack at Malin Head, Co. Donegal, and Ireland’s most northerly point, would have been a 38 mile ride if I had caught the ferry across Lough Foyle, but as I was too early for the ferry it became a 62 mile ride around Lough Foyle to Malin Head.

I left Malin Head at 9.30 a.m. for the Co. Fermanagh location, an old schoolhouse between Garrison and Derrygonnelly, a 111-mile ride. As I got close to my goal, I was overtaken by two Dublin registered motorcycles and I assumed they were travelling to take the same photo. I was correct, as I approached the old-school one of the riders who was standing in the road, camera in hand, helmet on and sun-visor down. He then gave me a long hard stare, stepped closer to me and exclaimed “Jisus Charlie are you mad?”

As soon as he spoke I knew who they were - Jim McGrath and Lawrence Boland, fellow members of the Dublin Motorcycle Touring Club. We chatted for a short while, and as they left asked me to give them a head start. I took my photo and had a short break for coffee and sandwiches before setting off on the 44-mile leg to the Co. Cavan location, Ballyhayes Agriculture College. From here the next location was in Co. Monaghan, another old schoolhouse south of Castleblaney, was a further 33-mile hop.

It was all north from here towards home starting with a 41-mile ride to the next location in Maghery, Co. Armagh, a statue of Oars Men. Then a short hop of 11.5 miles to the Co. Tyrone location near Cookstown, another old schoolhouse - have you spotted a theme yet? Only 31 miles to home and my evening meal or my tea as we say. Eight locations 383 miles and almost 13 hours in the saddle, a good day’s ride. That was the BMW Club event complete, with 9 locations photographed, 6 of these made a good start for the Irish event, leaving a minimum of 6 more to make an entry with the CT90.

On Sunday 6 September a 6.10 a.m. I set off on the CT to photograph the next closest 6 locations. I started with a 147-mile ride to the Co. Sligo location of an old hunting lodge in the Ox Mountains. After coffee and sandwiches, I set off on the short hops between the remaining locations beginning with a 27-mile ride to the Co. Mayo location Urlaur Abbey. From here it was 36 miles due east to the Co. Leitrim location, Ireland’s smallest church in Carrick-on-Shannon (photo above). I had difficulty accessing the church as the main street was closed for road works and as I circled around I passed a café popular with bikers, with a row of fine machinery outside and kitted-out riders having coffee. I thought to myself; the only person doing any biking here is the guy on the Honda 90.

Having found the church, I took my photograph and set off for the Co. Roscommon location, Luke Gibbons bar, 18 miles away. Then on to the Co. Longford/Co. West Meath photo of Ireland’s oldest bar in Athlone 26 miles away.



Next, the 55 miles to Trim and the Co. Louth/Co. Meath photo of Ireland's oldest functioning road bridge. Finally, a 124-mile ride due north and home for tea. Six locations, 435 miles, almost 14 hours, another good day. That was 12 locations for the Irish rally, enough to make an entry but as I have always completed the event, I did not want to blot my record and decided to finish the job.



I know this is not the correct forum to write about riding larger capacity motorcycles, but in the interest of finishing the story I will continue. On Tuesday 15th September at 6.15am I set off on my old BMW R80GS to complete the event. To start a 226 mile to Cliften and the Co. Galway location another Marconi monument (photo right), then a further 113 miles to the Co. Clare to photograph Mutton Island on the west coast, from here it was 70 miles due east to the Co. Tipperary location Mulkear Bridge.

(Left; Co. Sligo hunting lodge)

The next two locations were south west first a 77-mile ride to the Co. Limerick subject, Three Counties Gazebo, a thatched structure marking where counties Cork, Limerick and Kerry meet. The next subject a marker for Ireland's most westerly point on the Dingle peninsula was a further 68 miles, it would have made a nice photo in the sunset but unfortunately by the time I got there it was already dark, so the picture was taken using the light from my headlamp.

I would be riding in the dark for quite a number of miles, but worse - there was also a fog falling. From Dingle to my next photo, yet another Marconi monument at Ireland's most southerly point, Brow Head, Co. Cork, was 123 miles, on route in Milltown 10 miles NW of Killarney. I stopped for a burger & chips, then proceeded slowly in the dark and fog and took my picture at 12.45am.

The going was still very dark, misty and slow as I set off on the 130 miles to the Co. Waterford location, Skeheens Bridge, having to stop quite often to clear the mist on my visor and glasses. While doing this in Crookstown 20 miles west of Cork city my sat-nav displayed a low voltage warning, followed by my engine stopping - without enough battery-power to restart. I checked the usual suspects, battery terminals earths etc. but no fault was found. It would appear because of my low speed with all lights and accessories on, I was using more electricity than my alternator was producing.

While doing my checks I noticed that the battery was recovering so I believed, given time, it would recover enough to restart my machine. Also, when the village awoke, I would get a push start or jump start and, failing that, I could call Jimmy Ellis, a friend in Cork city who is a brilliant motorcycle mechanic.

It was 3.00am and no matter what, it was a waiting game, time to check into the "Iron Butt Motel" (Google it), so I spread out a ground sheet I was carrying, lay down and fell asleep. I was awakened sometime later by trucks thundering by and could not believe that I had slept for over two hours. Time to stir and check the bike. Ignition on, choke on, hit the button and it burst into life, what a relief! I gathered up my gear and was on the road again at 5.30am, still dark and foggy, but now I was on the N22 to Cork, a fast road with cars to tailgate - an opportunity to charge my battery.

