Journal of the National Autocycle & Cyclemotor Club Ltd.

The Buzzing Club®

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The National Autocycle & Cyclemotor Club Ltd.
A company limited by guarantee.
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General enquiries via email; please contact hello@thebuzzingclub.net. Items for the August 2020 magazine to be sent to *editor@thebuzzingclub.net* and reach Dave at Buzzing Production well before Friday 17th July 2020, as by that date 99% of the magazine will be finished.

Cover picture - The Anglo-Dutch Cyclemaster was one of the most popular clip-on cyclemotors of all time, being easily adaptable to most bicycles as it was entirely self-contained. Some versions were made under licence in Germany (Rabeneik) and Geneva, Switzerland (Motosacoche). The Motosacoche version is featured on our cover - no mention being made of its Cyclemaster origin. Read more about Cyclemasters on page 25.

(Cover image courtesy of Naud Aendekerk.)

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.

Obituary: Bob Goodwin 15/8/35 - 9/4/20

Although a Dorset man by birth, Bob was very much a Berkshire resident, which placed him firmly in Thames Valley Group territory. Bob made an appearance at our very first gathering, in the select setting of the Shinfield Bottle Bank, and attended just about everything we organised after that, be it Runs, BBQs, Christmas Dinners and Monthly Meetings. He was a man of many enthusiasms. Having spent happy years at sea in the Merchant Navy he became an insurance agent but it was on retirement that Bob seemed to excel, taking on any job that offered enjoyment; a favourite was being a Pizza delivery 'boy', especially at night and in winter on his Honda 50.

It wasn't just 2-wheeled transport that Bob liked, he was a big fan of Microcars, having had a collection and taken them on some epic journeys. He owned a Triumph Roadster convertible and more recently a rather unusual ¾ size Japanese version of a 1960s Mk 2 Jaguar. Trains, bicycles, mopeds, motorcycles - all featured on Bob's list of likes, but his interests went beyond forms of transport. He loved swimming in rivers and loved music; he sang and in his 70s took up the violin.

Bob took on the running of the Silchester Saunter and for its 10th anniversary took some dissuading that a midday fireworks display was not one of his better ideas. His 70th birthday was celebrated with a BBQ at which fellow member Gilbert provided a cake and Derek provided a sabre which - for photographic purposes - was for cutting that cake. This event was to be published in the next edition of our favourite magazine. However, in the weeks between cake-cutting and Buzzing popping through our letterboxes there had been a knife amnesty to remove dangerous weapons from the streets, so you open up your copy of Buzzing and there is Bob in all his glory waving a sabre at a birthday cake.

Young at heart, sometimes obstinate, but always our friend, Bob was the only person that I have ever heard laugh in Morse Code. We send our love to Julie, Greg and wife Val, who cared for Bob so brilliantly through 8 long years, during which time he was unable to enjoy his many interests but continued his life with courage and huge spirit. **Colin King**

Help needed!

Jeremy Glasspool asks: "Can you help me with paint codes for my Raleigh RM6. They are darkish green and an off white. I'll be using cellulose." Jeremy can be contacted by email on *jeremyglasspool@yahoo.co.uk* Many thanks.

Dear Sir,
I am the delighted purchaser of the two cyclemotors engines advertised in the last issue, a 1950 GYS and a Power Pak. The GYS is top of my agenda to fit to my 1954 Raleigh frame. Questions:
1. Does any member have a GYS that I could look at - particularly the bowden cable mechanics of the decompressor.
2. The Power Pak is missing its cast ali carrying handle, the bracketry holding the motor down to the rear wheel spindle and the drive enagage lever (with round bakelite knob) on the LHS of the motor.
Can any member help sourcing any of these, please? With grateful thanks. Edward Lambah-Stoate, *lambahstoate@aol.com* tel: 07779 206326

Dear Dave,
Over the years I have collected a few old motor bikes and a moped. The bikes just happened in passing but the moped, a 1960 Hercules Corvette, was my neighbour's who had it from new in 1960 and he used to ride it to work every day, when he finished using it he just stored it away. My father-in-law has started tinkering with it to get it going but has noticed it is missing a pedal and crank, can anybody help me find replacements? Thanks, Jim Scoles email - *jim.scoles@btinternet.com*
(The Hercules Corvette seems to have been a rebadged Lavalette moped from France, so the frame & running gear could also be French? Anybody know?)

