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The

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General enquiries via email; please contact hello@thebuzzingclub.net. Items for the October 2020 magazine to be sent to editor@thebuzzingclub.net and reach Dave at Buzzing Production well before Friday 18th September 2020, as by that date 99% of the magazine will be finished.

Cover picture - The BSA Dandy was an attempt to muscle in on the light scooter market in 1957, but an abject failure. Why? Well, where to start....At 70cc (why only 70cc?) and with only two pre-selected gears, it was dog-slow compared to Italian imports. A claimed 150mpg wasn't all that fantastic either. The engine/gearbox/chaincase were all of a piece and pivoted, providing rear suspension, the cylinder on the right, gearbox on the left. BSA saw fit to install the magneto with contact breaker between the two. The owner's manual states "To adjust the contact points, remove the engine..." Overheating of the magneto was chronic, breakdowns frequent, owners incensed, reputation appalling. End of Dandy.

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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Guidance notes for informal gatherings under Covid-19 restrictions.

Informal gatherings or runs carry many new obligations for those involved. None of these should be taken lightly or ignored, the safety and health of participants is paramount, as is adhering to guidelines issued periodically by the English, Scottish, Welsh and Northern Irish administrations. Local lockdowns or restrictions may be in place, check for those and make sure you comply. Remember, the first coronavirus wave remains rampant everywhere and the chances of catching it when in contact with non-household groups remains high, regardless of any relaxations in restrictions. It is also very likely that a second wave of infections will arrive in the autumn.

As things stand at the moment, responsibilities and obligations for small informal gatherings have increased compared to the way things used to be done. Guidance at 11th July states only six riders are allowed to group together for a run out in England. Scotland, Wales and N. Ireland have different rules, you are obliged to find out what they are. If you do decide to go for an informal ride out, a lead rider should be clearly identified as such at the start and his/her instructions followed.

Start/finish venues should be carefully chosen, with enough parking space for vans and trailers, and for riders to be able to offload/load bikes single-handedly. Pub car-parks may not be welcoming under present conditions. Routes should be planned in advance to avoid busy locations and traffic congestion, the second-rider drop-off system must be used to avoid riders getting lost. At any stop for a breakdown only the closest rider should offer assistance. Do not all crowd round to offer advice. Social distancing rules should be observed at all times. Masks and hand-sanitiser should be carried and used constantly.

It is extremely important that riders in a group of six maintain social-distancing measures at all times, especially at the start and end of runs, when all participants should wear masks. Lunch and refreshment/pee stops should be organised in open, uncrowded areas with plenty of trees! Lady riders should bear in mind the closure of public loos. Everyone should bring their own food and drink and maintain at least a two-metre distance from others at all times.

Your bike needs to be fully road-legal and have a full tank of fuel, carry reserves of petrol, oil, water to drink, a puncture reflation kit, a few basic tools, your mobile phone and Covid safety kit (gloves, sanitiser, masks, tissues, plastic bags for rubbish, tissues etc.).

The above guidelines have been drawn from advice given by the Coalition of Motorcycling Organisations. You are strongly advised to read all of it at:

https://wiki.mag-uk.org/images/f/fc/COMOCOVIDUpdated_V2.03_100620.pdf

The CMO advice was drawn up on 10th June 2020, so may well be out of date in some respects by the time this magazine is distributed. Please check relevant government websites (below) for further information on group gatherings and **adhere to whatever rulings are in place.**

Further advice is available from: <https://www.fbhvc.co.uk/news/article/coronavirus>
England - <https://www.gov.uk/government/publications/staying-alert-and-safe-social-distancing/staying-alert-and-safe-social-distancing-after-4-july> **Scotland** - <https://www.gov.uk/guidance/coronavirus-covid-19-information-for-individuals-and-businesses-in-scotland> **Wales** - <https://gov.wales/coronavirus> **Northern Ireland**: <https://www.nidirect.gov.uk/campaigns/coronavirus-covid-19>

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,

I've started getting back into the vintage moped scene after retiring some years ago as I needed something to keep the old grey matter going. My first project was a Berini M21 barn find which I had great fun restoring and riding around. When I later sold this on I spotted another Berini up for grabs, this time a M42. It was just too good an opportunity to miss. This is where the NACC came to my rescue helping me with a dating certificate to get me on the path towards obtaining a V5. It was then that I became a member and I now get your excellent little Buzzing club magazine.

While working on the M42 I encountered problems with the ignition via the magneto so decided to refurbish it. However, unlike the M21 which had a Wipac version with parts fairly easy to obtain, the M42 has a Dansi version much harder to source. I managed to find some new (old) contacts for it in Italy via the Internet. However, tracking down suitable replacement coils and condensers drew a blank, although my tests were showing the coils to be OK at this point.

I sat down with a cup of tea contemplating my next move while reading your newly arrived edition of the Buzzing club magazine, and there on the back page was an advert for a firm called Minimag Ltd. Following one quick phone call to Julian, who was really helpful and efficient, my magneto winged it's way to him for an overhaul and renewal of necessary parts. A check and running test was done on all components and duly returned all OK, so thanks guys for the time and effort you put into running the NACC. Probably without really knowing it your input into the club helps ham-fisted enthusiasts like myself enormously. Kind regards **Glenn Williams.**

Dear Dave,

It's two years since I joined NACC and neither my 1956 Peugeot TC57 or the 1963 Mobylette AV88, which I bought in France a few years ago, are roadworthy, despite working on both of them. The Peugeot is running but the Mobylette still refuses to do so. Thanks to Phillip Wright I have been able to register the Peugeot without problems, though the DVLA did come and inspect it. However, I have enjoyed the magazine, particularly the last covid lockdown issue which I read cover to cover, having the time to do so. I thought it a really kind idea to extend the subscription by four months. I look forward to the day I can join you all on a run. **Philip Vesey Holt** (*Philip's son Raphael is on the Peugeot, right*)



“A grimy hovel, somewhere near Nottingham”

Dear Dave,

I thought you might be amused by a little problem that's been infuriating me, I'm sometimes amazed at my ability to miss the blindingly obvious, and to assume that faults are all arcane and complex. The bicycle that came with this particular cyclemotor is a Raleigh of mixed origins, probably dating from around 1930. It had suffered more than any machine should decently have to bear. Its *vox populi* bars, devoid of any plating, were bent and rusted. Its brake-rods worn, bent, twisted, and incapable of pulling the sad remains of mis-matched brake-blocks into any semblance of contact with the rims. The blackened stumps of chainwheel teeth would defeat any dentist, ball-bearings like the decayed droppings of long-dead verminous creatures. It should have been allowed to rust in peace in a skip somewhere, but, like the redemptionists of old, disinterring cadavers for hideous medical experiments, the CYCLEMOTORISTS got it!



