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The

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General enquiries via email; please contact hello@thebuzzingclub.net. Items for the June 2020 magazine to be sent to editor@thebuzzingclub.net and reach Dave at Buzzing Production before Friday 15th May 2020, as by that date 99% of the magazine will be finished.

Cover photo - A young Ian McKellen (now Sir Ian McKellen) aboard a Honda PC50, date and place unknown. It could be London (Austin FX4 taxi in the background), as he was a member of the Royal Shakespeare Company in the early 1970s, and production of the Honda PC50 started in May 1969. Many thanks to Dave Stevenson for forwarding the photo to Buzzing.

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 the Membership Secretary (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 6101**

Library

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

Website

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

Events Calendar

If you want to organise a club-permit event and wish information to appear in Buzzing in time, please write to the Events Secretary at least 2 months prior. Application forms can be downloaded from the NACC website. Events organised at short notice (min 28 days), apply via email or in writing to Events Secretary Bob Jeffcoat to ensure issue of a permit. Details will be posted on the NACC website. **Signing-on sheets must be returned within 14 days of holding the event.** The rule for riding on NACC events is **no membership card- no ride**. Those who cannot produce a valid card have to pay a £3 day membership fee. All participants must personally sign the official sign-on sheet issued by the Events Secretary. Events shown in **BOLD** on the next page are official NACC events, those not shown in bold are non-NACC events which may require a day membership payment.

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E10 is of concern to historic vehicle owners because it may cause some flexible fuel hoses, seals, gaskets, plastics and certain metals critical to the fuel system to corrode or degrade. This may cause damage to fuel pumps, carburettors, seals on injectors, pressure regulators and fuel tanks that are not resistant to ethanol. The bioethanol may also dislodge particles on older fuel systems causing blockages. The Federation note that the government, in previous consultations on the matter, have recognised that historic and cherished vehicles are not advised to use fuel with these proposed levels of bioethanol. The Federation has also advised in previous consultations of the requirement to run an alternative 'protection grade' alongside E10 for historic vehicles and we will seek to reinforce that standpoint in this latest consultation. The Federation will also seek reassurance that historic vehicle owners will not be financially penalised at the pump when purchasing protection grade fuel and that its availability will not be time limited.

Chairman's Chat

Hello Members,

At the last Committee Meeting the matter of event permits was raised because some Sections are not adhering to the correct procedure. It would seem that some are requesting that Dave B. places an event listing in Buzzing and on the website before a permit has been issued. This causes some confusion and can lead to errors. Please apply for an event permit first; having done so the rest will take care of itself. There is no need to contact Dave B. as Bob does this, having issued the permit in a timely manner, for inclusion in the next issue of Buzzing. Thank you.

I recently found a good Raleigh RM6, I had been looking for one for some time. This one is the iconic pearl grey and green, in very original condition and really good find being much like the one I owned as a teenager. They are getting harder to find it seems, especially in good original trim. I had to pay more than I wanted to for it and had to travel further than I wished to get it, but that's life. If that's where it is, that's where you have to go, but overall I'm delighted.

This is my favourite time of year, the clocks go forward at the end of March, providing for opportunities for riding. I just hope the Coronavirus doesn't cause us any issues regarding our enjoyment.

Safe riding, Ray B.

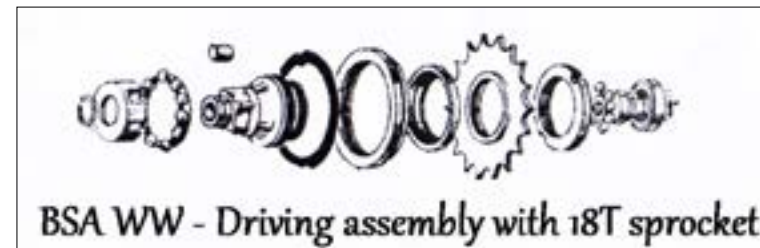
NB: PLEASE SEE LATEST ADVICE RE CORONAVIRUS EFFECTS ON PAGE 4. ALL NACC SECTION MEETINGS, RUNS, EVENTS AND SHOWS HAVE BEEN CANCELLED UNTIL FURTHER NOTICE. PLEASE KEEP AN EYE ON THE NACC WEBSITE FOR UPDATES ON THIS SITUATION.

Help needed!

Mike Morris writes: I've just bought a Spartamet Dutch bike with the Sachs 30cc engine in the back wheel, it has hand & electric start and was used in Benidorm for several years, where it is street-legal! I need info on how to get it going, please contact me on 01564 773707 (B93 Solihull).

Dear Dave,

Needed for BSA Winged Wheel rebuild: 62-303 Crank case inner cover, plus complete hub and 18T sprocket unit to go on hub spindle, or any parts thereof. Also any other bits for Winged Wheels you can find, please contact me as I'm in the process of saving a garage find from the scrap heap.



News.

Pete Stratford tells Buzzing: “One of the major problems for Cyclemasters has been finding replacement pistons. We have sorted this, one engine is on test and has given good results. We intend supplying barrels and pistons on an exchange basis, but haven’t yet arrived at a price.” See Pete’s contact details on the back page.

Tony Etheridge on tyre sizes: Tony points out that the autocycle tyre size referred to on page 12 of February’s Buzzing was reversed, it should have read **2.25 x 21**. Apparently the 21 x 2.25 size on old markings equates to 17”, suitable for early Honda 50s etc. Sorry, got it wrong!

Social media group pages continue to be fertile ground for period photos: One such is a French-based page, “Old bicycle, scooter and motorcycle shop-fronts” which includes many superb period photos, mostly of French shops but others are posted too. One which drew my attention was a 1960s photo of Elite Motors premises, then a highly successful motorcycle and scooter dealership based at Garratt Lane, Tooting Broadway, London SW17, which now sells cars.