Dear David,
First, an appeal for help. I own a 1981 Honda Caren on which I had to change the rear tyre (MOT warning). The handbook says remove the silencer, however, the exhaust system is in one piece, so I had to release it from the cylinder. Disaster! The first nut; I thought "this is slack" but I was wrong, the stud had sheared off. The Caren is the NX50 and looking on the net it looks like the NC50 is similar. Can anyone confirm this and would they know where I can get a cylinder barrel from?
Re the Ian McKellan photo: The bike was registered between August 1967 and August 1968. 1967 was the year when first registrations changed from 1st January to 1st August, so any E suffix plates tend to be valuable. Now, a word of warning to anyone starting a motorcycle company! Do not use the prefix NEW. Of all the marques using New in their name, only New Hudson emerged after WW2 and then only as autocycles. TT winners New Gerrard and New Imperial bit the dust.
Yours, Chris Harper (01543 253446 and 07731 382676)

Dear Dave,
I'm resurrecting a Cymota which I've had running with a makeshift fuel line. It is missing the mounting-plate at the back, can any member let me measure the mounting-plate on their Cymota please? Alex Meeke on 07766 992999 or email *alex@team-meek.com* (OX26 nr. Bicester)

News.

This issue of Buzzing is very different to previous magazines in that the content has changed radically. We've no run or show reports to publish, so to replace reports on our usual activities this and future Buzzings will have more history articles on early bikes, technical items on "how to...", and reprints of previous articles from Buzzings of 20+ years ago. I'd like to thank all those who have sent me material for this issue, making it an interesting read, and to ask you to put pens to paper, fingers to keyboards and send me anything you think might be of interest to NACC members for the next few issues, until normal service can be resumed. DB

The May 2020 issue of Old Bike Mart features an excellent 4-page article on the humble autocycle. The article mentions "A wonderful source of information and companionship for those who love pottering around on autocycles is the National Autocycle & Cyclemotor Club, which has a wonderful members' magazine called Buzzing."

April's cover photo showed Ian Mc Kellen astride a Honda PC50 in London. Ben Dandelion emails: "Thanks so much Dave for another great club magazine, especially in the current crisis. Ian Mckellen is on Glasshouse Street facing towards Piccadilly Circus. It is now pedestrianised but it wasn't then. The arch is part of the old Alliance Life building." Thanks Ben, and Ian Savage, who found the location via Google Earth. **Patrick Collins** concurred: "The location is Glasshouse Street, Soho, W.1. a few yards from Piccadilly, with the rear of County Fire and Alliance Life Office in Regent Street visible at the junction of Glasshouse Street."

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Honor Blackman 22.8.1925 - 5.4.2020

The photo left was taken at the 1965 Cannes Film Festival, shortly after Honor Blackman starred as Pussy Galore in the 1964 Bond film Goldfinger. She also starred in The Avengers TV series 1962-1964. Less well-known is the fact she served as an Army dispatch-rider during WWII (below).

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,
Many members may be worried by Andrew Parry's letter in April's issue about an insurance company which allegedly refused to pay out on a claim concerning a non-MOT'd historic motorcycle. I would, however, suggest caution in accepting things at face value, as sagas told by 'somebody who met someone who knew somebody else' often turn out to be urban myths; perhaps unwittingly initiated by a person casually speculating about the outcome of a particular set of circumstances. I have, in fact, read a similar scare-story in another club magazine, only for it to be subsequently denied by the insurance company concerned.

In any case, any refusal to pay out could surely be challenged on the grounds that responsibility for tail-gating is invariably laid on the following driver, so the condition of the victim's vehicle is off no significance. That being the case, there would also seem to be no logical reason for the victim's insurance company to drag its heels as they would simply pass on the costs of the claim (and the assessor if required) to the other insurers. If - despite all that - the story turns out to have some basis in fact, the insurers should be publicly named and shamed, so that we have the opportunity to take our business elsewhere. Best wishes, **Roy Poynting**

Dear Editor,
Nuts: wing-nuts, captive nuts, self-locking nuts, and, of course, members of the NACC. This train of thought started when I was removing the rear wheel of my Berini and I came across a nut I had captivated. When I first had the Berini my first event (after legalizing it) was the VMCC 100-mile run. On my first and only lap I had a slow puncture. After getting home I discovered the tyre valves were valve rubbers, so I got some new inner-tubes.