In my mind's eye, I see two black-clad figures in the mould of Karloff and Lugosi, creeping up on a skip by the light of a flickering oil-lamp. With a groan of rusty, tortured metal, the poor dead Raleigh is dragged out, sustaining yet more injury. A terrible fate awaits it as the agonies of a SIMPLEX would be inflicted upon it, although in this particular case the cries of “More Power Igor” would produce but little result, and Igor would no doubt be soundly whipped!

But I digress. The first thing I did was to discard the tattered mudguards and other bits that were clearly useless. I then built a pair of 28 x 1½ wheels using small hub brakes and black rims and then set about filling the major dents in the frame with braze and filing them flush. Now, fast forward a couple of years, with the Simplex engine in a state where I can actually try to start it. It fires up on the second push of the pedals. The gnashing of teeth from the exposed primary drive-gears, and the vibration, are just as bad as I anticipated. I then make up brake cables, loosely assemble the whole thing and try to ride it.

The handling is downright terrifying! All the weight is well back over the rear, making the front end very light. But something is clearly amiss in the steering-head. The original head-races were breaking up, so I found some from my biscuit tin (no biscuits though). Early Raleighs seem to use different races to later ones and I'd used the nearest I could find. I had the forks in and out several times and I'm still finding ball-bearings all over the place. Whenever I adjusted the bearings up everything went stiff and graunchy. I blasphemed! I cast aspersions on the thing's parentage!

Eventually I thought “It'll settle in with use” and dismantled the whole bike ready for painting. It was then I noticed a bright rub-mark on the fork stem. It turned out that a big dent on the **outside** of the steering head (which I'd filled with braze) had raised such a big sticky-out bit **inside** the head that it was pressing on the fork stem. Of course, with knackered, slack head-races that wouldn't cause a problem, but with decent ones correctly adjusted it all went nearly solid. Careful reaming removed the lump and hopefully all should now be well. It looks like the poor old Raleigh will have to suffer quite a bit more. Should I be ashamed of myself? Regards, **Geriatricus**

(Thank you Derek and no, reviving a scrap bicycle definitely shouldn't make you feel ashamed. A great story!)

Dear Editor,

You kindly published in the last edition my APB for information and parts for both a GYS and Power Pak engine. What an association is Buzzing! D from Nottingham not only supplied but re-engineered 3 of the missing parts for my new acquired standard Power Pak and has been a mine of knowledge to boot. C from Gainsborough turned out to have, pretty well, a complete (but dismantled) Synchronomatic version (bought in the '60s for half a crown!), A for Andy also stepped up to offer parts. Thank you all so very much – genuinely emotional for me.

All of that leaves me with the now almost complete 1950 GYS which is intended for my 1953 Raleigh, the '53 Standard Power Pak, for which I now only need new main bearings, is intended for the Humber bike that Dave was offering in the same Buzzing issue; leaving C's '53 Synchronomatic which is possibly destined for a Dawes Super Galaxy tandem which has also been handed to me – just not sure yet. This engine (in pieces) needs new rings which are on the way, but much more of a problem are parts for the 359/3 Amal carburettor. Burlen have been able to supply some, but if anyone has any bits at all, particularly a float and valve, the spigot and nut for the fuel line into the float bowl and the plate and securing ring for the throttle cable on the main body, I would love to hear from them. Maybe there's scope for a photographic article going from boxes of bits to working machinery? Thank you all again so much. Eddy. Tel 07779 206326 email: lambahstoate@aol.com

Hello Dave,

Re the Cyclemaster story, the first Cyclemaster registered in York was engine number A00213 on the 01/08/1950, sold by North Riding Motors, the local VW dealer. The last Cyclemaster registered in York was engine number 163200 on the 11/04/61 by Benson's, who bought the remaining stock from NRM at the end of 1958. 1953 saw the highest number registered in one year at 131. It's not known how many Cyclemasters were sold in Yorkshire county but the total number of those registered in York city was 643.

Ever heard of an EAM cyclemotor? It was sold as a kit of castings and only one was ever sold in York. Believe it or not I actually saw it as a schoolboy, being ridden by its owner/builder, an eccentric clock-maker called Newey. I only found out about it much later when a teenager, from his son, again a clock-maker, who went fishing on a BSA DB34 Gold Star Clubman, complete with clip-on bars. I could just about keep up with him on my Norton Dominator 88SS. Happy days long ago. Regards, **Dave Casper.**

Help needed!

Can anybody help me by providing the ERT0 number for the correct tyre to fit a Cyclemaster wheel? I've just purchased a Michelin World Tour tyre 26" x 1 3/8" (ERT0 35 x 590), but on trying to fit it today I find that it is about an inch too large. Trouble is, I got rid of the old tyre that came with my Cyclemaster wheel as it was in such a bad condition, I will know better next time. Thanks, John Mettler, email johnemet@gmail.com

Can anybody help me with finding a new piston for my British Salmson Cyclaid please? Much appreciated - please contact Tony Craven on 07711 541245 or email atc4tony@gmail.com

Tony Etheridge tells us that he has obtained another stock of new 225 x 21 autocycle tyres, suitable for New Hudson, Excelsior Autobyk, Bown, Norman etc. Contact him on his ansaphone number 01923 231699, Tony's full advert is on the back cover.

Twenty Years Ago.....

As part of our 'looking back in time' idea, the August 2000 issue of Buzzing covered many topics and had a number of interesting reports and articles, not to mention autocycles, cyclemotors and mopeds being sold for lowly prices when compared to today! Read on; memories from the summer of 2000.....

Coupes Moto Légende, Montlhéry 20/5/2000

"David Casper's excellent idea to organise an NACC stand at France's premier weekend motorcycling event was a huge success. Despite rather fierce winds and a lot of rain which turned the moto-jumble area into a vast quagmire worthy of Glastonbury, the weekend was superb. Our pitch and vantage-point were ideal, on the infield alongside the banking."