East of Cork at 6.15am I found a petrol station open where I filled with petrol and topped up with coffee, ready for more miles.

The sun had risen when I took my Co. Waterford picture at 7.15am, the weather was looking good for the day and the next 51 miles to the Co. Carlow/Co. Kilkenny photo of Ireland's longest bridge, a new suspension bridge, SW of New Ross. Co. Wexford.



Bellevue Church on the banks of the river Slaney was a further 25 miles, followed by a 70-mile leg to The Fisherman's Thatched Inn for the Co. Laois/Co. Offaly picture.

Only two pictures left to do, first the 36 miles to the Christy McEvoy memorial, Co. Wicklow, followed by 16.5 miles to a famine cross for the Co. Dublin/Co. Kildare photo. All I needed to do now is fuel up and finish off the 150 miles to home.

After a total of 1155 miles and almost 34 hours, the Irish Photo Rally was complete for another year. Sadly, after all that there will be no weekend away for the awards evening in Feb 2021, due to the Covid-19 crisis. Let's hope for better times in the future.

Left: Trevor Kirk, elected as Northern Ireland Section Member of the Year 2020, with the splendid Section trophy.

The First Cyclemotors?

Autocyclus

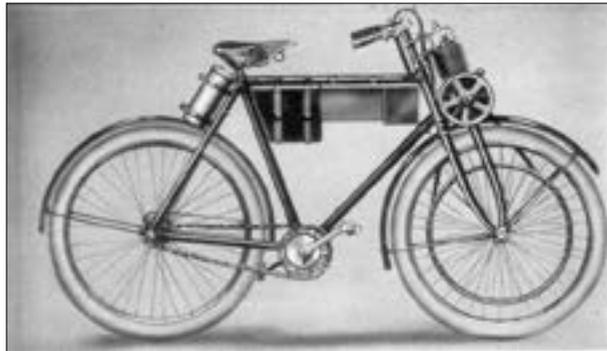


“It is impossible to bestow on any individual the credit for having ‘invented’ the motorcycle”- Erwin Tragatsch opens the first chapter of his Illustrated Encyclopedia of Motorcycles with this sentence. There are many claimants: Gottlieb Daimler and Wilhelm Maybach built a powered two-wheeler in 1885, with a wooden frame and belt-drive (left). Hildebrand & Wolfmüller built the first commercially-sold ‘motor-cycle’ in 1894.

Motor kits sold for bolting onto an ordinary bicycle frame followed quickly - one of the first was the Werner of 1897, designed by expat Russian brothers living in Paris, using a Labitte engine mounted on a platform over the front wheel, a layout particularly popular in France.

The Rev. Basil Henry Davis, an Anglican clergyman who wrote under the pseudonym “Ixion**” in ‘The Motorcycle’ magazine for

over 50 years, told of his experience riding a Werner-powered bicycle. “Their first model was an atrocity. It consisted of a standard ‘safety’ pedal cycle with a small engine mounted over the front wheel, which the engine drove through a twisted rawhide belt. This layout was essentially top-heavy and the Werner proved to be the champion skidder of all time. I still recall trying to keep it vertical along the Euston Road on a wet November day, when the roadway was smeared with a terrible greenish paste compounded of pulverised horse-dung, rainwater, and the assorted filth of an imperfectly scavenged city.



On another very wet day I watched a soaked and dirty figure attempt to ride past Carfax [the central crossroads in Oxford]. He skidded and fell heavily, as well he might, for the machine was very tall and carried all its mechanism on a small platform above the front wheel, while his tyres were practically bald. As soon as the machine lay flat, it caught fire and burned furiously. Small wonder, since much of its petrol was spilt from the tin swish-box** onto the platinum [ignition] tube. This front-drive Werner pardonably impressed me as an unnecessarily complicated form of suicide.”

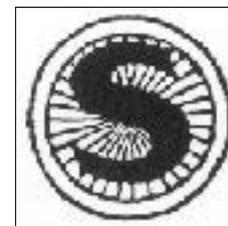
*The name of the unfortunate mythical king of Thessaly who, for his presumption, was condemned by the Greek Gods to be bound forever to a revolving wheel.

** An early form of carburettor containing a pint of petrol, which spilled onto the white-hot tube.

Early motorised bicycles (more powerful motor-cycles soon departed from the crudities of early machines such as the Werner) remained a technical challenge for manufacturers, where and how to fix an engine onto an ordinary pedal-cycle without it turning into “an unnecessarily complicated form of suicide.” Engines should be located lower down, ideally at bottom-bracket level, and many manufacturers in the 1940s and 1950s did this. Others managed to design very compact powered wheel assemblies to replace the front wheel (1887 Millet), the rear wheel (1950s Cyclemaster, BSA Winged Wheel et al.), or at either end - such as the Singer Motor Wheel of 1901.



It was originally the creation of Edwin Perks and Harold Birch, who worked for Humber Ltd., then a bicycle manufacturer who made the first practical British motorised-bicycle in 1896. The pair left Humber to form their own company, Perks & Birch, to build and sell their Motor Wheel. It was designed to fit between the rear or front forks of a bicycle frame and was ahead of its time. Housed within a cast-alloy wheel - the 1903 version above had spokes on one side only to improve access - was a 222cc four-stroke engine complete with fuel tank and low-tension magneto ignition - possibly the first motorcycle fitted with reliable electrical ignition rather than an incandescent hot-tube?