The rear brake torque-arm was held by a very narrow nut, 4mm thick, which was a real pain to get a spanner on. The only bonus was that, as it was close to a well-oiled chain, it wasn't rusty. I thought to myself; "this is a pain in the workshop with a full range of tools, what would it be like at the roadside?" Horrible. So I cleaned up the nut and got a piece of 3mm x 25mm steel strip to captivate it. I drilled a 3/8" hole 3/4" from the end of the steel strip and shaped it with a hacksaw and file to fit the nut.

I then brazed it to the nut and cut it off about 2in long. Given the yonks I've been working on bikes, I've made quite a few wing-nuts too. Take a nut of any size, cut a piece of 1/4" rod and file it so that it lies about 10^0 from the horizontal and braze it to the nut. You will be amazed how many uses such a nut will have. Yours, going nuts in the nut-farm, **Chris Harper**

Foot-note: J.A.Prestwich (J.A.P.) used a lot of single-sided wing-nuts and said they would never vibrate undone.

Twenty Years Ago.....

The year 2000 marked the beginning of a new millenium - how far away that seems now. It was a different, simpler, more optimistic time, before the financial crash of 2007-2008, the subsequent George Osborne impoverishment and the present Covid-19 pandemic, which has wiped out our entire annual program of events and has done the same for so many social gatherings all over the world.

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

Cyclemotorist missing in Wales

Colin King

To anyone who might have spent at least one night in a scout-hut, a quick look at the map of Wales would suggest, by those layers of countour lines dotted with high numbers, that Cymru is not a natural landscape for cyclemotorists. A Greeves Scottish, or something burning methanol maybe, but two-stroke sniffing tinies: no. However, three Thames Valley folk loaded three cyclemotors into the van and headed for a weekend in the hilly country. Now that might seem foolish to some, in fact it did to me, but with a little faith in the machines we enjoy and a lot of faith in Philippa Wheeler, the intrepid motorcyclist of some renown who had organised the run, we felt sure of a good weekend.

Bed and breakfast had been arranged at the Usk View Cottage, Crickhowell, several weeks earlier, so now there was no turning back.I started at first light with the loading of my Mocyc, before heading the fifty miles down to Eversley to collect Derek and Lorraine, and was greeted at their cottage by a large NACC banner draped across the front hedge.

After bacon sandwiches and tea, a lady's Cyclemaster and a Mini-Motor were loaded and the M4 was found on the edge of Reading. It had been decided that we would drive directly to Crickhowell and spend the day walking around the area and maybe even aid the local economy via a brewery contribution.

It was the contribution that came first as we sat by a very brown, fast-flowing River Usk, sipping equally brown liquid. We were privileged by the appearance of a Dipper (that is the bird, not the pick-pocket) which sat on a rock and put on a bit of a display for us. Later Derek & I were hauled across fields and along the Brecon Canal by Lorraine and her Ordnance Survey map, before being allowed back to our digs to watch Blind Date.

That evening we settled ourselves in a local pub and, once again, made fairly decent contributions before witnessing what must be a local phenomenon: the cyclemotor groupie. We were sitting chuckling to ourselves when Lorraine's beau, Derek, was approached by a gang of girls who moored up alongside him, causing our Del Boy to inform the blonde who was grinning at him that 'My hands will remain firmly on this table." As indeed they did, but left us thinking that there might be room in Buzzing for a lonely-hearts column. The evening was finished off nicely with fish and chips out of a paper, as we strolled back over the bridge, with a clear sky that suggested a fine day for the run in the morning.

The breakfast was big. Cereals, fry-up, pancakes and honey, and enough tea, coffee and fresh orange to drown in. This meant that three fat cyclemotorists would later not need any lunch at the Horse & Jockey meeting point. Many brave souls have ignored the contour-lines, including the ever-faithful Alan and Robert Hummerstone, who turn up at events all over the place, no matter where.

Due to the mounting of the Mocyc engine it is not possible to fit a route-holder, so it was handed over to Lorraine. This was an error of judgement. Now, as a friend, I love her dearly. She is kind, enthusiastic, energetic, modest and honest, but give her a pair of wheels and something happens to her. It could be a bicycle, her Harley or a cyclemotor, it doesn't matter. Lorraine tends to disappear over the horizong fairly soon on. Most likely this is very enjoyable for her, but for Derek and I, without a map and somewhere in Wales, the appreciation of her joy was missing.