Members making the trip were: David Casper (Britax Cucciolo and Bianchi Aquilotto), John Redding (Her-cu-motor, Apollo cyclemotor), Ian McGregor (VAP 4, Winged Wheel and Raleigh Wisp), Philippa Wheeler (Lohmann/folding bike) and DB (Mobylette AV33, VéloSolex 3800).

The Linas-Montlhéry circuit was opened as a test-track for Renault and Peugeot cars in 1924 and originally featured a 1.58 mile oval with two steep concrete bankings for high speed testing, joined in 1925 by a road-circuit. The track was used for the 1925 French Grand Prix (won by Robert Benoist in a Delage) and continued afterward as a motor-industry test centre, rather like MIRA in the UK. As with many concrete banked speed-bowls (Brooklands), subsidence took its toll and the bankings, originally able to take speeds of 140mph, became very uneven and structurally unsound.

Insurers refused to cover events involving speed testing, so by the time the NACC made the trip it was one of the last few Coupes Moto Légendes held in the original format. The track's final permit for racing was granted in 2001, it then closed for a number of years, before being declared part of the *Patrimoine Nationale* - a national monument, and preserved. Nowadays a few non-competitive events, gatherings of old car and bike clubs, are allowed, but no longer will we be able to witness a VéloSolex thundering around the banking!

On the Saturday we received a visit from Michel de Tomasson, the *Président du Jury* of the organising body, who cordially informed us that he had nominated the NACC stand for a prize for featuring such a wide, eclectic range of tiddlers amid a sea of much larger machines.

We got a mention in *La Vie de la Moto* No.274: "The members of the NACC did not hesitate to cross the Channel to present their adorable, bizarre machines." The magazine was especially taken with Philippa's Lohmann and published a box alongside the main report, entitled "The Iron Lady" - which reads as follows.

"When the very British Philippa Wheeler decides to come to the Coupes, this is what happens. First of all, she dismantles her mini-bicycle, fitted with a Lohmann compression-ignition micromotor, and stuffs it all into her back-pack, then she takes the ferry and the train. Arriving at the Nantes station, she reassembles her machine and, whizz, sets off toward Montlhéry on the road. She met up with her friends from the NACC inside the track, who laughed at our incredulity. For the return journey, the same again. It is true, dear lady, that with a name like Wheeler your destiny was already traced out, and we sincerely doff our hat (a bowler, naturally) to you."



Both David Casper and Philippa had signed up for demonstration runs round the track, the Cucciolo capable of around 40mph - with blistered paint on the front brake-drum to prove it - while the Lohmann went exceptionally well, if a little slower....



Solexes there were aplenty, including some signed up for demonstration runs - there were even a few Microns! Franck Méneret was there with his son Florian, who won a plaque for riding a Cymota round the banking- very slowly!

John Redding took a fancy to a *dans son jus* VéloSolex 2200 in the jumble and paid 400 francs for it (about £40) but was looking rather more crestfallen after he'd been done over by 'Cactus' a Solex parts merchant, for the bits to get it going. It then did a 55km Rando Cyclos run the following weekend at Sars Poteries.

We had a superb weekend and the great memories of Coupes Moto Légende at Montlhéry live on. Afterward, many of us wandered off for a week's holiday on French campsites before heading for a weekend at Felleries to meet up with our international friends and the annual Rando Cyclos outing.

Photos thanks Philippa/John Redding.



A super photo Nick, any more of you out there want to share with us photos of you and your pride & joy back in the day? Send 'em in!

A Home-built Autocycle

Alex Meek

My home-build autocycle came about from a desire to have something a 'bit different' to the usual paddock bike for use when I race my historic single seater. There can be a surprising amount of walking about a paddock at a race meeting, and at the larger circuits many people use some form of transport to relieve the miles. Most use a scooter of sorts, a moped or simply a bicycle, but I thought it was a good opportunity to have some engineering fun. The aim was to keep it vintage, unusual and add some flourishes that people would only notice on closer inspection.



I don't recall where the BSA bike came from, a neighbour I think, and the Villiers Midget engine was from a car-boot sale, but it's a bit hazy as we're talking well over 10 years ago now. The challenge with mating an engine to a bike is over-coming the gearing problems, and this necessitates a 2-stage reduction as with the largest wheel pulley I could find (ex-washing machine) further reduction was still required. The Mk1 version had a simple bearing-mounted axle with chain wheel and v-belt pulley where the gearbox now sits, and the bike/engine were permanently engaged. Pedal start, engine kill & brakes to stop. Tension is maintained on the v-belt via an idler pulley and spring-loaded arm utilizing modified spring balances etc. to add some detail.

The Mk2 version as you see it now, incorporates an Albion 3-speed gearbox, clutch and hand start, with hand clutch and gear-change. This means the bike can be started on the stand, and then mounted and driven off. First gear is low, third capable of about 20mph, which feels fast enough with only one rod-operated brake. The fuel tank is ex-Primus style blow-torch, you need to maintain about 1 psi in order to lift the fuel up to the carb. The exhaust is in two sections, one part ex-foot pump, the other ex-fuel bottle. The stand I imported from India as I couldn't find what I wanted here and they seemed very common when I was working there. The latest addition is the Smiths speedo, not as-yet tested for accuracy but it looks right and moves about at speed!



Problems so far; the usual cracked frame, the seat tube is internally reinforced, and before a shielded plug-cap was fitted it occasionally happened that if I shifted back on the saddle I'd collect the HT and sparks would jump out of my hands to the bars! It's still work in progress. I'd like to change the wheel pulley for something that looks better (I'm told you can make a pulley from copper pipe split down its length and shaped into a V), improve the brakes and gearbox mount, but it works and amuses me no end, though I've yet to find anyone else brave enough to ride it. The rotating parts between your legs seems to put most chaps off!





The French VéloSoleX wasn't a true cyclomotor in the British interpretation of the description, it was always sold as a complete bicycle and motor combination, not as an engine to fit to a buyer's own bicycle.

The VéloSoleX became one of the icons of a desperately-poor post-war France, and was made in the multiple millions until prosperity overwhelmed it in the 1960s. The image of a priest/nun old guy/maid puttering along slowly on a dull black Solex didn't conform to a newly-prosperous, avant-garde, dashing, colourful France.

The Solex became an icon and hugely popular because it was cheap, frugal, reliable and was designed for men and women who had never ridden a motorcycle before, but had owned and ridden bicycles, hence the step-through frame.