This photo appealed because directors Peter Fogg and Wally Young (seated right) both owned holiday villas in southern Spain back in the late 1960s. I often met Wally Young when he was on holiday but wasn’t aware of his role in the motorcycling world back in the UK! Peter and Wally are no longer with us but Wally Young’s son, now in his 70s, remains a director of Elite Motors. **DB**

A couple more interesting photos were posted on the same page, showing a delivery of Mobylettes to Aplins in Bristol, a whole truck-load delivered straight from Pantin. Photos courtesy of Fabien le Dem, Motobécane Club de France, via Jules Quéva’s FB page.

Aplins is still very much with us and Brian Aplin continues to supply spares to UK Mobylette owners on a regular basis, see his advert on page 43 of this issue of Buzzing.

Thanks to Andrew Johns too, for his photo below, taken on a more recent visit to Aplins premises!



Another great period photo was sent in by Mike Morris on a postcard from the series The Nostalgia Postcard, Yesterday’s Britain, 1890s to 1950s. The picture (next page) is of an exploit undertaken in Germany in March 1931, entitled “First Rocket Driven Bicycle Explodes,” which recounts the attempt by an engineer, Richter, to establish a bicycle speed record. Read on.....



“The German engineer Richter effected interesting experiments on the AVUS with a bicycle with rocket drive. 12 rockets were mounted on the back wheel. He reached a speed of 90kph, but at this speed was thrown off the track and was injured, though not seriously. His bicycle exploded.” AVUS - Automobil Verkehrs und ÜbungsStraße - is a dual-carriageway Berlin autobahn that was used as a 19.5km road-racing circuit from 1926 to 1959.

It was dead-straight, up one side, round a U bend and down the other side, then round a banking. Very fast. It hosted the 1926 German Grand Prix race, won by Rudolf Caracciola,



who raced for Mercedes-Benz and won the European GP driver's title three times, 1935, 1937-1938.

Photos courtesy: Hulton (top) and Bundesarchiv bild 102-13505 (above)

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.

MOT test exemption for vehicles over 40years old – a warning: I got chatting today with the owner of the garage where I take my bikes for MOT testing and heard this salutary tale. One of his customers was out on their historic bike recently when they were rear-ended by a car driver. Fortunately he was not too badly injured but his insurance company have advised him that they needed a copy of the MOT certificate to support his claim that his bike was roadworthy. He explained that as it was over 40 years old an MOT was not required. The insurers explained that, this being the case, he must supply them instead with an engineer's report testifying to the bike's roadworthiness. This is going to cost him £250. I think the lesson here is that with an MOT-exempt bike, it still makes sense to submit it for MOT testing each year. Not only does this give you, the owner and rider, peace of mind that it has been independently scrutinised for roadworthiness, but it protects you from the much higher cost of purchasing an engineer's report should a claim ever need to be made. Regards, **Andrew Parry**



Shows and Runs

Wobblers 'Last of the Summer Shine' Ted B

Probably, as it was the last day of British summer-time, as optimistic a headline as Boris's £350 million a week promises! Particularly as the day before heralded the start of the UK monsoon season. For over 24 hrs intense, unending bands of torrential rain swept the North West, with many flood warnings broadcast on TV. It looked like the rain gods had it in for us! Dave Keeling and Mark Mitchell rang to see if it was still on (yes) but Austin Reed from Manchester cried off as he has 35 miles to ride in, before the start of the run. 10am found Jim Scott, Terry Gaunt and Ted Bemand sheltering under the canopy of the outdoor dining area of the Wheatsheaf Pub.



There were no puddles; the whole flagged area was more like a lake, bombarded by thousands of rain 'plops'. Jim, a retired technology teacher, came up with a novel rain assessment gauge. Estimating the number of 'plops' per square metre per second! This exercised our eyes as the rest of the hardy riders arrived. 10.30 came and went. Allan Griffiths and Howard Bentham arrived in the breakdown recovery car accompanied by two (search and rescue?) dogs. We Wobblers prepare for all possibilities! Howard then very kindly organised tea and coffee for all present.

Meanwhile Ted was doing a quick mental risk assessment on the run.... flooded/dropped bikes, dented riders, hyperthermia.... drowning! At 11am Jim said the 'plops' count was about the same, but the bounce height was lower, weather forecaster speak for slightly less heavy! A democratic vote taken, with a few tweaks to the route we decided to go. Within half a mile we hit the first of many 'lakes' on low lying bits of our route. Nothing too deep, probably a foot or so but enough to give bow waves and threaten Mark Mitchell's small-wheeled Honda Dax.



Mark was sensibly riding in his wellies, leaving his blue velvet, black tights plus a big sword in the wardrobe. He is not only a very successful businessman, but High Sheriff of Cheshire no less.... which gives the Wobblers a rather nice 'edge' should we ever need any Sheriff'ing or jobs calling for a big sword! With our boots starting to leak we made our first stop, Burton and the picturesque village's scarecrow/Halloween display. Dozens of imaginative set pieces.

We stopped to meet the 'Bishop of Burton.' He was overheard whispering to one of the Wobblers, "have a little faith, it will be dry by one o'clock." Onward to the Deeside quay at Parkgate. Famous as the favourite bathing spot of a local - Lady Hamilton, one of Lord Nelson's girl-friends (not a lot of people know that) The windswept prom was devoid of the regular ice cream eaters.

Then it was just 4 miles to the beach and small boat yard at lower Heswall, Martin reckoned we might usefully borrow a dinghy if the rain got any worse!



Next, a fast (for some) main road blast atop the peninsula to descend back to sea level and our welcome lunch stop at Thurstaston. And, more or less on time, the bishop's prophesy came good, it stopped raining. This meant our scramble to the trig point on Thurstaston hill was back on. The clouds lifted to reveal North Wales, Hilbre Island, West Kirby, Hoylake, Liverpool and the coast as far as Blackpool. The high spot of the run!