It was in no time at all that a Mini-Motor and Mocyc seemed to be navigating the foothills of Snowdonia. Having dismounted to scan the valleys below for a racing cyclemotor and its female rider, without any luck, the two sad figures, sweaty with pedalling and scorched by the altitude, stopped the first car we had seen for some time.

"Have you seen a girl on a machine like this?" we asked. "Not since 1954" came the reply. Fear of losing time at a mid-way refreshment stop and a headline that might read CYCLEMOTORIST MISSING IN WALES led us to turn back and several miles later we met a fellow Buzzer and a man in a van. Both claimed to have seen map-girl further back on the route. After about a 30-minute wait, in which Derek was near to lighting a fag, the aforementioned map-girl cruised nonchalantly into view. Her explanation was sufficient to allow both marriage and a friendship to continue.

It appears that further back down the road we had all come across two pick-up trucks parked at various angles across the road, allowing the drivers to natter unhindered - and at a junction as well. Now Lorraine, aided by the route map, squeezed through this Toyota chicane, leaving Derek and I, following some way behind, to assume that two vehicles wouldn't actually straddle a road, but were in fact blocking a smaller farm track. So we had veered right and set off for higher ground and the delights of solitude.

On the way home we did talk to Lorraine and will probably visit Philippa again next year, but in the back of the van alongside the spare plug and a gallon of two-stroke mix, will be rope, shackles and a tracking device.

(Here endeth Part 1 of 2000 Revisited)

Peregrinations in the Peak

Dave Stevenson

Looking back from the early weeks of what may be a prolonged lockdown, 2019 appears as a lost paradise although at the time the sometimes extreme weather and the political crisis that went on for almost the whole autumn appeared anything but ideal. And then, of course, there was the *Nuttalls' Kitchen Refurbishmentgate* which thwarted more attempts to arrange a rideout than the climate crisis, both meteorological and political combined. By Phil's calculations we rode something over 600 miles on the Honda C90 and Yamaha Townmate in seven excursions. Our usual meeting point in the early part of the year was Julie's Tea Wagon parked on the lay-by on the Glossop road by Ladybower Reservoir.

Julie is always good value and we heard about her Ugandan Aid Trip, her holiday in Cyprus, the motorhomers travelling with a pet raven, and her burn off a hot water bottle which required hospital treatment. We also met the usual cast of characters there. A guy from Liverpool was there early in the year who it turned out had been brought up in Killamarsh where Phil has lived all his life. They did that "Do you remember so-and-so's second cousin" thing which always leaves me feeling lost and inadequate as I was brought up in three separate localities all a long way from the Peak District. Anyway, you have to trust me, they knew a lot of people in common. On the same visit Phil noticed that a car parked in the lay-by had a number of guns stacked on the front seat and Julie confided that the driver 'collected them from dead people.' At our next stop we speculated what might be the link: 'man+guns+dead people.' Later in the year Julie and her Tea Wagon disappeared. As far as we know there is no 'man+guns+dead people+Julies's disappearance' connection but I'm sure there is a webpage somewhere conclusively demonstrating that Vampire Aliens arranged the whole thing.

Visually perhaps we peaked (yes I know, sorry) too early this year as our first ride on 8th January took place on the most beautiful sunny day, almost warm on the upper slopes and freezing cold in the shadows of the valleys. For this reason we took one of Phil's Upland routes and, turning left after the Yorkshire Bridge Inn, climbed up the side of the Hope Valley and stopped to enjoy a beautiful view.

The valley from such a height had a peaceful, slightly surreal air as if viewed from an aeroplane. The low sun enhanced the green tones and patterned the valley floor with contrasting long black silhouettes. This road runs under one of the 'Edges' which are a feature of the Peak landscape near Sheffield, gritstone 'cliffs' which form sharp escarpments. We continued up the ridge that runs from the Little Hucklow Gliding Club towards the 'plague village' at Eyam, not realising we would be reminded of the terrible sacrifice made there in the 17th century by much of the national press in a little over a year. The road here is slipping down the hill, blocked off, cracked and unstable but the little bikes easily negotiated the fault. We returned to the road later in the year to find it in exactly the same condition.