Messrs. Marcel Mennesson and Maurice Goudard met at the same technical college in Paris in 1902, later founding a company to produce public-transport bus radiators. The market for these was rather limited, so the pair acquired a small carburettor maker and transformed it into a major industry, exporting vehicle and aircraft carburettors all over the world by 1920.

The Solex name was chosen as it was short, signified nothing, and could be pronounced the same in any language.



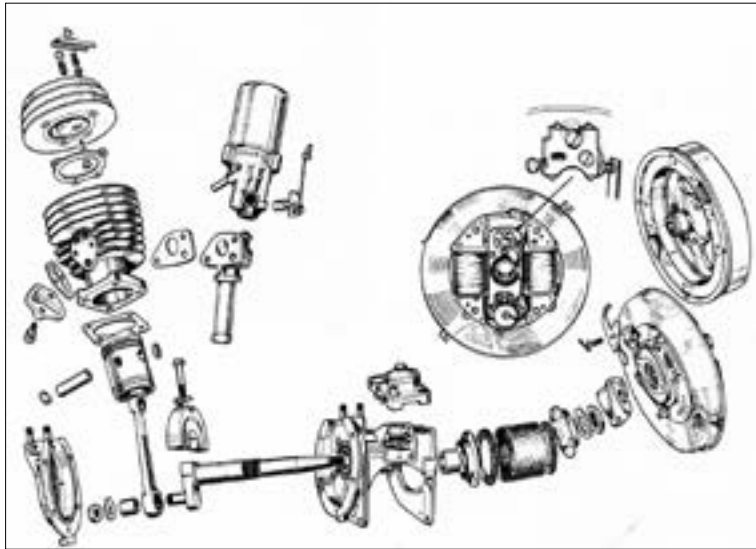
Having just survived the first world war, Mennesson and Goudard realised that the invasion of France by Nazi Germany in 1940 meant penury for everybody for the foreseeable future, and that an economic form of motorised transport would become essential once peace returned.

The first prototypes of what became the VéloSoleX were running by January 1941, in the form of a 45cc, 38mm x 40mm two-stroke engine with magneto ignition, fitted to an Alcyon gents bicycle. The Solex company was helped by a government decree published on 7th July 1943, allowing motor-assisted bicycles of under 50cc to be ridden without licences but with basic insurance.



The original "swan-neck" frame, seen on the opposite page, was made by Alcyon for VéloSolex, hence the bicycle front forks. The Solex factory at Courbevoie soon took over total production, including the wheels, carrying 650 x 42B treadless Michelin tyres.

The engine had several unusual features. A single-sided overhung crankshaft, a floatless carburettor which maintained the correct fuel level with a weir arrangement, a fuel pump to lift fuel from the tank to the carb, operated by changes in crankcase pressure via a diaphragm, and a decompressor-cum-decelerator, so the engine runs flat-out all the time when under way.



A Solex engine was an excellent example of “less is more.” The design, apparently simple, was in fact very sophisticated and composed of the absolute minimum of parts, thus reducing wear and keeping manufacturing costs low, which was reflected in the selling price of Frs. 19,418 in 1947 - approximately £40.

The VéloSoleX

answered a huge need for cheap power-assisted transport in France as well as all over the world and began selling in vast numbers; 139,000 between 1946 and 1951, 185,000 1951-1953 and 328,000 1953-1955. Solexes proved popular in French dominions of the far-east, such as Vietnam (below).

Messrs. Mennesson and Goudard proved to be as adept at production engineering as with motorised bicycle design. Ingenious new machines were introduced which would spoke a hub and rim automatically from a pile of parts, only final truing-up was by hand. (To be continued. Thanks to Franck Méneret for the photos.)



Bernardi Buzz Lifting Mechanism

Nigel Pearson

A trip to and a clear out of the garden a couple of years ago prompted one of those “Eureka” moments. Having owned a Bernadi Buzz for many years, I have always been pleased with the performance of the bike, although there was one annoying problem. In standard kit form the engine, when new, comes with a type of butterfly engagement lever which, when rotated 180 degrees, engages the roller with the tyre. It works well enough but I, like many cycle-motorists, like to pedal and engage the motor when needed.

The engine has a centrifugal clutch so you can come to a standstill with the engine running, but I wanted to totally disengage the engine unit so I could use it as a bicycle and leave the engine off. On the standard unit this means a rider has to stop, dismount, disengage drive, remount, pedal off and then reverse the process when the engine is needed.



So, I decided to make a solid type of engine engagement lever. Inspiration came when the wife told me to clear out the old sandpit toys now the boys had grown up. They used to have one of those yellow cranes in the sandpit that scooped up sand, the type with the two levers. The swivel mechanism just looked to be right for what I needed, and 10 minutes later, having set to with a hacksaw, I had the bits I wanted. The end result is what you see in the photos. The length of the entire lever is 640mm long, and has a 20mm offset in it. Is about 3mm in thickness, with a cut-out slot of about 150mm in length. All I do now is simply push down to engage drive and pull up to use as a bicycle only. No need to dismount at all. Both modes can be operated from the saddle, nice and easy. I have since made a second one out of 20mm X 3mm flat steel, stick welded together. The plastic handle came off the toy crane, and the cut-out can be made using an electric drill. A coat of black paint and Bob’s your Uncle.

I must clear out the kid’s toys more often....

The History of an Excelsior Autobyk Rick Pardoe

This Excelsior Autobyk was bought for my grandfather in 1939. He used it during the war years and up to until the early 50s for getting to and from the station. It then passed to my father for safe keeping and, although he had no particular use for it, he kept it roadworthy for my brother and I to learn to ride and pass our motorcycle tests on. Although it has pedals, at 98cc it is classed as a motorcycle and the licence thus obtained allowed us to drive a three-wheeled Bond Minicar from the tender age of 16.



For a few years the Autobyk was my daily transport to school but on going to college I moved on to a Ford Anglia and had no further use for it. My father kept it on, hoping that my sisters might ride it, but I don't think that it suited their swinging-sixties style and it languished at the back of a greenhouse until the family decided that I ought to dispose of it to a good home. That was in 1999.