George Singer, founder of Singer Motors, was a foreman at the Coventry Sewing Machine Co., but left his employer in 1874 to found his own bicycle-making business, also in Coventry. He introduced the **Rational** bicycle in 1888, which had the now-classic diamond-shaped frame and same-size wheels, at a time when the “Penny Farthing” Ordinary was still the most common bicycle sold. Singer Motors began producing cars and commercial vehicles from 1901, but never forgot its roots with bicycles.

George Singer purchased the rights to manufacture Perks & Birch’s Motor Wheel and immediately began production. Changes were made to the wheel itself; it was now double-sided in the interests of rigidity, given the many uses the Singer Motor Wheel was put to, as seen in the photos on the next pages.



Above, a proud owner with his 1903 single-sided Motor Wheel.

Left, an advert celebrating Edwin Perks' success in July 1902 at the Catford CC Hill-Climbing Contest, showing Perks riding his Motor Wheel up the hill while holding the pedal-chain in his hand.

Singer also offered its own frames fitted with the Motor Wheel, some were tricycles with tandem seating, another was the Singer fore-

carriage with twin front wheels, carrying the passenger in front, nearest any accident.

As many cyclemotor manufacturers rediscovered in the 1940s and 50s, an ordinary bicycle frame can only withstand a certain amount of power and the much higher speeds than were possible with pedal-power alone, before falling apart. Brakes were utterly inadequate, as Ixion remembered of his Ormonde motor-cycle: "The rear brake was an ordinary Bowden-operated pedal-cycle brake, perfectly incompetent of coping with the stresses involved by a 150lb mount at 45mph. A small flimsy fibre shoe was clipped to each tip of the horseshoe, [it] was supposed to be kept in position by a tiny pull-off spring but all its tiny items were apt to shake loose under vibration, when the horseshoe ceased to be central, developed a tilt, or shed its shoes."

"The Ormonde at least had a dependable front brake, consisting of a large rubber shoe forcibly depressed upon the top of the front tyre by an enormous lever resembling a Turkish scimitar. On dry days it applied real friction to the tyre, on wet days it had comparatively little effect, except that it served as a squeegee to remove all the road mud from the tyre and fling it back at the rider. Fortunately, a good pair of hob-nail boots, firmly pressed against the road surface at a suitable angle, acted as quite tolerable stoppers in average emergencies."

Such were the trials and risks taken by early motorcyclists. It remained familiar territory to many riding 1950s cyclemotors, especially those who fitted a powerful Ducati Cucciolo or Itom Tourist clip-on engine to their own less-than-well-maintained 20-year old bicycle.



(Quotes/ info from Motorcycle Cavalcade by Ixion, Iliffe & Sons Ltd. 1950 and Grace's Guide to British Industrial History)

Singer soon branched off into making "proper" motorcycles, until 1914, when munitions took over completely.

The company survived as a car maker until 1956, when it was taken over by the Rootes Group and joined Hillman and Sunbeam as a badge-engineer. The Singer marque disappeared in 1970, shortly after Rootes was bought by Chrysler - which is now part of the Fiat group!

Akela, We'll Do Our Best #3

Phil Nuttall

Small Adventures with a Tiny Honda Cub, contd.

The only significant purchase made is a spare engine, which has been rebuilt. This was bought as a result of transmitted neurosis from my regular riding partner and me noticing the beginnings of 'fin rot' – another common issue with Cub engines. However, the spare engine remains unused after more than a year and is sitting as an 'insurance policy' in my garage. I really should fit it just to make sure it works but I'm unwilling to go against "If it's not broke don't fix it" so we'll see. I fitted new, uprated rear suspension units. These were not strictly necessary but their replacement has reduced the pogo-stick tendencies of the standard units.



vintage bikes, Dave Stevenson and I met up for the occasional modern bike run-out and at some point Dave suggested that we ought to explore Honda step-throughs as suitably old and quirky but reliable mounts for eccentric trips out. A major advantage is that many spare parts are still readily available and if you are prepared to fit inferior but much cheaper Chinese parts Cubs can be kept on the road quite satisfactorily. Honda Cubs also have a justified reputation for extreme reliability – partly because their engines are so under-stressed that they will keep plodding on while in a state of mechanical near collapse.

During our first few years of ownership a taste for C90 off-road riding was developed. I had previously been a member of the Trail Riders Fellowship (TRF); initially riding my Suzuki and subsequently moving on to a very competent Yamaha DT175 and as a result I had a reasonable knowledge of local Green Lanes.

The seat has been re-covered (as a birthday present) because the original had split and had been mended with insulation tape and superglue for years. I have fitted three racks (front, centre spine and rear) and have fitted two top boxes, one home made and one second hand Rickman – both boxes subsequently removed – the vintage Rickman sold at a 10-fold profit which is not as good as it sounds as it was bought it for one pound. I have also bought and fitted numerous bags of many designs – it has been said I have a bag fetish, but I've got nowhere near enough for that (yet!).

SMALL, STUPID OFF-ROAD TRIPS.