On 2nd April, our next ride after I returned from the annual Wrinklies' Tanning Trip to the Costas, we reconnoitred a route for Danny, Phil's son-in-law, who is a keen cyclist. This encouraged us, on those of the subsequent five trips which were in the Peak District itself, to find new routes and different interconnections between some of our favourite roads. We patronise certain eating and drinking places: The Old Smithy at Monyash, the Yonderman Café, the chip shop in Matlock Bath and it requires a bit of ingenuity to make sure that we circulate them on different by-ways. On the January trip we met a fellow NACC Member coming out of the Yonderman whose username is 'Swiftnick' on the C90 Club site. He was the proud owner of both a C90 and a Trojan Mini Motor he told us, clearly a man of discerning taste.

It was at this point that the Nuttall's kitchen intervened and it was almost two-and-half-months later, at the end of June, that we arranged our next ride. Phil knows the Peaks much better than me and can put routes together in his head often without a map. On this occasion he led us off our usual roads and brought us out, to my surprise, just south of Baslow. Clay Cross Motorcycles has a café and it's another one of our hangouts. After lunch there we headed to a classic car and bike dealer at Dronfield. He had some interesting vehicles including a 1930s Francis Barnett Cruiser, an example of which I failed to complete the restoration of earlier in my motorcycling career. It's always salutary to be reminded of one's many failures, I find.

By early August Phil was into the putting-right-what-had-gone-wrong-during-the-refurbishment stage of the kitchen. The kitchen saga might actually have made better copy for Buzzing. The guy who did it was sacked by the company he was working for pretty soon after he started it but was required to finish the job before leaving – no room for possible problems there then. The finished job had started to show signs of damp by this date and one wall required hacking off, re-plastering and leaving to dry out…

We met at the Boat Inn at Sprotborough because I had been buying Lambretta spares from MB Developments at Conisborough and their spares counter had a quite extraordinary display of bikes, including a collection of German World War Two sidecar outfits - see photo next page. After viewing them we made a snap decision to go to Squire's Café in Sherburn-in-Elmet. It is a great ride from Conisborough but I noted in my diary that: 'the storms have washed gravel out onto the roads making corners treacherous.'

On the way we encountered our only breakdown of the year. Phil had decided to fit BMW GS-style riding lights to each side of the Cub front forks attached to the front rack. He'd bought some best eBay LED lights and successfully fitted them but going north, on the bike's first long trip since the lights had been fitted, the battery died on him. This was not his most enjoyable trip and things got worse later because he ordered a new battery only to find that the wiring to one of the lights had chafed through and blown the battery fuse. He took the lights off and threw them away and now luckily has two good Cub batteries as he'd ordered another one when he got home. Still I suppose it took his mind off the kitchen. It's usually me making these kind of accessory related cock-ups and I would have felt smug if I wasn't myself into a long and cripplingly expensive 'buying Lambretta spares' phase (see above).

By our September ride Phil's kitchen was finished and, remarkably painlessly, their bedroom's en-suite had been updated. If Nuttall Villa had regained its customary serenity, the country was in a furious tail-spin with Parliament prorogued and all hell let loose in the media.

Julie's Tea Wagon was missing when we met so we decided to head for perhaps our favourite local café, the Glossop Cafeteria (below), where a huge full English breakfast and a mug of tea costs just £5.30. Obviously if Linda or Barbara asks we just had a slice of toast each with the thinnest scrape of butter… The road south from here to Hayfield is magnificent with large scenery on both sides and you can turn back, south of Chapel-en-le-Frith, to Castleton. In our new explorative phase we connected together a number of our favourite roads in reverse order and after a great drop into Edale down the back of Mam Tor on dry roads we turned south again. We found a small lane that ran parallel to our usual road and which included a wonderful moment where the road dropped left into a bowl shaped depression and then curled up and right over a short ascent. Even at these speeds it felt great, the little bikes swinging over and back.

Our end of October ride began unusually at the Strines Inn (photo bottom of page 20). Julie was still not working and Strines will serve a coffee if you ask nicely. The young barmaid did a surprisingly effective Julie tribute act and told us that a couple of winters previously she'd tried to walk from High Bradfield to the Strines....

in the snow (a fair step on a decent day) and realised half way through that she was close to getting hypothermia. Phil topped this with a story of actually experiencing hypothermia on Kinder Scout, when he was a scout, practising for an expedition to Iceland (the country not the frozen food retailer, although as I'm writing this even the latter excursion would be a treat). Apparently hypothermia is quite a pleasant death, according to Phil. Remember folks, you read it here first. Phil then topped his own telling with the 'story of the missing ear.' That barmaid will think again before she engages two old codgers on Step-thrus in a friendly chat – you meet the nicest people on a Honda? – Bah humbug. On cue Milly, a spaniel, and her master entered to bemoan the closure of well-known pubs around Rotherham, formerly often the destinations of our similar wanderings around the Dukeries.