I was busy at that time with work and house moves etc. and as my garage filled up with cars it got moved to the back of my garden shed. Later, as pressure on the shed space grew, I thought I really ought to get around to finding a new home for it. At about that time I picked up a pair of replacement tyres at a Beaulieu autojumble and thought I would have a go at getting it running again. The engine turned easily and with a bit of two-stroke mixture poured directly into the carburettor it fired up and ran faultlessly. Cleaning out the tank was another matter. The tap was gummed up and the tank was completely blocked with a couple of inches of solid gunge. This was presumably the remains of a tankful of two-stroke mixture left to evaporate for 40 years.

It would not wash out with petrol and I tried several different cleaning agents. The only one that had any effect was cellulose thinners. With this I made slow progress cleaning out the tank but I had to be very careful not to get any on the surrounding paintwork as I wanted to keep it as original as possible. Then I adjusted the brakes, added some grease and oil to vital points and as everything seemed OK I tried it out in the driveway. Full of confidence I booked it in to the local Powderham show and took it out for a spin on the road.



Not so good. Less than a mile and it died completely. The spark had gone and on investigation the magneto coil was found to be open circuit. New coils are not a problem as the Atco lawnmowers used a similar device for years. With a cheap e-bay purchase fitted I was up and away again. That was three years ago and even then it would only run for a few miles before conking out. I would check the fuel was ok, clean the carburettor jet, change the plug and after a few minutes it



would start and run again - for another half hour. It has been out to several shows and runs organised by the local branch of the Devon Autocyclists since then, and it has been getting slowly worse. I thought that maybe the cheap magneto coil was not a good idea and so I invested in a UK made replacement, but it didn't make any difference. Was it a fuel problem, as the tank is still not perfectly clean, or was it still the ignition? This year just before the lockdown I got it out with the thought of showing it to the local HTC club members. But it had got so bad that it took three goes to get half a mile back from my garage in the village to my workshop at home. I fitted an inline neon tube type spark tester (see picture left), which I can actually see while riding the bike, and ran it up the hill.

We are fortunate to live on an old toll road which is perfectly graded for testing recalcitrant bikes. I can run it up the hill for just over a mile and then, when it stops, coast all the way back home without having to pedal once. I had trouble using this neon device in the daytime sunlight but, by running it in the evening up the tree-lined lane, the spark showed up as a brilliant pink glow in the tube. 200yds up the road the glow went out, convincing proof that it was the spark that was failing.



When I previously replaced the coil I had tested the capacitor in-situ but I had not got a replacement at that time. So now in lockdown with plenty of time on my hands I decide a complete rebuild of the magneto was needed. The pictures show the strip down all the way to the capacitor, which is buried in the back of the contact breaker housing, affixed by studs through the backplate of the magneto.

With a new Villiers capacitor fitted, reassembly is just the reverse operation and checking all the continuities and earth bonding as I went. With lockdown now eased a little, I tried it on the hill once again. 400yds up the hill it stopped and had clearly lost the spark again. Mmmm!

After much thought I decided it had to be either the new HT coil or the new capacitor at fault. I had also provisioned a chip capacitor to try as a replacement for the Villiers device so I decided to give this a try. One can buy a chip capacitor mounted on a circuit board ready for cutting out to suit the contact breaker assembly. But for a fraction of the price I bought some 630V 0.22 microfarad chip capacitors and piece of double-sided printed circuit board.

With a junior hacksaw, drill and needle files I cut out a small section of the circuit board so that it fitted under one of the fixed contact mounting screws in the contact breaker assembly. I carefully chamfered the edges and countersunk the hole at the rear of the board so that there was no chance of live edges touching an earth surface or the earthed mounting screw. I created a small channel in the top circuit layer for soldering the chip capacitor across and connected the live side to the back of the board with a wire wrapped around the end. I replaced the insulated top hat washer that normally prevents the wire tags from touching the earth screw with a brass top hat washer that keeps the remaining tag correctly centred and away from the screw. The wire from the replacement Villiers capacitor was snipped off.



While I was working on the bike I decided to tidy up the leaking exhaust by welding a new front end on to the silencer box.



Also, the original handlebar grips had become very distressed. Not wishing to take the brake levers off, I shrunk a length of textured heatshrink tubing, designed for cricketbat handles, over the old grips in-situ. It has worked well enough. The only other modification I have made is to replace the 5W headlamp bulb and the 1.5W rear lamp with LED devices. The head lamp still doesn't give a good beam but it generates a brilliant white light so the bike is much more visible both in daytime and at night.

With the chip capacitor fitted the bike got me all the way up the hill and a couple of miles around the village without faltering. It now needs a longer run to check that the ignition fault is truly cured. But as it has not quite got the power to go up the hills around here without a substantial amount of pedal-assistance, I am back to looking for a good home for it. It never had this trouble on hills when I was sixteen. I wonder what has changed!!



A Mobylette Story

John Aston

The beginning of June usually finds us in France for the annual gathering at Sars Poteries; It didn't happen this year so I thought I would tell you about the bike I intended to take to ride at Sars Poteries and then the MBK National Rally.

I purchased various bikes and parts from the estate of our dear friend Keith Walker after he passed away in 2018, and one bike Keith had done had caused him problems, so I decided to try and sort it. I tried to make it work as it was, but with no improvement so I swapped various frames and parts around until I finally decided what would be effective. The main problem that I had was the engine, it was of the variator type so it needed to be able to move within the frame of the bike. The easiest way to solve the problem was to use a modified AV44 frame which gave room for the engine movement. It is always fascinating to watch these engines move to and fro as you rev it.



Most of the front end was from an AV42, the forks, handlebars brake levers and throttle, which all fitted nicely with the frame. The cables were made up from some of the assorted bits and pieces I'd purchased originally from Keith's estate. The rims and tyres I purchased from various auto jumbles we visited whilst in France, I always enjoy rummaging amongst the French tat, especially when visiting with our friends Pat & Paul Witchard. Brian Aplin was also a good source of various Mobylette bits and pieces.

The bike runs really nicely and I was looking forward to ride it at Sars Poteries and then the MBK Rally, which was due to be held at Cramant in the Champagne area of France two weeks after Sars Poteries. Oh well, there's always next year. Keep safe everyone.

Bown to Bown

Mike Drakeley

When you open an old suitcase in the loft you wouldn't believe what it would lead to! Trips to France, a book, five Bown motorcycles and many hours of hard work and pleasure. In my mother's old suitcase was, amongst other things, a Death Penny with the name of Benjamin Bown (one of my mother's brothers) who was killed at the battle of Arras (Bullecourt) in April 1917 during the First World War. He was a machine-gunner in the first tanks, some of which were not armour-plated.