After selling my various and would -now-be-valuable-and-desirable

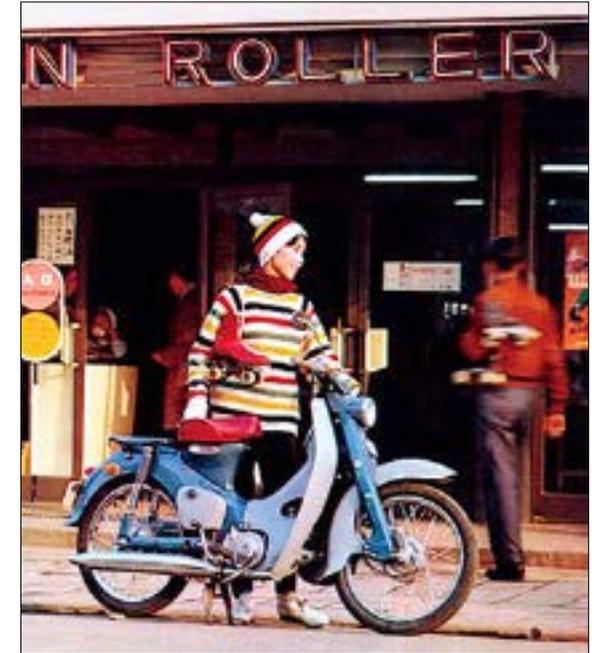
We have done many of the easier Green Lanes in the Derbyshire Peak District on our C90s with no problems whatsoever. Rather more stupidly I was also undertaking off-road trips on unsurfaced lanes and tracks closer to home, against all TRF good guidance almost all these local trips were made alone and spontaneously and no-one would have known where I was if anything went wrong. Obviously, this is doubly stupid.

On the most memorable of these midweek, winter solo trips, I found myself at the bottom of a long steep descent down an unsurfaced road several miles from anywhere. This is a popular route with off-road 4x4 adventurers and the 4x4s had dug ruts about a foot deep in the slimy, yellow clay. The ruts were filled with filthy, opaque water. The track was liberally studded with partly submerged football size boulders and in front was a pool of muddy water of unknown depth followed by a correspondingly steep climb out.

The dilemma was, do I turn round and try to re-ascend the descent I had just made, or continue and attempt the climb out? The pool of muddy water was deeper than the exhaust and footrests. Fortunately the air intakes are high up on Cubs, so keeping the engine running at high revs means that it is unlikely to stall even when the exhaust outlet is fully submerged. By this time my boots were full of muddy water and my trousers soaked and mud splattered almost to my knees. I decided that pressing on represented the best option, as at least then I wouldn't have to attempt a u-turn. I also had the horrible realisation that no one knew where I was, miles from civilisation and it was unlikely that anyone would find my drowned corpse until the next weekend when the 4x4 jockeys came through. This was in the days before widely available mobile phones.

By good luck rather than skill I survived and arrived home in time to clean the Cub, wash my boots, change my trousers and have a cup of coffee before my wife got home. "Have you had a quiet morning?" - "Yes thank you I've not done anything much, just had a little ride round". A resolution was made to be far more sensible in future – it didn't last – I'm just slightly more careful perhaps. Concerns about damage to the bike now far outweigh concerns about the rider so this will probably be the limiting factor on future off-road jaunts. But, I keep going past the end of unsurfaced tracks and think "I wonder where that goes?" and know I won't be able to resist them for ever.

It is an inescapable fact that Cubs are slow, have a very limited tank range and are very basic; but people race them, do mega journeys on them and turn them into wildly eccentric custom creations. They have been used as extreme load carriers, particularly in Asian countries and were used as pizza delivery vehicles, 'knowledge' bikes in London and local go-to-work vehicles everywhere.





Above: electronics engineer Ed March on his 110,000 mile round-the-world trip he undertook to win a bet, with a Honda C90 he bought for £150. The photo is of him in Alaska.

ON THE ROAD: LOADS OF RUBBISH AND THE SCARY SNAKE

Their basic nature and limitations are hardly surprising because they were designed as urban commuter transport and food delivery vehicles over 60 years ago. On the plus side they are robust, understressed, simple to maintain and with minimal care can be kept running for a reasonable outlay and little effort. They are also light and, for me at least, surprisingly comfortable – far more so than most of the larger, more expensive and more modern motorcycles that I have owned.



They will also carry ridiculous loads as witnessed every day on the roads of South East Asia. Most of these factors make the Cub excellent longer trip transport – but they are SLOW. In my opinion they are not suitable or safe for motorway or busy main road trips, they are not suitable for any longish trip where time is critical and the limited tank range (and guess-work fuel gauge) means that even when a supply of spare fuel is carried garage spotting becomes a part of longer trips, especially as rural petrol stations are now few and far between.

In my experience the main limiting factors to long mileage days are boredom and cold. I'm assured that the cold issue is easily solved by fitting a windscreen, which in the case of Cubs can also provide a small increase in top speed and fuel economy, but I just can't bring myself to fit one and so I continue to suffer in the name of aesthetic appeal.

There is also the issue of identity crisis – big bike riders treat Cub riders as invisible or lesser beings (even though most Cub riders keep one or more big bikes as their second bike). Scooter riders do not recognise Cubs as scooters, quite rightly because THEY AREN'T SCOOTERS! So, no matter what we do, however far we ride or whatever we think, we just don't get taken seriously – fortunately perhaps most of us don't actually take ourselves too seriously either.

The slow progress that can be achieved does confer advantages, not least of which is that you see things that would normally be missed when you are concentrating on going fast and not running out of road. This is usually an advantage but does mean you also see and notice less attractive facets of our normally beautiful countryside. Even during my relatively brief period of Cub ownership I have noted a massive increase in the amount of general roadside rubbish, litter and fly tipping. About twenty years ago, on a trip into the Sahara Desert, all the party noted that you could tell when we were approaching a settlement by the increasing presence of litter beside the road and plastic bags fluttering on roadside bushes. Unfortunately, the same is now true in many parts of England.