It was clear to all that the world was going to hell in a handcart. Phil was in full reminiscing mode by now and wanted me to experience the joys of Lodge Lane, just out of the western Sheffield suburbs which 'he used to climb when 'e were nowt but a lad' on a 125cc Bantam. From there we headed back to Ringinglow Road and down into Hathersage where we re-fueled and decided to head for the Yonderman Café. It was on this visit, I think, that just after Phil had ordered his 'Cheesy Derbyshire Oatcake' his phone rang. It was Linda to tell him that the TV had just exploded. To be fair, I could see that Phil was prepared to abandon the ride and his local delicacy to return to Linda's aid, but a sigh of relief escaped him when the said comestible arrived at the table to coincide with a second phone call informing him that Linda had located the spare television and recovered the power. There does not appear to be a dull moment in the Nuttall household.

For our November trip Phil had spotted some very expensive Honda Cubs at Roy Jervis motorcycles in Ripley. It started as a bit of a joke as the £5000 Cub is a subject of scorn between us. To be fair, Roy Jervis specialises in collectors' motorcycles and the four or five low mileage Hondas he had in stock had been restored to a better than new state. Phil was quite hurt that no offers were made for his bike. It was another sociable day. At the café in Matlock Bath two blokes got talking to us about the bikes, or if I'm going to be strictly honest here, Phil's bike.

Unfortunately last year I'd missed my MOT date and ended up on one of our runs MOT-less. Of course, 'you never see a police patrol car these days' so with an MOT booked for the next week I risked it. And, of course we did (see a police car), happily for me not at close quarters. I'd managed to do the same thing again in 2019 and wasn't going to make the same mistake so (whisper it) I was on my Yamaha N-Max scooter for this ride. The real excitement, however, was a stand-off between the Eastern European owner and a High Court bailiff. Imagine an episode of East Enders at its highest sweary-shoutiness compressed into 15 minute and then double the volume (but take out the unwanted pregnancy) and this was live! Phil was riveted but I have a very English embarrassment at loud arguments and was trying to crawl under my coffee cup.

We returned to CMC's café at Clay Cross for lunch and admired in the car park a WK Chinese Honda CG 125 copy painted in olive drab with some very purposeful-looking accessories on it. The owner came up and said he'd set it up for a trip round Ireland which he'd undertaken to help him recover from a stroke (!). I also had a phone call to say that I'd be receiving a PPI payment I hadn't applied for (long story). Phil suggested that we return to Roy Jervis's immediately and he would spend it for me but I refused. It had been a different ride for us on this occasion as we had spent most of the time on 'A' roads rather than back lanes but Phil's Cub seemed to have coped well.

There should have been an eighth excursion but the weather was so foul in December, freezing fog and bitterly cold, that we cancelled. The first time we think that has happened. Phil says he's unsure whether this is a sign of climate change or us turning chicken. I've compiled this from Phil's notes and my diary and Phil had done a calculation which I'll share with you. Apparently, in elapsed time rather than riding time, our average speed for the year, counting the tea breaks and chat-stops was 11.7 miles per hour… **Phil Nuttall and Dave Stevenson**

When We Were Younger #1

Nick Devonport

When I was fourteen, I experimented with motorising my bicycle with the electric motor from my most prized possession, my Meccano set. It was, with hindsight, a predictable and abject failure, mangling the millimetre-thin mounting plates and wrecking the motor in the spokes of the rear wheel. I had to wait another two years before I again toyed with motorised transport, this time in the form of a 1972 Puch Maxi.

When the photo was taken, some forty-seven years ago, my right arm was in plaster as a result of me underestimating the solidity of my younger brother at whom I had aimed a punch in a long-forgotten argument.

Not wishing to allow such a trivial injury to curtail the freedom that the Maxi allowed me, I once again called on my trusty childhood engineering set and modified the throttle so I could operate it with the limited finger movement that the plaster room at the Royal Victoria Hospital had left me with.