To my surprise, two days later a letter appeared in the Coventry Evening Paper from a gentleman, Jonathan Walker, who lived in Sidmouth. He was writing a book on the said battle and asked if any relatives of Benjamin Bown would contact him, so I did.



When all this happened in the 1990s, my Aunt Clara (almost everyone had an Aunt Clara all those years ago), my mother's sister, was the only one left in our Bown family, so I recorded her memories and forwarded them to Jonathan Walker. Some years later the book was finally published – it was called "The Blood Tub: General Gough and the Battle of Bullecourt."

I travelled the route to the battleground many times and on one such trip a fellow motorcyclist told me "You should have a Bown motorcycle." "What is a Bown?" I asked, so this conversation started my interest in Bown motorcycles. During the last fifteen years I found five Bowns to collect and restore, I find my quest is now over. The name Bown was around for 99 years; William Bown and then W.A.R. Bown carried on in engineering and inventing, so why should I worry about the fifteen years I have spent?



William A.R. Bown was a serious motorcycle competitor in the early 1920s on his own machines, but motorcycle production stopped in 1924. In the mid-1930s Bown was taken over by the Aberdale Cycle Co. Ltd., famous for the Gresham Flyer child's tricycle.

Motorcycle production resumed in 1947 with both Aberdale and Bown autocycles, designed by Wm Bown, made in Edmonton, London, but later in Tonypany, south Wales. In 1957 the Bown 'Springer' moped (ex- Zweierad Union) appeared, but only lasted a year before Aberdale vanished into the British Cycle Corporation.

More historical information on the Bown company and Bown & Aberdale autocycles can be read in The Wilfred Saga, Autocycle Adventures, available online from Stinkwheel Publishing at www.stinkwheel.co.uk



My Power Pak

The Sinclair Goddard Power Pak was launched in 1950 as a £26 clip-on accessory to motorise a bicycle. Production lasted until 1961 by which time 65,000 Power Paks had been produced. Standard and Synchronomatic versions were marketed, the latter having a clutch which, in theory at any rate, obviated the need to stop the engine or disconnect the drive when the cyclemotor was at rest. The reality, however, is very different: aficionados say that the clutch assembly is difficult....

Nick Devonport



...to set up and that you're better off without it.* Drive is transmitted from the two-stroke engine to the rear wheel by means of a carborundum-faced roller. Three engagement positions are possible: disengaged, engaged and a third position to compensate for under-inflated or worn tyres. This is also useful in wet weather when roller slip can be a problem. Riding a non-Synchro Power Pak requires a degree of anticipation – I have to remember to be in first gear at a junction, ready to pedal off on the decompressor. I am no longer flexible enough to reach round to knock it out of contact with the tyre in order to keep the engine running when stationary.



I have owned this 1952 machine twice. I was at an NACC event in the early days and had arranged to sell a VeloSolex 3800 for £40 (well, it was the early days!) and this engine happened to be for sale at the same price. Knowing little about them at the time, I asked Alan Hummerstone for an expert opinion and was advised that it appeared complete and that I should go for it. Other projects came along and it sat in my workshop with no spark until I mentioned it to Maurice Wellard, who offered me what I'd paid for it, and I let it go. A few weeks later, he rolled up to one of my events with the Power Pak mounted on a bicycle - having dried out in his airing cupboard, the sparks had returned - and he campaigned the cyclemotor successfully on road runs with the Club for a number of years.

Fast forward to 2014 and Maurice told me that he was downsizing his collection, several of which had been in the Dover Transport Museum for many years. He asked if I could find homes for his Power Pak, a Cyclemaster, a Raleigh Wisp and a Raleigh RM6. I put him in touch with a potential buyer for the Wisp and the rest joined the Devonport Collection. I didn't get on with the Cyclemaster and it was soon re-homed. The RM6 went to another friend's son as a starter machine and the Power Pak stayed with me.

It is an enjoyable machine to ride. In 2015, I asked Alan to give it a good going-over and I used it on several Club runs, including Box Hill. A few years later, the magneto cried "enough!" and as Alan was by this time busy with a house move I entrusted it to another specialist who told me that he could fit a magical device to do away with all the problems inherent in keeping fifty-year-old magnetos going. It came back noticeably down on power and making some truly horrible noises. In a fit of "sodding thing", I threw it in the garage and went off for a sulk. When the dust had settled from his move, Alan kindly offered to have another look at it and diagnosed a loose roller (that accounted for the noise, then!) and removed the electronics which, he said, were effectively drowning the poor engine in sparks. It came back with a decent coil and the condenser mounted outside the magneto to improve cooling.

I have since fitted a battery and coil ignition system using a 12v coil, a rechargeable battery and assorted bits and pieces from my workshop. The battery is housed in a pouch on the crossbar, there's an on/off switch on the handlebar and the coil is mounted on the engine frame. The battery is more than capable of holding a charge long enough to cope with a Sunday outing and I just carry a spare charged battery as insurance against having to pedal back to the start.



The host bicycle is of the correct period and the Sturmey-Archer hub is dated 1955. The rod brakes inspire confidence and the machine is in "oily rag" condition, just the way I like it. This is the lazy man's way of saying "I can't be bothered to strip it down and paint it"!

Thanks to Alan Hummerstone for being there during several crises of ownership and to Dave Beare's Stinkwheel Saga for production figures and for being a good all-round read anyway.

*(*The main problem with a Synchronomatic clutch is lack of enough travel in the factory-supplied twistgrip throttle-cum-clutch control. The clutch doesn't fully release even with the cable correctly adjusted, so it drags at idle when stationary, usually stalling the engine. Fitting a clutch lever cures this completely - as it has on my Synchronomatic, now a pleasure to ride! Ed.)*



Youthful Memories

Andrew Pantland

Way back, towards the end of 1963 or the beginning of 1964, while we were schoolboys in Johannesburg, South Africa, my friend Raymond and I both bought Heinkel Perle mopeds. Mine was yellow/maize in colour with brown trim, his was blue with grey trim. We bought them because they were being sold cheaply so, as we were rather impecunious, ideal for us. The dealer from whom we bought them was selling them off at half-price because he wanted to clear his premises of old stock. We paid R40.00 each for our Perles, the equivalent of £20.00. By that stage Heinkel Perles, which hadn't sold particularly well, were dated, with most schoolboys preferring the faster, more modern and sportier looking Italian Itoms and Garellis. German Zundapps and the Japanese Hondas were beginning to make their appearance on the South African market and, for those whose budgets didn't stretch quite that far, so did German DKWs or Austrian Puchs.