Back to the bikes for another descent through the 'posh' enclave of Caldy and on to West Kirby. Here the chance to put our little tabard'ed convoy along the promenade, then lo and behold, the sun came out. Finally, after 35 miles we reached the far end of the peninsula, the parade at Meols with the Irish Sea in front of us and dozens of wind turbines spinning in the now light wind. Then, for some another 12 miles ride back to the Wheatsheaf pub, a challenging but nevertheless enjoyable 'Buzzing' to end the 2019 Wobbler's adventures for another year. Our plans for this year on page 8.



2020 Bristol Classic Bike Show

Autocyclus

Last year's Bristol Show, usually held on the first weekend of February, was postponed to the end of the month due to around a foot of snow falling on the Bath & West Showground at Shepton Mallet on the original dates! This year the weather was more clement, so it all went ahead as planned. The show is called the Bristol Show because many years ago it was held at a venue right in the centre of the city, but became too popular as the first show of each year and rapidly out-grew the venue. It had to be moved out of Bristol to Shepton Mallet, where there is a lot more space.

This year was the 40th anniversary of the event, now managed by Mortons and sponsored by Carol Nash Insurance. The NACC stand this year was very well-organised by Steve Hoffman of the North Wiltshire Section, Steve and his team taking over from Rod Western's Somerset & Avon Section, who had successfully organised the NACC Bristol Show stand for many years.

On display was an extraordinary range of sub-100cc bikes of all kinds, ranging from a 1952 Cyclaid cyclemotor to a 1973 Kawasaki G3SS-C 90cc street scrambler, originally sold in America.



Above - the stand was always busy, with many visitors wanting to know more about the bikes on display or picking our brains about where to find spares for our kind of machines. Below - another view of the stand, with Steve Hoffman's Kawasaki to the fore on the left.





In no particular order, the bikes on display were: Paul Flowers' original and unusual 1982 Suzuki CS5D "Roadie" De Luxe scooter (left), ridden by the District Nurse in Swanwick, near Bath, which had a lot of paint missing where her heels had worn it through! In front of Paul's scooter can be seen Roger Kirkman's 1973 Honda Amigo, restored by Chris Dabinett, as was Chris Steele's Honda PC50 alongside. Rod Gilly's PC50 completed the line-up.

An unusual Honda was Geoff Brooks' 1983 70cc Chaly, an import from Japan, seen right.

In addition to Steve Hoffman's Kawasaki G3SS-C, a number of other multi-g geared exotica were displayed. No fewer than three Gileras were on show - John Hembrough's 1976 Gilera Trail 50 5V, used regularly on NACC runs, Alan Burton's 1976 Gilera Touring 50RS, an eBay barn-find purchase, and Joe Skinner's lovely 1959 Gilera Giubileo (Jubilee) 98 four-stroke (below), so called because 1959 was the Golden Jubilee year celebration for Gilera, founded in 1909 by Giuseppe Gilera. The company is now owned by Piaggio in Pontedera, near Pisa.



A number of Mobylettes were also present - one of France's favourite 2-wheelers. John Aston's 1954 Mobylette AV32 was restored a couple of years ago and looks superb, while Rod Western's 1985 Mobylette

51V featured modern technology in the form of a reed inlet-valve and electronic ignition. The third Mobylette was DB's 1974 Spanish-built off-road Campera model, designed for use in the "campo," Spain's countryside, by smallholders carrying produce. Another unusual bike at the show was Nick Devonport's Metrom, a cyclemotor attachment designed in Romania for use on military airfields.

Right: John Aston's AV32, behind is the Mobylette Campera.

Below: Bryan Norton's 1954 Berini M13 'Egg,' bought as a box of rusty bits in 1994, still in the process of being restored and already looking very good. Behind are the two Puch Maxi's, one is a two-speed manual change, rather unusual, apparently not popular.



Older bikes included: Ian McGregor's 1952 Cyclaid, which ran well at Stramproy last year; Geoff Warren's nice 1953 Power Pak Synchronomatic; Paul Witchard's original 1956 Terrot Lutin (Goblin in French), now with Honda ignition, and Bryan Norton's 1941 Sun autocycle, which is ridden on the road most weeks. Altogether an excellent Bristol Show turn-out!



There was also the usual selection of basket cases aka 'restoration projects' on offer, mostly with high asking prices. One which stood out was a not-too-far-gone Mobylette AV3 (right), dating from 1949-1950, judging by the fuel tank type. It was soon sold for an undisclosed amount by a vendor with a whole trailer-load of French-sourced bikes for sale. Roll on next year....

The N. Ireland Five Corners Run

Trevor Kirk

The annual Northern Ireland sections Five Corners Run in Ballyclare, Co Antrim, attracted 22 bikes of different shapes and sizes. We gathered at the Five Corners Bar and Restaurant for Tea/Coffee and some socialising before setting off on our country lane route comprising around 33 miles.



There was a large turnout of Japanese machinery consisting of many different Honda models with a Suzuki M30, a Batavus Go Go, a Raleigh Wisp, a couple of New Hudsons, an LE Velocette and a really nice 1928 Sun Villiers amongst the machines. After getting the jets cleared on the Sun we headed off on dry roads, although most people donned wet-weather gear as heavy showers were forecast. We wound our way through the villages of Cogry, Doagh and Parkgate before our first stop for the smokers, just in case the two-strokers were not already putting out enough smoke.



On setting off again we bypassed the home of 4-time World Superbike Champion Johnny Rea, who was either not home or not brave enough to take us on on our powerful machines. Our next stop was at the Salmon Leap on the Six Mile River, but unfortunately no Salmon or Dolaghan (Lough Neagh Trout) were spotted leaping over the weir, although it was a nice scenic stop and short rest after the sharp shower we had just passed through.