This seems to be partly a result of reductions in local council budgets imposed by central government but the inescapable truth is that a significant minority of people are incapable of taking responsibility for the simple task of disposing of their own rubbish properly and seemingly do not care at all. I am also frequently saddened by the amount of road-kill I see; ranging from the mundane to the exotic. Squashed hedgehogs are increasingly rare, which probably reflects their overall decline in numbers. In contrast on a recent 120-mile trip I counted amongst the casualties, five dead badgers, a dead sheep and a dead deer. I wonder if the badgers indicate a booming population or something more sinister related to authorised or, worse still, unauthorised, culling.

The upside of slow travel is the opportunity to see many beautiful, historic and memorable sights and to meet many interesting and kind people (and a tiny handful of the other type). On-road day trip adventures have been many and varied. These have ranged from 60 miles in freezing and foul weather to 200 miles in glorious sunshine with every permutation and combination in between. I have to confess at this point that without Dave Stevenson's enthusiasm, my road trips would have been far fewer and shorter. Dave has also done a far more extensive range of trips both in the UK and abroad. I am not, and will never be one of the many long distance Cub riders. In my defence, I came to Cubbing late in life when already in receipt of my work pension and the unwilling owner of a selection of arthritic joints, so what is a proverbial walk in the park for a 'normal' person can turn into quite an epic and painful trip for me. Another limitation to my travels is my inherently anti-social nature – I have never been comfortable as a member of a large riding group.

In truth, I find riding alone or with one familiar riding companion less of a challenge as I can travel at my own (slow) pace without feeling I am delaying or pressurising others. I realise this restricts options but that's just how it is and I definitely fall into the 'old dog' category and change or new tricks are now highly unlikely.

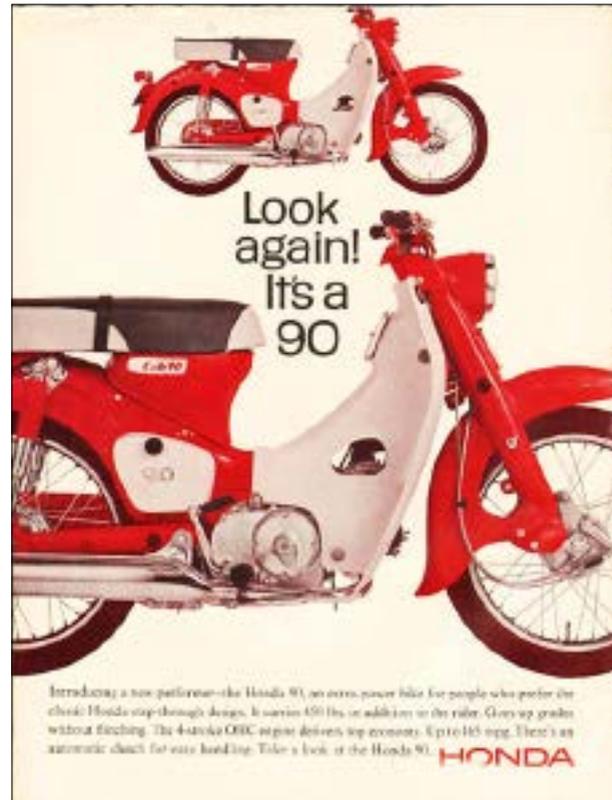
Some of the day trips stand out: we have regularly ridden to the Classic Bike Shows at the Stafford Show Ground using a route developed by Dave – one of these trips being particularly memorable when Dave picked up a large nail in his back tyre on the way to the show. We made a speedy repair using a spare inner tube that I had taken as a last-minute addition to our spare parts selection to replace the shredded original, we arrived at the showground only 30 minutes later than planned. Unfortunately, Dave suffered a second puncture at about 10 miles into the return leg and neither of us had had the foresight to buy a spare tube from one of the many retail outlets at the show. Dave

and his bike went home on a recovery truck and I had a cold, dark, solo long ride home.

Many of our days out have been in the Peak District – the favourite start point is an excellent and wonderfully located catering caravan - featured in The Hairly Bikers TV series - overlooking Ladybower Reservoir, and ride over to Glossop via the A57 Snake Pass. There is also an excellent café in Glossop run by a young couple who provide better food and service than I have had in many far more expensive and supposedly "Up-market" establishments. Most of these Snake trips have been spectacular and trouble free, but anyone who is familiar with Trans-Pennine routes knows how quickly the weather can change from gentle to brutal in a matter of a few miles.

Without doubt, one of my most scary motorcycle experiences was riding the Snake in mist so thick

I honestly could not see the edge of the road and, believe me, there are some spectacular drops if you get it wrong. Added to this was the constant fear of sales reps in Audis in a lethal rush to get to Manchester who would not see my weak rear-light until it was too late. My glasses and visor steamed up, rendering me effectively blind, and my cheap 'waterproof' riding gear leaking in all the worst places compounded the discomfort. I cannot describe the relief of dropping out of the mist and rolling onto the café forecourt in Glossop to enjoy the best café pancakes in the North of England. (To be continued)



An Explanation of Tools

Although many members have mechanical/engineering experience, others are less fortunate and can be confused by the many different tools in a well-equipped workshop and how they are used. The following is a handy guide for newcomers which might also be useful for the more experienced.

PILLAR DRILL: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hand so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully put in the corner where nothing could get to it.
WIRE-WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t'

CHOP SAW: An electric cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, the more you attempt to influence its course, the more dismal your future becomes.