I ran the Maxi for a couple of years until I replaced it with a Raleigh Wisp after being towed home by one after a breakdown in the middle of nowhere. That began a fascination that remains with me to this day!

The 1950 C.O.B. Cyclemotor

Colin King

You won't find one of these in that big tome of Erwin Tragatsch, it will be a waste of time clambering into your loft to sift through those dusty copies of Power& Pedal, and even editor Dave, who forensically sifted through everything ever written about Cyclemotors, didn't include a C.O.B. in the index of his wonder-filled Stinkwheel Sagas 1 and 2. However, to ardent cyclemotorists, who are often autojumble addicts, the COB is an everyday thing, be it in the dark corner of a shed, hidden under a workbench or loitering on shelves.

A COB (collection of bits) often starts life as a BOB (box of bits) and this 1950 COB is also a CAC (cheap and cheerful). This machine came about having made the decision to put a halt to building Specials but still having odds and ends that needed clearing. Having dragged bicycle parts and cyclemotor parts into the middle of the shed, there appeared to be enough bits to build a cheap and cheerful cyclemotor. No fancy paint job, no sign written petrol tank and no welding. Whatever there was would be bolted and clamped together and left bare metal or the colour it already was. The engine was an early PowerPak with various mounting parts missing; it needed a total rebuild and a crankshaft and oversize circlip were kindly supplied by PowerPak enthusiast Alan Hummerstone.

With mountings missing I decided to bring the engine around the wheel from the usual 12 o'clock position to 2 o'clock and attach to the saddle down tube. This might well have aided a lower center of gravity but, as with so many other things, by solving one problem you just to get introduced to the next one, in this case a skyward-pointing exhaust.

I made a little hinged copper flap that would be opened by the force of the exhaust gases and close when the engine was off, the thought being that, like a vintage tractor, no rain could enter the engine. That idea was OK but it did not stop oily exhaust fumes from lubricating my Levis, so this was changed for a modern system that now oils the rear spokes rather than my rear end.

The carb was now also facing into the blue yonder so an inlet pipe was made of some high temperature silicone, with a smaller diameter section slipped into it in order to decrease the inside diameter and hopefully speed up the fuel supply to the cylinder. The petrol tank and engine were fixed to the bicycle using various alien engine mountings from Phillips Panda and Cyclemate mopeds, and a tractor power take-off lever fitted with a rubber roller to push the motor's drive onto the tyre. Included in the original heap of bits were a pair of forks from a 28 inch wheeled BSA bicycle so, Hey Ho, they got fitted too. A battery & coil ignition system is housed in a couple of ammo bags either side of the saddle .

It is now running very well and even ticks over. It has a dating certificate supplied by our own Phillip Wright and, as soon as allowed, will be M.O.T'd and a log book applied for. So, in tidying up a heap of random bicycle parts and other bits and pieces, a usable 1950s COB will soon, I hope, be out around the byways of Wiltshire. The only real expense was a pair of Schwalbe puncture-resistant tyres. So, definitely cheap and cheerful.

My Nan's Raleigh Runabout

Marcus Coleman

My Nan Dorothy, or Jean as she liked to be known, purchased her new Raleigh Runabout RM6 moped on the 10th March 1970 from Fells Cycle Shop in Wisbech. She rode it to work and back for 17 years as a school dinner-lady, around the village of Leverington and to socialise with friends & family. The last tax disc was dated 1st June 1987.

As a child (left) I remember me and my cousins riding the moped around the fields on my family's farm at Park House in Leverington, Cambridgeshire. For many years the moped was stored in various barns and garages gathering dust but always kept within the family, until a clear-out in 2012 when it was due to be scrapped. I believed the bike still had some life left in it yet, so after talking to my Nan she agreed, but thought I was slightly mad (probably true).

After joining the NACC and tinkering in my garage for a couple of years, replacing missing or worn parts from eBay (many from Malcolm at Classic Moped Spares) and painting with aerosols as close to original colour. I always tried to keep as much as original to my Nan's bike as possible, mainly for sentimental reasons. I finally got the bike registered in my name and passed an MOT the 2nd time around in September 2014 at Heritage Motors in Thorney, with helpful advice from Stuart. After being off the road for 27 years it was now ready for its maiden voyage a 28-mile round trip to visit my Nan. She was delighted to see it running again and I have had much fun tinkering and riding it since.