On setting off again we headed for the North shore of Lough Neagh where we parked up at the Marina for refreshments, it gave us time for some tinkering to take place at a few of the machines to keep them running for the return journey. Some of the group checked out the Lough Neagh wildlife, while others watched a group of enthusiasts sailing remote-control sailing boats, which seemed a bit more peaceful and relaxing than riding about on small smokey motorcycles, although they maybe wouldn't have had the same Buzz. On setting off again we headed through Antrim town centre, then back onto small country roads where possible, these included a few quite sharp climbs that tested the fitness of the guys who needed to give it some pedal assistance. Finally we all made it back to our destination with only the one heavy shower and no major breakdowns. A big thanks to Alan and Betty for providing the recovery service, thanks to the Five Corners and Brothers Restaurant for their lovely meal and use of their premises, and to everyone who turned up and made it an enjoyable run out. Until later this year. Keep er lit.



Vale of Glamorgan St. David's Day Run

DB

This annual run took place in dry, occasionally-sunny weather! It was so unlike the usual downpour/biting cold wind/snow flurries that riders on this early March run are used to, we wondered what we'd done to deserve such consideration! It was very good to see Barry back in the saddle again after his horrendous accident last year, which put him in hospital for many weeks.

Barry led us off from the Llandow circuit, now a go-cart track but which used to be a WW2 RAF training base, where we assembled in front of the Café - providing tea, coffee and sustenance in the form of the best cholesterol-laden Full Welsh Breakfast around. Just what was needed!





We were 15 riders all-told, our route took us via winding country lanes in the general direction of Cardiff, then south through the outskirts to Barry Island. This is a wonderfully traditional seaside resort, where the BBC TV series Gavin & Stacey was filmed. One of the glitzy arcades full of slot machines is where Stacey worked.

Thanks to all the riders who turned up despite a less-than promising weather forecast, to Glynn for driving the rescue van, Philippa for coming along and Barry for organising a great day out.



N. Ireland Ballynure Cyclemotor Run Don Ferguson

We had a great turn out and decent weather once again for our annual cyclemotor run. The sixteen mile route was chosen to suit our most feeble machines and all managed to make it back to the start. Twenty-five bikes and riders took part, which was the best entry so far for a cyclemotor run organised by our Section. The bikes included several rare models that we haven't previously seen, including an SIF Vap, a Tigra Caravelle, a Mosquito and a Her-cu-motor. In addition there were Velo Solexes, Ducati Cucciolos, an Itom Tourist, Trojan Mini Motor, NSU Quickly, Batavus Go-Go, a Raleigh Runabout and various Mobylettes and Hondas, plus a couple of Francis Barnett Powerbikes.



It was good to see so many new faces attending and the three new members who joined on the day were made very welcome. During the run we passed through the villages and towns of Ballynure, Ballyclare, Straid and Ballyboley.

We visited a local engineer who has built Penny Farthing bicycles. He talked us through how he had built this fine bike himself. Many thanks to Mr and Mrs Weatherup for their hospitality. On return to Ballynure we had a wonderful lunch hosted by The Catch restaurant. Special thanks to all who took part, to Alan and Betty Gillespie for recovery, and to Joanne & Elliott Ferguson for morning refreshments and home-baked buns.



Below, a pre-1973 view of Colin Appleyard's premises in Keighley, Yorkshire. Lots of lovely bikes from our era! Also noteworthy is the poster "The Common Market - get the facts."



My First Year - a look back.

Barry Coleman

It was a sunny morning as we drove to 'BARRY'S AUTUMN CHILLER' run. That's me by the way, Barry. My 200+hp Volvo truck pays the bills and my 2+hp Batavus Go Go is for fun. As we pulled into the carpark I was as nervous as going to the dentist when I was a child. Nothing would go wrong on this NACC run though, after all I and my faithful helpers and friends, Stephen (Honda 90) and Kevin (Jawa and Trojan Mini-Motor) had planned this for months. We had driven and ridden the 32-mile route many times, taking into account every detail. All would be fine or would it? We will find out later.



THE ROAD TO NACC

I am getting ahead of myself, I mean it was so unlikely I would ever be in the NACC, never mind organising a run.

Left: dastardly villains Kevin and Stephen beside the "Trailer of Shame."

Like many of you reading this, I had a bad motorbike accident. I was 21 in 1981 and the resulting injuries, which took 9 months to heal, kind of persuaded me my motorbike days were behind me. It was a hard decision, as from

age 10 I had been angering my dad by riding all sorts of now classics around our farm. A Norman Cyclemate and a Villiers 197 were amongst the long list I destroyed with no guilt whatsoever. I kept to my decision for 37 years, until that fateful day near Belfast when I spotted handlebars sticking up on top of an office ceiling. "Its a French moped" the owner said, "Give me £300 and its yours." We agreed on £200 and I was back into motorbikes again. Right- a pair of Aces.

I seriously didn't know whether to laugh or cry, it was a momentous occasion for me. This 'French' moped turned out to be a 1975 Batavus Go Go. Dutch, not French, and nicknamed the 'No Go.'



So began a winter of stripping engine and frame, ordering parts and rebuilding the thing. It was all time-consuming and certainly took my mind of any of life's worries. Then the night came when there was nothing else for it but try to start it. I turned the petrol on and pulled in the clutch lock lever and choke and turned the pedals. Nothing, so I tried again and suddenly it fired into life and ran perfectly! I could not have been more pleased or elated. All that work had been worth it.

Flushed with success and a new NACC Northern Ireland section membership, Stephen and I arrived at our first run near Moira. As we wheeled our bikes towards the others who had gathered, a pang of doubt set in. These were serious knowledgeable men, mostly with beards (and women mostly without beards), who had forgotten more than we ever knew about mopeds. We were made very welcome though, so our doubts faded, and after enjoying a coffee we were on the road.

Right: "Ready for action."



It was exhilarating to be out there on the country lanes with other like-minded people. The No Go ran perfectly and continued to run perfectly until it stopped. So began a season-long close friendship with a red plain screwdriver. As I lay on my back and screwed out the main or only jet actually in an Encarwi carb, I became aware of a shadow and, on looking up, I could see a lot of serious faces looking at me expectantly. I pretended I knew what I was doing and held the jet up to the sun and squinted and nodded at everyone. Then I blew into it and held it up to the sun again. Someone said to put the bike on the recovery trailer or "Trailer of Shame" as I call it. No way was I doing that so I screwed in the jet and it ran perfectly to the finish. I was relieved I can tell you but this set the tone for the rest of the season. I was hooked though - this was fun and I would soon get the No Go sorted.