MOLE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXY-ACETYLENE TORCH: Used almost entirely for setting on fire various flammable objects on your workbench, especially wire wool. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wooden projectiles at you.

TROLLEY JACK: Used for lowering a car to the ground after you have installed your new brake pads, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most workshops to cut good aluminium sheet into smaller pieces that fit more easily into the scrap bin after you cut on the inside of the line instead of the outside.

ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint tins. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

CROWBAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50p part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object you were trying to hit.

STANLEY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on fingers, thumbs, seat covers, vinyl records, liquids in plastic bottles, magazines and rubber or plastic parts.

B*ST*RD TOOL: Any handy tool that you grab and throw across the garage while yelling 'B*st*rd' at the top of your lungs. It nearly always disappears and is usually the next tool that you will need.

The Simplex cyclemotor

Derek Langdon

I've wanted an early cyclemotor for years, so when I heard about a SIMPLEX (whassat then?) I started dribbling with lust! I shot off with a trailer, cash and impaired critical faculties, determined to have it. When I saw the thing, I ignored the alarm bells ringing in my head and made an offer, which was immediately accepted. I was already loosely attached to a fairly rough (well, skip fodder) Raleigh, but it was all there, so at least I had enough to start with. Lots of bits were home-made and mainly painted bright red, so it was quite striking.



The Simplex cyclemotor was sold between 1919 and some point in the early 1920s (business curtailed after lynchings by dissatisfied customers?). It is a 104cc 2-stroke with a 4.66:1 compression ratio and 10.97:1 overall drive ratio. The drive is by open gears to an all-metal clutch, and then by 1/2" x 3/16" chain to a sprocket on the rear wheel. It uses a small Runbaken magneto and an AMAC two-lever carburettor. The piston is heavy cast-iron and the con-rod is cast bronze, running straight on

the overhung crankpin and very slender gudgeon-pin. The main bearing arrangement is two ball-races with a short bronze bush between them, acting as a crankcase seal. The outer main ball-race is lubricated via a screw-down grease cup on the end of the crankshaft.

Now the Bad Bits: The crankcase casting is extended to support the clutch assembly (which resembles a bicycle wheel-hub) and to form a platform for the magneto. Two tubes inserted into sockets on the front of it extend forward to clamp to the bicycle's seat tube. Two more oval tubes go down to the ends of the rear axle, a bit like a Trojan Mini-Motor. I suspect that wartime scrap aluminium, with the addition of deceased rodents and old boots, was used for these castings. If they had been made from really good material, they still would have been barely up to the job!



The rearwheel sprocket is attached via a cast bronze 'spider' with five slender tubes going out to the rim. I assume these tubes were supposed to flex a bit to act as a transmission shock-absorber? How long before the wheel rim cracked or gave out at those five points, or the tubes broke? If the drive-chain derailed then you'd probably have a broken crankcase **and** a destroyed wheel!

The primary drive-gears are straight-cut and only have a tin cover to keep the rain off. I suspected they would be noisy, but after about 350 miles on the thing either the gears are quieter or I'm going deaf...

What I had to do to it: I machined a blank Dural sprocket to a close fit on the bicycle rear hub-brake and made a lightweight 'spider' of five 'A' section bits bolted to the large sprocket, attaching them to ten spokes to transmit the drive.

The crankcase of engine No. 1 was scrap, but a second incomplete engine came my way. Unfortunately a piece was missing from the clutch mounting, so I made a steel bit to replace it - see photo lower left.

I made a 'cradle' out of heavy steel to take some of the load off the mounting areas of the crankcase and brazed flanges onto the bike frame rather than using clamps that could shift. I made a better guard for the gears, an exhaust system, clutch linkage, tank mountings, compression-release arm & mounting, engine mounting tubes, chain adjusters and braces for the front forks.

An Abject Failure: The carburettor that came with engine number one ran very rich, but the thing went like stink! It climbed hills like they weren't there, but four-stroked nearly all the time. I made an adaptor to take Amal 308 jets and got it a bit better, but could never get smooth, even two-stroking at moderate speeds. Then engine number three came my way - with a different model of AMAC carb - which totally transformed the running. Although the settings of the two levers (throttle and air) are fairly critical, I can cruise at 20mph, accelerate from walking pace, and still climb hills fairly easily. Fuel consumption is about 180mpg.

So, what's it like to ride? Very noticeable is the weight over over the back wheel - on a sit-up-and-beg bicycle the front end feels very light, but you soon get used to it. There is so much low-end torque it feels as if it's running away with you. Opening the air lever too much make it spits back violently, close it too much and it four-strokes badly, but you get the hang of balancing throttle & air levers and things are less critical once the engine has warmed-up. (contd. next page)



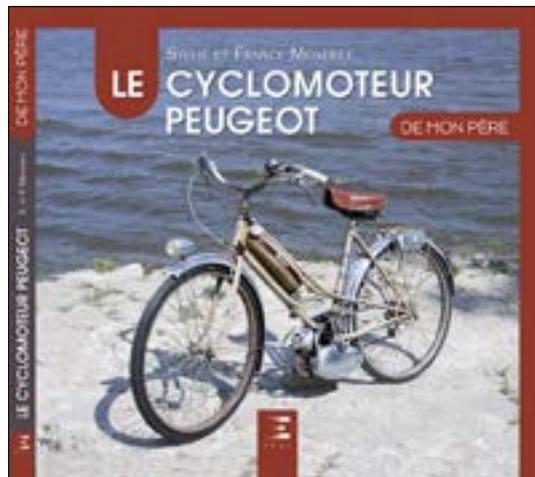
At 20mph the exhaust is a pleasing low-pitched burble, but any faster and it starts to really vibrate and growl at you. Uphill needs more throttle and less air, the inlet bark gets quite loud but it just slows slightly and keeps going. Down steep hills I usually de-clutch and coast down with a dead engine because, on the overrun, the drive gears are **really** noisy.