Heinkel Perles first came on the market in 1955 and, it would seem, didn't sell that well because they were relatively expensive and were over-engineered for those wanting basic transport. For example, many mopeds and autocycles of that era didn't have much in the way of suspension, whereas the Heinkel Perle had telescopic front suspension and swinging arm rear suspension.

They also had a cast aluminium frame with built in fuel tank (under the saddle) and a cast aluminium oil bath chain guard. The engines were 49cc 2-strokes with two gears, pedals and a top speed of about 25 mph - down a mine shaft with a tail wind. However, despite their limitations, we grew to love our Perles and had a lot of fun with them. They were our first motorised transport and they gave us a great sense of independence.

At that time Johannesburg was still very much a gold-mining city and we discovered a scrambling track that had been laid out on some mine property about 10 miles from where we lived. We often rode out to the property after school and rode our Perles around the track. We found our Perles to be wonderful little machines for scrambling, although after a hard session of scrambling we noticed that our front forks were covered in oil, oil that had been forced out of the front forks when jumping.

We never learnt how to replenish the oil so, I am sure, much of the dampening effect of the front suspension was eventually lost.



Raymond was a perhaps little more adventurous than I was, and was shorter and lighter than me, so was able to jump higher and further than I could.

(See photo next page)





One of downsides of the Perle is that it had a small fuel tank and we had difficulty getting the right mix of petrol and oil (no autolube in those days) at our local filling station when we went to fill our Perles with fuel. We eventually overcame that problem by getting a 25 litre oil drum each which we would rest on the frame between our legs, then ride to the filling-station at the beginning of the month when we got our pocket money, fill the drums with the right petrol-oil mix, then ride back home with the full drum between our legs. We would then fill our Perles at home as and when we needed to, the idea being that the drum would last us the month. At the time I had a small job to help supplement my pocket money, working at my local library most Saturday afternoons putting returned books back on the shelves. I was paid 45c per hour, so my 4 hour stint would earn me R1.80 - the equivalent of 90p. Those were the days when money was money! One could still do something with 90p.

Raymond and I wanted to improve the performance of our Perles, so we took off the cylinder heads and, using valve grinding paste on a sheet of glass, we 'skimmed' the cylinder heads with the hope of increasing the compression and therefore improving the performance – not that we noticed any real improvement when we were finished. We tackled the project with more youthful wishful-thinking than common sense or engineering knowledge.



Occasionally on Saturdays, when I wasn't working at the library, we would go for a longer ride simply for the pleasure of having the freedom to explore and travel where we wanted. One Saturday we did a 200 mile return trip to a place called Warmbaths (it had swimming baths fed by hot springs), north of Pretoria. Our Perles served us well and came in for some hard use, perhaps even abuse at times! This picture shows Raymond with his Perle in some mud. After we had got Raymond and his Perle out of the mud we took it home, washed it off with a hosepipe, after which it started first kick. We won't mention the school uniform he was wearing though!



When I finished school at the beginning of December 1964 I rode my Perle to Durban, a 750 mile round trip, to celebrate the end of my school days. I travelled with a friend, Terry, who had a 150cc Vespa scooter. He would ride ahead and stop somewhere and wait for me to catch up before going on again. We stopped somewhere and slept on the side of the road in a tent on the journey down to Durban. On the return journey, as his Vespa was obviously faster than my Perle, he suggested that I should go on ahead while he enjoyed a last morning in Durban and then catch me up later. I decided that I would give him a run for his money and ride straight through without stopping off anywhere overnight. I remember the 350 odd mile return trip took me 16 hours! I only stopped to refuel. It was quite a journey and he never did catch up. I got home to Johannesburg at about 3 a.m. - long before he got home.

Sometime in 2014 I heard through the Heinkel Club in Germany that there was going to be an event in 2015 to mark the 60th anniversary of when Heinkel Perles first came onto the market, organised by the Ruhr-Perlen section of the club. I was then living in the East End of London. I contacted the club and contacted Raymond and the upshot of it all was that Raymond came over from South Africa, the two of us flew across to Dortmund and then on to Schwerte for the event.



It was over a long weekend in July 2015 and the club arranged Perles for Raymond and I to ride and crash helmets to wear. There were 46 of us ageing teenagers and we had a whale of a time riding around parts of the Ruhr Valley on Heinkel Perle mopeds. We had a fantastic weekend, met some wonderful people, enjoyed excellent hospitality and had a great time. Now, if anyone knows of a Heinkel Perle languishing in a shed somewhere...

(Also published in the Leominster Classic Motorcycle Club's newsletter "The Bush News.")



VéloSoleX Extremes

Steve Harvie

The ultimate Solex? Eight engines? Wow! Steve saw two of these at the Bol d'Or, Circuit Paul Ricard a couple of years ago. The second has six Solex engines in a radial layout, driving a propeller, mounted on a Solex tricycle. Not the first time this has been tried! See the b/w photo alongside....



The photo right (courtesy the National Cycle Museum Friends magazine) was spotted on French eBay. It shows a 1920s De Dion Bouton bicycle fitted with a period Motobécane 175cc 2-stroke engine driving a propeller! One of a number of French experiments with propeller-driven two-wheelers and cars such as Marcel Leyat's Hélica (below), 30 were produced 1919-1925.

The advert reads:
 "Faster, more comfortable and economical [than a conventional car], 110kph (66mph) 7litres per 100km, no tyre wear, zero maintenance."

Leyat doesn't mention sitting in the prop-wash wherever you go.....



A Motor Scooter

Tom Crompton

Tom kindly sent in an article from *The Model Engineer*, dated September 11, 1919, by Mr J. F. Leeming, on building a scooter powered by a Wall Auto-Wheel. Full instructions illustrated with technical drawings were given for "Hawk VI", followed by comments like "climbed a 1 in 5 without overheating" and "greatest speed of 27½mph while on an endurance test of 164 miles" and "comfy to ride over rough Cheshire roads."



The Model Engineer
A Technical Journal of small Power Engineering
Electricity, Instrument Making and Experimental Mechanics
Edited by Percival Marshall. A.I. Mech. E.

Vol. XXI. No. 959. SEPTEMBER 11, 1919. PUBLISHED WEEKLY.