BARRY'S AUTUMN CHILLER.

Anyway, after a year of never getting the No Go sorted, and a fantastic moped trip to the Isle of Arran off mainland Scotland, the day of BARRY'S AUTUMN CHILLER run had arrived. I welcomed everyone and pointed them in the direction of refreshments, making clear I wanted to start the run on time. I started the No Go just to warm it up but it would not rev. Beads of sweat appeared as I told myself it needed time, but a test run proved it was more than that. Yes, you guessed it, the red screw driver and jet out while everyone else relaxed and chatted over coffee.

The bike had not been off the trailer since Arran and had run perfectly there, so it was impossible to run badly now, and what a time to pick, it ran fine after replacing jet. At least that was the trouble over early I told myself, the run will be fine. Soon I had everyone lined up behind me and I twisted the throttle to begin the run. We headed out of the car-park and up a very steep hill. I rode on to a staggered crossroads where my 'corner man' Wesley waited to guide the others when they got up the hill. We waited for what seemed like days. I glanced at Wesley and he glanced at me. Something was wrong. The only thing approaching us on the horizon was tumbleweed. Slowly the full horror of what I had done dawned on me. These fine upstanding men & women of the NACC, pillars of society, more decent than grandfather Walton, were stranded on the hill and it was all my fault! Overcome with guilt and remorse, I felt an overwhelming sense to do the right thing, the decent thing, so I fired up the No Go and got as far away from that hill as possible, while thinking of a way to blame my good loyal friends Kevin and Stephen for the disaster. (Oh come on, you would have done the same!) Eventually everyone made it up thanks in no small way to a man whose beard is the envy of Santa Claus. He would be embarrassed if I mentioned his name, so thanks Trevor, you saved the day! We regrouped at half way point. Great café with the sun beaming down (below). Everyone was beginning to relax and chat and enjoy themselves.



I was having none of it, nobody would be having a good time on my watch! So I rounded them all up and forced them back onto the road again for the second half. This went without incident and we enjoyed some lovely coastal roads and views. Well, nearly without incident.

My flying jacket, which I had not worn for 30 years, decided it was as reliable as my No Go and started falling apart. Must have been the moth balls....



Even 'Lucky' Andrew, whose bike breaks down more often than the Northern Ireland Assembly, made it around without incident! (R)

Soon we all arrived back in the car-park and over lunch I had a chance to reflect on the day. Well, apart from my ex-friends Kevin and Stephen forcing us up that hill, I think it went OK. The hill was never my fault, but the record number of 32 for an NACC event in Northern Ireland was all down to my organisational skills, engaging personality and stunning film-star looks.



SO MY FIRST YEAR - THE VERDICT?

Yes it is a very big thumbs or red screwdriver up! A tremendous bunch of eccentric individuals riding such a variety of interesting machines. You never know who turns up at an NACC run. Not expensive either. I mean, you can buy something for around £200. (don't!!!) These amazing machines from our past are not Hondas, Villiers, Trojans...No, fundamentally they are all toys! Toys to be enjoyed, not hidden away but ridden with other like-minded individuals having fun. That's my verdict then in a word. NACC First year? FUN!



VéloSolex restoration

Mike Touhey





I purchased this machine in a very dilapidated condition (see photo previous page) from a trader at the Classic Motorcycle Show at Ardingly several years ago. Since then I've completely dismantled and refurbished it to the present condition. All frame parts and wheels were shot-blasted, powder-coated and coach-lined.

The remainder stripped and rechromed, the engine dismantled with all components in good condition, however as a precaution the main bearings replaced with the sealed type. It runs very nicely and has won a prize at the Classic Motorcycle Show at Ardingly.



Mike's Solex could be a 1010 model, rather rare as it was only made between April 1957 and September 1958, production was around 370,000. The engine was the 'new generation' type with a new cylinder casting and head, a domed piston replaced the old deflector piston of the 45cc/330 models. The 660 frame was used, replacing the 'swan-neck' frame from September 1955.

Autocycle History #1 - New Hudson

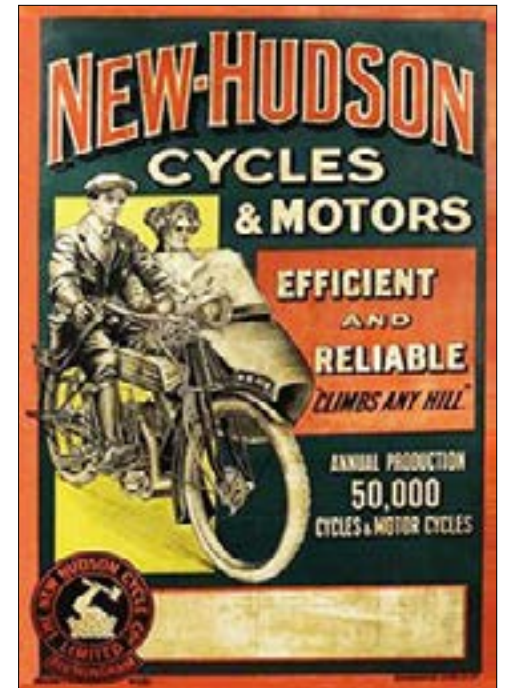
Autocyclus



The New Hudson company began life as a bicycle manufacturer in the late 1890s in Birmingham, as did many illustrious names in the motorcycling world. The city was highly industrialised and a world-renowned centre for engineering excellence of all kinds.

Many bicycle manufacturers were tempted to motorise their push-bikes, which in turn meant heavier-duty frames and wheels, more power to out-perform the competition, bigger engines, heavier frames and so on, in a continuous circle.