The designers of this little monster nearly got it right and the basic engine isn't bad. No doubt lack of cash for development and building it down to a price meant it wouldn't survive in the hands of owners it was aimed at, who would want to maintain it using only pliers and the coal hammer!



Bookworm

Le Cyclomoteur Peugeot de Mon Père, by Sylvie & Franck Méneret, published November 2020 by ETAI, Nanterre. ISBN 979-10-283-0443-0. €29.90 in France.



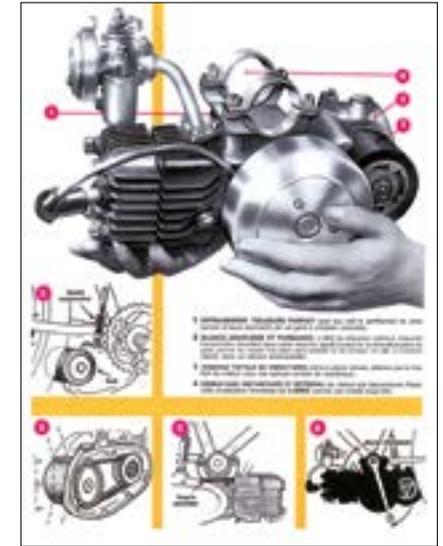
Mini-reviewed in December's Buzzing, Sylvie & Franck Méneret's new book on Peugeot cyclemotors, mopeds and scooters, covers the period from 1949 through to 1993. It is profusely illustrated with period images from publicity material, press photos and pictures taken by Franck & Sylvie. There are plenty of technical details, production figures with dates and exploded diagrams of Peugeot's patented clutches and variable gear devices - designed not to infringe Motobécane's patents with the Dimoby clutch and Mobyatic variator!

(Images Franck Méneret: below; Anne Vero, Ouest-France.fr)



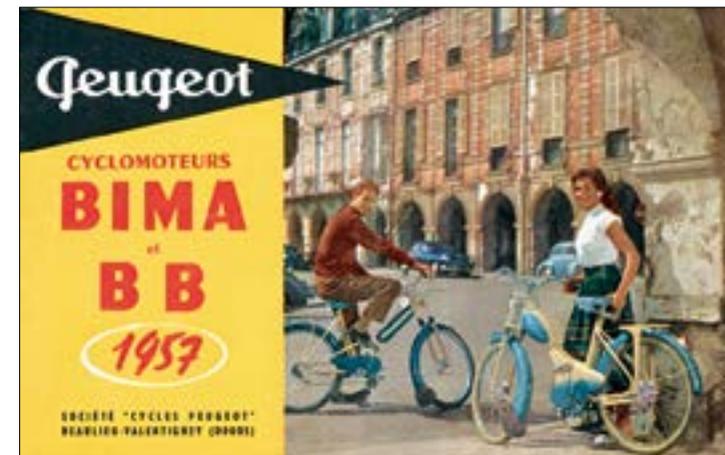
The first Peugeot 'cyclomoteur' was the 1949 Peugeot-VAP PHV25 powered-bicycle, using a VAP 4 engine on a ladies' PH55 bicycle. This was superseded in 1950 by the BMA (bicyclette à moteur auxiliaire), which used a VAP-developed engine, exhibiting Peugeot's usual caution with machinery - use someone else's proven design before trying out your own. The BMA was soon followed by the celebrated BIMA, which was 100% Peugeot, a hugely-successful model which lasted from 1951 to 1964. Initially with chain reduction gearing (noisy, needs oil), it was replaced in 1955 with some advanced technology, a cogged-belt.

The BIMA power-unit was a masterpiece of compact roller-drive design (right), though it needed stopping and starting at every junction. The BIMA frame evolved over the years, drum brakes were introduced with the Grand Luxe in 1955, telescopic front forks, fancy paintwork (the first BIMAs were a dull putty-colour), bigger headlamps and the choke could finally be operated from the handlebars.



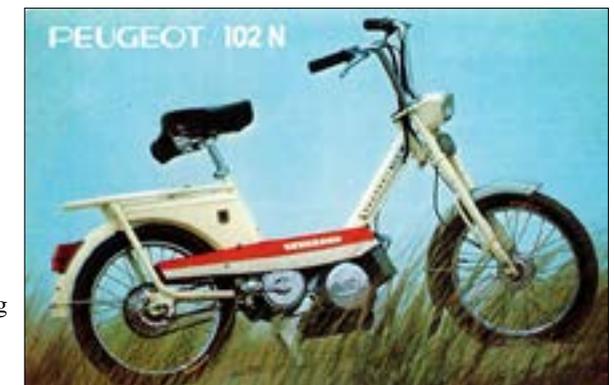
By 1956 the success of Peugeot's BIMA was such that the company was third on the French market, behind Motobécane's Mobylette and the VéloSolex.

A new range arrived in 1957, the equally celebrated BB1, with a very Mobylette-like layout; centrifugal clutch, primary drive by belt, secondary by chain, drum brakes both ends and telescopic forks. Multiple versions of this design lasted from 1958, with Peugeot's own variator and powder-operated clutch.