A Motor Scooter.

By J. F. LEEMING.

THERE is something especially delightful about a motor scooter. There is all the thrill of motor cycling plus a "something" which you can't explain; anyone who ran a motor car in the early days will understand what I mean. Perhaps it is the feeling of being "out of the rut." As a useful way of getting about a scooter is

there is no need to prop it up against the kerb. The lightness and ease of handling makes it especially suitable for ladies. I know several who use one regularly, and they are all most enthusiastic about how simple it is.

But there is a lot of nonsense talked about the scooter being "the motor for the million," in



Photo by [unclear] Fig. 1.—The Scooter standing with Kick Down. [unclear], Ed.

I Had a Dream....

Ted Bemand

It was Saturday morning, seven-ish, to be precise. Late June, sun shining through the bedroom window. I had just woken and was mulling over a route for a moped ride. Perhaps over towards Chester....then,thennnn..... I fell asleep again!

Other than a strange 'spiky' seat on the Whoopsy Woo, my Chinese SS50 clone, started immediately. Soon I found I was pulling into a roadside lay-by adjacent to the 'greasy spoon' transport cafe. The outside tables were occupied by silent, masked, moped riders holding mugs of tea. One couple, he riding a Raleigh moped with a Honda OHC motor slung neatly under the bottom bracket, she riding an antique but very tidy Mobylette, were both in immaculate condition - the machines equally so! Another rider climbed astride a bicycle, a weird contraption with front and rear picnic baskets. The front wheel had an enormous electric motor, the rear, a skinny belt drive turning an equally slender pulley clipped to the spokes. The open front basket revealed a battery, the rear basket a tiny chainsaw motor! A cyclemotor....in your dreams!

Suddenly the only rider with a dayglow tabard and black helmet, looking like Darth Vader in drag, mounted up and flew off. The other riders scrambled to mount and chase after him, and I did my best to keep up, but, as if in a dream, my little 48cc motor did not have the legs to even catch the Mobylette! Nevertheless, we rode, we rode, we rode along narrow, hedge-lined lanes, occasionally using tiny tracks, nobody got lost, silent statue-like riders marking each junction. Somebody was burning exotic perfume - Chanel no.9? Probably a synthetic Castrol 'R' substitute.



Eventually we came upon a lay-by in a gloomy forest. Darth Vader stopped, riders dismounted, flasks and sandwiches appeared. I found a slightly distressed Snicker in my saddlebag, edible, but with a hint of petrol. I overheard a couple speaking in a strange tongue, Klingon? But certainly not local, maybe Yorkshire? He was riding what looked like a Fizzy, but if so, it was on steroids! She, an orange machine that was neither scooter nor motorcycle.

A strange ceremony took place. One rider was awarded a medal - 'the silver shifter' - for past services to broken down riders. Then we were off again, only to stop when a rider lost all drive, his chain had let go. Normally a terminal situation. But no, another rider produced a tiny spring clip. Would that happen on any other runs? And so, like a WW2 convoy, the procession, like ships in the night, straggled onward. Riding for hours, I found the 'spiky air cushion' seat on the Whoopsy Woo ever so comfortable.....I could just nod off.

"Have you fallen asleep again!!!" My wife woke me, it was 7pm, I had had my evening meal and, taking an easy chair, had nodded off. But, looking through the window, my bike was on the path next to the shed. Dare I go out and check the milometer?

Laundry May Be Late

Rev. Richard Bennett

Hello again chaps, well, another project by the Flying Vicar. When the nasty virus popped its head up, I thought, I feel another project coming on. Having built a Bantam Wasp, a bicycle trike with an engine, a 175cc Bantam with side car and trailer, all of which you may have seen in previous Old Bike Marts, I wanted to build something a little different. My 1952 James Comet is the most reliable bike I have ever had, always starts, goes anywhere. Time to move on a bit!



A trailer, behind my James, yes that is what I said. My chairman, Malcolm Walter, thinks I am mad. Maybe; however, to details - I built a tow-frame for my James out of small box section, then I started on the trailer, very simple frame-work with a tow hitch that swivels and turns for cornering etc. Now, wheels, ah! yes, I have a pair of old wheelchair wheels, just the job, made two shafts with bearings for the wheels, job done. Now, body, I fitted 2 wicker baskets, one for laundry, one for picnics, as you will see in the photo on the right.

The James has a picnic basket on the rear carrier, however, no cooker, no table, no chairs, no kettle etc. Ah well, these items you will find in the rear basket on the trailer, plus other bits. Now you will have spotted the word "Laundry."



You see, my mother worked for The Watford Steam Laundry Ltd. just before WWII, and I have a coat hanger with this name on it, so this was my inspiration for the project. All I need now are shows to go to! Maybe next year, eh?

(This article + photos were also submitted to Old Bike Mart)



Public loos closed? No problem! Roy Best

James was given a challenge to come up with our own trailer WC facilities ready for when we ride, public toilets being shut and all that. The picture showing James demonstrating how it works!



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.

NACC Regalia

Baseball cap, one size fits all	£4.00
Backpack, 10L, black with red NACC logo, useful for tools and waterproofs	£7.50
Cable lock, 1.5m long, quality security for your prized bike	£7.50
Feece (S, M, L, XL, XXL) navy, with red embroidered logo on left breast	£17.00
Polo Shirt (S, M, L, XL, XXL) - black with red trim, logo on left breast	£16.00
Sweatshirt (S, M, L, XL, XXL) - navy with red embroidered logo on left breast	£13.00
T Shirt (S, M, L, XL, XXL) - black with large red logo on front	£6.00
Snood neck-warmer - red with black logo, black with red logo	£5.00
Hi Viz Vest (L, XL, XXL, XXXL) yellow with logo on back	£6.50
Beanie Hat - enquire for colour availability	£4.00
Buzzing Binder - A5 size - black with red logo on spine	£6.50
CD clock, with large NACC logo on face	£7.00
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Lapel badge - enamel, silver with red logo	£3.50
Badge centre - black with gold logo. Self-adhesive. Suitable for trophies etc	£0.35
Cloth badge - embroidered sew on with red NACC logo	£1.50
Stickers - Windscreen, visible from inside glass	£0.60
- Machine, for legshields, top boxes etc.	£1.00
Pen - quality biro	£1.00
Key ring - enquire for machines depicted. Dwindling stocks, not to be repeated!	£1.00

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

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