New Hudson acquired a reputation as the maker of solid, good quality, reliable machines of all kinds, including a lightweight cyclecar; "A Real Sociable Runabout." Motorcycles ranged from 2¼hp to 4hp, usually powered by plodding side-valve units, some big enough to drag around a sidecar. In 1931 a new range of 249cc to 548cc capacity bikes was announced, but rumours of cooling problems associated with partial enclosure of engines soon surfaced and sale plummeted. New Hudson gave up making motorcycles altogether in 1933 (though still making bicycles) and took on machining work for car-brake manufacturer Girling to make ends meet. That changed in 1940 with the introduction of a new autocycle model.

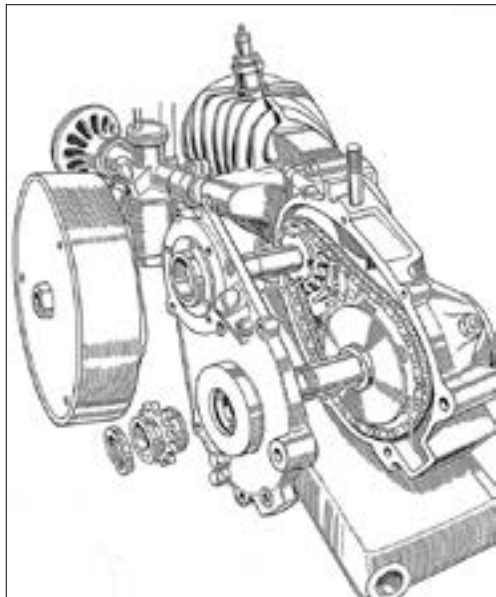


In 1931, as a concession to the less well-off seldom given away by any Chancellor of the Exchequer, Philip Snowden reduced Road-Tax for motorcycles of under 150cc to fifteen shillings a year. This produced a whole new category of lightweight machines: British autocyclus.

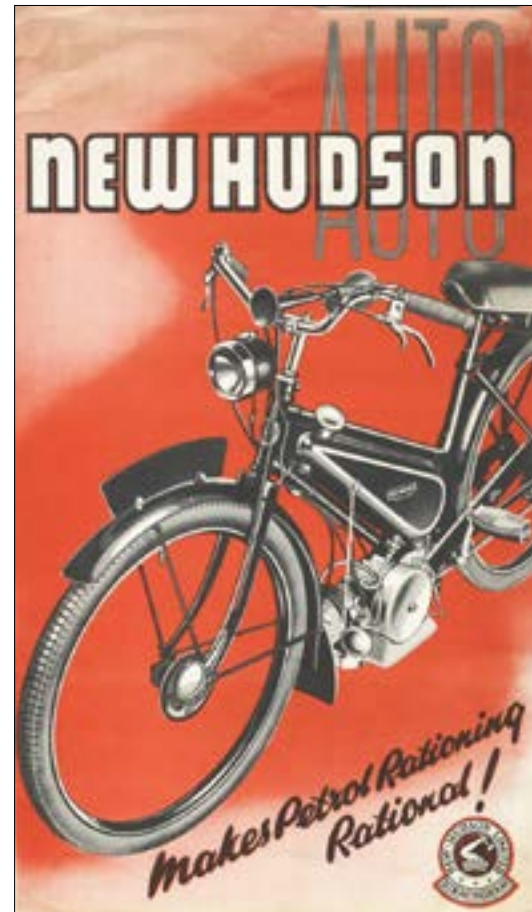


These had reinforced bicycle frames with bicycle pedalling-gear and a 98cc single-speed engine. They became a stepping-stone between bicycles and larger motorcycles and qualified for a simpler motorcycle licence test. Autocycles enabled many people to benefit from a simple, powered two-wheeler, especially women riders who could not heave heavier motorcycles around, they found autocycles easy to use as daily transport.

The first true autocycle was the Cyc-Auto, designed by Mr. Wallington Butt, which had an in-line crankshaft, a feature not copied subsequently by any other manufacturer. Raynal and Excelsior joined the ranks of autocycle makers in 1937. Villiers Engineering in Wolverhampton also joined in, spotting an opportunity to flog lots of two-stroke engines to autocycle assemblers, by launching their 98cc Villiers Junior engine in 1934 (left). It was based on the Midget engine, current from 1931 to 1940, and was replaced by the Junior De Luxe in 1939, which had more power than the rather limited Junior. Villiers would go on to supply 95% of all the engines used in autocycles, the sole exceptions being the Cyc-Auto, Excelsior Super-Autobyk, Corgi and the HEC Powercycle, which used their own engines.



New Hudson launched its first autocycle in March 1940, an archetypal dropped-crossbar frame with bicycle forks, the JDL engine, teardrop fuel-tank, lighting set, bulb horn, sprung saddle and tool-bag. It sold for the moderate sum of £22.10 shillings.

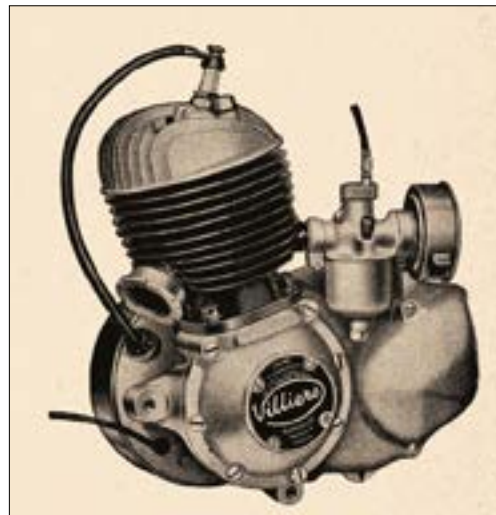


Autocycles such as the New Hudson proved invaluable during the war as quick economical transport, and much faster than a bicycle. Midwives, on-duty nurses, fire wardens, air-raid and blackout patrols and military messengers all used them extensively. Petrol rationing was introduced in September 1939, one coupon from the ration book bought one gallon of poor-quality 'pool' petrol, enough for a New Hudson to travel around 150 miles.