In 1964 the old-fashioned-looking BB was replaced by the C series, with updated frames and very similar running-gear to the BB. It was an interim model before it was all change in 1967, with the introduction of the 101 to 104 models, when everything - from frames to engines and transmissions- was new.

Peugeot also produced some phenomenally-fast sports mopeds, all are listed in this book, together with hybrid moped/scooters. A long-overdue, very well-researched and written book on Peugeots, at last! Bookworm is arranging a small quantity of books to be shipped from France, but at present transport and post-Brexit customs duties are not known. If you are interested in buying a copy, please contact Dave the Ed.



The F.K.M. Tricycle (contd.)

Ronnie Menzies

Ronnie continues his restoration of the 1940 WW2 pedal-tricycle built by a Scottish aero-engineer (June & October 2020's Buzzings), his intention has always been to motorise it. This has now happened, with a very smart Power Pak Synchronatic being fitted to the RH rear wheel.



The Cymota Mk. 6 - part 1

Nigel Pearson

Now there's a headline you don't see every day. Not too much has been written about the Cymota marque and probably with good reason too. In truth the Cymota went as quickly as it came, lasting a few short years only. By about the mid-fifties the last few left in dealers' showrooms were sold off, to give way to the more popular makes of the day, such as Cyclemaster, Power Pak, Minimotor etc.

For those unacquainted with the marque they were a British Cyclomotor, mounted over the front wheel of the bicycle, 45cc capacity, and drive was via a carborundum roller. The whole unit was encapsulated by a big metal bonnet, which did look very futuristic for its time.

Cymota at the time sold their units as a Mk.1 which was superseded by a Mk.6 right at the very end of the production time. (Marks 2, 3, 4 & 5) were never made). Not many have survived, and Cymota owners today tend to fall into two categories:-

Cymota Mk.1 owners with a bonnet (for the fortunate few) or:-

Cymota Mk.1 owners without a bonnet (for the UN-fortunate few).



BUT, WHAT ABOUT THE CYMOTA MARK 6? Writers on the marque in the past have suggested that these units never made it to production, being marketed as a prototype only. With only one grainy photograph ever taken, and two period ads of the day from 1951 being the only pieces of tangible evidence to prove that they did ever exist. Well, to all you pessimists, doubters, unbelievers and sceptics out there, I do have a Mk.6 Cymota in my stable, which I am in the middle of restoring.



I thought while it is in pieces I would photograph the individual key changes between the Mk.1 and the Mk.6.

The piston apertures are slightly different to accommodate the different porting requirements. Piston size is the same being of the deflector type of design. On the left is the Mk.1 piston, on the right the Mk.6 version.

The Mk.6 exhaust is more akin to a Mini-Motor. It comes in two parts and is very different to the concertina type Mk.1 exhaust pipe. It has an aluminium silencer with a steel tail pipe, as seen in the photo right, and bolts directly to the cylinder barrel.



The Mk.6 intake pipe is again different to a Mk.1, and is fitted in a different position on the cylinder barrel. The Mk1 pipe is left, the Mk.6 on the right in the photo.

The transfer port cover is also slightly larger on the Mk.6, on the right in the photo below.



The Mk.6 cylinder barrel has more porting on the near side (not shown). Barrel differences are clear to see. Porting to three sides of the cylinder on the Mk.6. On the rear face is the exhaust port (studs visible only), the carburettor connects to the barrel port at approx 8pm position and the transfer port inspection cover at approx 4 pm position.

So, those are the main engine differences between the Mk.1 and the Mk.6 Cymotas.

I got the unit about 15 years ago via the for sale pages in Buzzing and actually thought, when it came, that I had been done. It didn't look like my other Cymotas, but after a bit of reading and research I realised what I had bought.

Unfortunately 15 years ago I had a brain haemorrhage and although I started the restoration back then, everything got dark-holed due to ill health and I forgot about it.



With a second lock down imminent at the time of writing (Nov. 2020), and Saturday night telly being about as bad as I have ever known, I decided a project was needed, and it is my intention over the winter months to restore it, get it running and report back when it is a complete and running unit.

The Cymota Mk.6, part 2 (January 2021):

Last time I wrote I depicted the main differences between the Mk.1 and the Mk.6 unit and I'm now pleased to report the unit has now been reassembled. Pictured below are the main components of the Mk.6 engine, and one small noticeable difference between the Mk.1 & Mk.6, is that there is a small shim next to the big-end assembly. Also, the cylinder head studs are a slightly larger diameter.



It is usual for the metal end caps to come apart from the carborundum roller, the ones in the picture below had, but were easily repaired using epoxy resin adhesive. Just make sure the locating lugs are lined up when gluing together, otherwise you will not be able to assemble it onto the crankshaft.

First of all, assemble both new bearings into their respective housings. At the big-end side, the bearing is retained by two small pegs. The con-rod is locked into position with a pegged washer and nut, and the whole assembly is passed through the main casting.



The small shim previously mentioned followed by the small collet is slid over the crankshaft, followed by the roller and securing nut.

Next up is the magneto housing and bearing assembly. I took the decision of calling on the services of Minimag Co. Ignition systems on the Isle of Wight. Julian Kemp, the proprietor, was most helpful, and rewound the ignition coil, repaired the points, made a new condenser and checked the lighting coil. The flywheel was re-magnetized and the whole lot turned around in approx. 3-4 weeks. Excellent communication and service, and reasonably priced too.

(To be continued)



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