In 1943 the New Hudson bicycle business was bought by BSA and incorporated into its massively-expanded empire, which by the end of 1945 counted 67 factories spread all over the country, employing 28,000 workers. BSA made over half the total of small arms supplied to Britain's forces during the war; half a million Browning machine guns, one and a quarter million service rifles, 400,000 Sten guns, plus 10 million shell fuses and 750,000 anti-tank rockets.

Once peace returned, New Hudson restarted production of their autocycle in the same form as the 1940 model, painted sombre black, with rigid forks and still fitted with the Villiers JDL engine.

In 1948 BSA updated the New Hudson autocycle, introducing pressed-steel girder-forks, engine covers and reversed control levers. It was the cheapest autocycle on the market - £48.17s.11d.



The 1948 model New Hudson was destined to last only a year because in 1949 Villiers Engineering brought out a new, much better 98cc engine, the 2F (left). It was very different from the old Junior and Junior De Luxe units, dating back to 1931 and 1934 respectively.

Villiers was very coy about quoting power outputs for its engines, rating 100cc engines at around 1bhp; the JDL engine is thought to have had a little over 1bhp, while the 2F was rated 2bhp at 3,750rpm. The new engine was part of a group using similar architecture and some common parts - the 2-speed 1F, single-speed 2F and 122cc 3-speed 10D - all belonged to the new post-war generation of two-stroke Villiers engines.

The layout of the new 2F engine was radically different from the JDL, necessitating an all-new frame, which took the form of a single-tube loop frame running underneath the engine. Otherwise, most of the features offered by the JDL-engined New Hudson were retained.



The advert right, from Motorcycle & Cycle Trader magazine, May 1950, shows petrol rationing was still in force five years after the end of the war, although the allowance had recently been doubled. "The attractions of the NEW HUDSON autocycle are doubly enhanced by the doubled petrol ration. The world's most economical riding now means "more miles to the gallon" - and TWICE THE MILEAGE. You need not think twice before deciding your best choice - one of these." Petrol rationing finally ended on 26th May 1950.

Price of a New Hudson with a 2F in 1950 was £45 plus £12 3s. Purchase Tax - and we complain about 20% VAT nowadays....

The initial colour scheme was all-black, relieved by maroon sides to the fuel tank with gold New Hudson emblems. It was changed in 1953 when dark green paintwork with cream tank sides replaced black and maroon.





The green was in turn replaced the following year by dark maroon paint-work with cream tank sides, only to change back to green again in 1955. The same year the old pressed-steel blade girder forks were replaced by thinner, lighter tubular steel versions.

For the 1956 model year the New Hudson underwent a major revamp.

A radical updating of the old cycle-type frame was an attempt to move in on the booming scooter market. What retrospectively became known as the 'Restyled' New Hudson featured a new step-through frame, fully-enclosed machinery and voluminous chain-guards on both sides.



Together with deeply valanced mudguards and optional legshields, a rider was further protected from nasty, oily emissions and inclement weather. It was a vain attempt to tap into a market dominated by the likes of Piaggio's Vespa and Innocenti's Lambretta.

By the mid-1950s the days of the humble British autocycle were numbered. Around 5,000 New Hudson Restyled autocycles were built between 1956 and 1958, so the model was a reasonable success in commercial terms. But by 1958 nearly all other makes of autocycle had already disappeared; the old-fashioned concept and look of British autocycles no longer appealed to a new, more affluent generation of riders, who wanted more style, power and gears for their money.

The end came in 1958 when Villiers ended production the 2F autocycle engine, volumes having fallen so low that it became uneconomical to continue, so BSA pulled the plug on the New Hudson. It was the most numerous of all the various makes of autocycle; some 24,000 were made in total between the JDL-powered version (approx.5,000), the 2F (approx.14,000) and 5,000 Restyled.



Images courtesy of Colin Kirsch/ Oldbike.EU; Mortons Media Group; Ian McGregor archive & Stinkwheel Publishing archive.

Nick's Toy Cupboard

Nick Devonport

I blame Luke Booth for this one being in the Devonport Collection of Crap and Classics. He came to one of my events and brought it along to show us his latest creation. I was fascinated by this 'modern' take on the cyclemotor attachment and decided to have a go at one. The engine was bought from an Italian guy on eBay and it came in a delightfully Commie-looking stout cardboard box and was complete with a set of instructions - in Romanian! I thought I'd struggle with them but, with the help of a Customs Romanian interpreter during a gap in interviewing one of her countrymen, I managed to make sense of them.

The Metrom cyclemotor was developed for the Romanian military by CN Romarm SA Branch SC Metrom SA of Brasov, an arms factory in Romania. It was manufactured between 1995 and 2004, making this machine a mid-production range example. It has a 35cc cylinder capacity which runs on a 25:1 petrol mix and benefits from electronic ignition. The engine is limited to 25 km/h (a shade under 20mph) which is probably quite adequate given that this installation retains the bicycle's side-pull calliper brakes. Metrom/Brasov specialised in the manufacture of weapons and motorcycle engines and the motor was used to power bicycles for use on military airfields. Total production amounted to 1700 - 1000 for the military and 700 for the German home market.

I imagine that it was a solution to a problem that didn't really exist as it would surely have been easier and more efficient to issue mopeds to military riders. The factory was to Romania what JLO Werke was to Germany and ABG was to France.

The host bicycle, a 1989 Emmelle Wayfarer, was found on a local Facebook sales page. I bought it from the original owner. It was almost a shame to motorise it as it rode so well as a standard bicycle but although it isn't a top-quality machine, it achieves the "look" that I was going for. Fitting the engine to the bicycle wasn't as simple as I thought (and hoped) it would be.

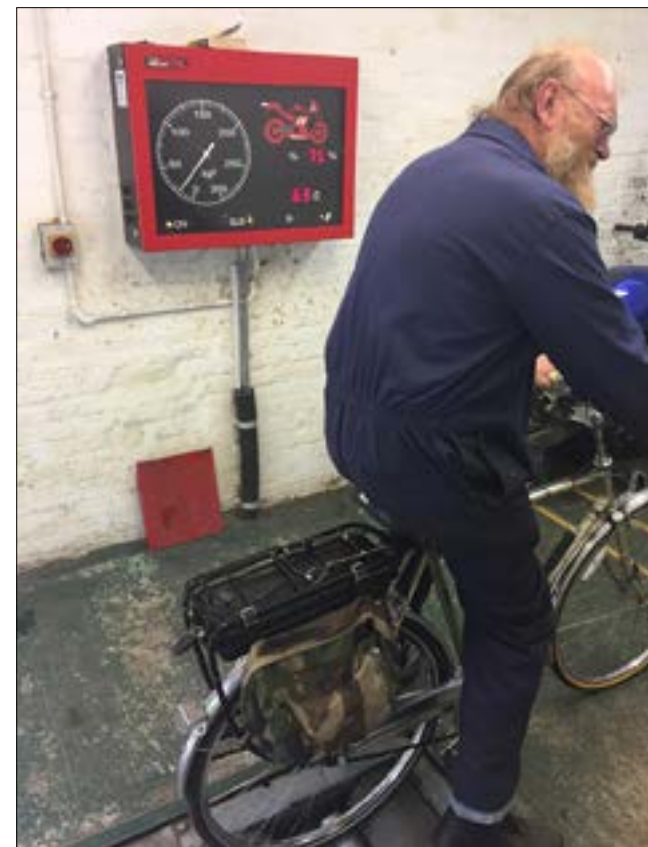


The driven sprocket is often fixed directly to the spokes on cyclemotors like this but I was advised to find a more positive way of mounting it. The answer turned out to be a "flip-flop" hub which is used in a type of cycle racing and allowed the sprocket to be screwed to the hub after some engineering modifications. A certain amount of jiggery-pokery then followed as there must be no more than 1mm run-out between the engine and driven sprockets to prevent the chain escaping into the nearest ditch. I've invested in a Schwalbe "puncture-proof" rear tyre as roadside repairs for a puncture would be accompanied by language to make a sailor blush. The new hub was laced into the rim using upgraded spokes to handle the power.

The DVLA wasn't as obstructive as I feared. Initially, they called for a NOVA declaration and it took several letters to the YTS trainee handling my case to point out that NOVA only applies to vehicles over 48cc. Starting the Metrom is a matter of opening the fuel tap, pedalling away and pulling the clutch lever in to engage drive. It starts readily and warms up quickly - there is no choke - after which a twist on the throttle, sourced from my Raleigh Wisp parts bin, has it humming along at what seems to be a fairly brisk pace. The electronic limiter makes its presence felt at around 20mph but that's enough and I don't intend to meddle with it.

It is said that it is better to travel hopefully than to arrive. This seemed to be the case with the Metrom. Having built the thing and won the battle with Swansea, I just wasn't enjoying it so I decided to move it on - at a significant loss, of course! I took it to the Stramproy cyclemotor run in Holland in 2019 with the intention of finding a new home for it. One of the British contingent's machines failed on the Saturday run so he took the Metrom round the course. On the Sunday, another bike failed so it came out to play again. My admiration for it was renewed as it didn't miss a beat, so it'll remain in the Collection for a while yet.

The Metrom is said to be "manufactured with the technology of armaments." Whether that means that it's robust enough to withstand battlefield conditions or that it's designed to be disposable under fire I have yet to discover. Above, the MOT man tries to keep a straight face!



The Things People Do...

Robert Bruce-Chwatt, well-known in the NACC for his enthusiasm for BSA Winged Wheels, was watching an eBay listing for a very second-hand Winged Wheel, which sold on 14th February for £150. Pretty cheap for a WW, even if this one was in poor condition. There's only one problem with

Autocyclus

it though.....



It has been mounted back-to-front in the rear forks, so the exhaust is pointing forward! No wonder the vendor couldn't get it to work.....

NACC Transfers

Egg Berini tank £4.50, Bown chainguard £2.75, Bown headstock £3.00, Bown tank £3.50, BSA Winged Wheel £4.25, Corgi tank £4.50, Cyc-Auto frame/tank £4.50, Cyclaid tank £4.50, Cymota £4.50, Ducati Cucciolo £6, Excelsior Autobyk tank (pr) £8.50, Excelsior Autobyk headstock £4.00, Frances Barnett Powerbike £3.50, Frances Barnett Powerbike headstock £4, James Autocycle £3.75, Kerry Capitano £6.00, Lohmann tank £4.00, Mosquito tank £4.50, New Hudson 2-level lettering £2.25, New Hudson arm & hammer £3.50, New Hudson headstock £3.75, New Hudson tank block £3.75, New Hudson tank script £3.00, Norman Autocycle headstock £3, Norman Nippy panel £3.75, Norman Lido £3.50, NSU script large £3.50, NSU script small (pr) £3.00, NSU tank shield (pr) £7.00, Phillips Gadabout £4.00, Phillips Panda script £3.00, Phillips Panda £4.50, Power Pak tank blue £5.25, Power Pak tank red £5.25, Raleigh Lub. £3.25/4.25, Raleigh Heron head £4.00, Raleigh Automatic £4.25, Raleigh Moped RM1 panel £4.25, Raleigh Moped tank (pr) £10.00, Raleigh Runabout fairing £3.00, Raleigh Runabout frame £3.00, Raleigh Supermatic £4.25, Raleigh Ultramatic £4.25, Raleigh Wisp chainguard £2.75, Raleigh Wisp frame £3.00, Raynal tank £4.50, Solex block £3.50, Solex script £3.50, Trojan Mini-Motor tanksides £4.25, Trojan Mini-Motor Trojan head £3.50, Vincent Firefly tank £3.00, Vincent Firefly script £3.50. *Many more available.*

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

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