Nan/Jean used to tell me a tale followed by a little laugh of when my grandad borrowed her moped but put in the wrong fuel. He ended up walking home as he could not get it running and was not very pleased, to say the least. Nan sadly passed away in February this year aged 89, but I like to think a little bit of her still lives on as her little bike buzzes around the roads of Fenland 50 years on.

Cyclemotor History #1 - Cyclemaster

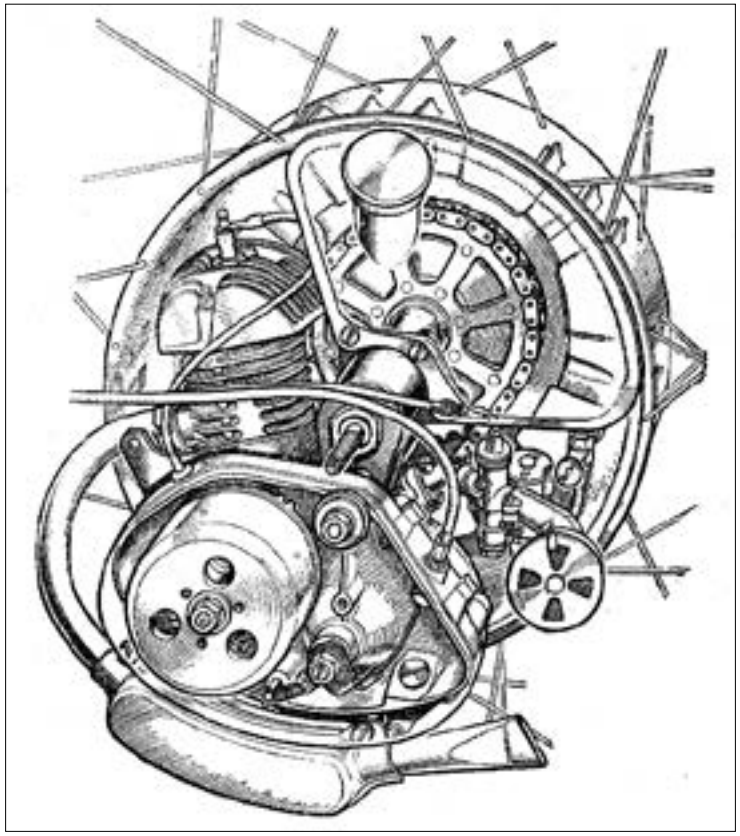
Autocyclus

The Cyclemaster is probably the best-known of all cyclemotors as it was very popular indeed, being sold as a new 26in. wheel assembly, complete with a heavy-duty Dunlop tyre and tube, ready to fit to any bicycle. Because it kept the additional weight low-down, unlike Mini-Motors and Power Paks, a Cyclemaster was also a relatively stable cyclemotor to ride. Some 200,000 were made in Britain and the Netherlands between the launch in Holland in November 1949, then June 1950 (UK), to the end of production in 1961, making it one of the most common cyclemotors today.

The design originated in Germany pre-WW2 as the Auto-Union DKW 'RadMeister' (Wheel Master), Bernhard Neumann being the engineer involved. He arrived in the Netherlands in 1946 with a briefcase full of blueprints purloined from DKW but, being still classed as a prisoner of war, was obliged to hand them over to Interpro Construction Büro, an international organisation with American, English and French participation that had been set up to rebuild the Netherlands industrial base. 'Interpro Pats. Pend.' is found engraved on almost every Cyclemaster engine.

Mr. Neumann, together with two colleagues, adapted some elements from the DKW RadMeister idea to produce a very different clip-on cyclemotor engine of their own design, a front-wheel drive unit called the BeRiNi (after founders Bernhard, Rinus and Nico), which became the familiar Berini M13 "Egg" cyclemotor, seen left.

Those original DKW blueprints were then sent on to England, possibly as war-reparations, where they were adapted to create the Cyclemaster as we know it.



The engine was, naturally enough, a two-stroke of 32mm bore and stroke, giving a capacity of 25.7cc and power output of 0.6bhp; fairly minimal but remarkably good for only 25.7cc. The fuel tank carried 2½ pints and a petroil consumption of 280mpg was claimed. Of note at that time was the use of a flat-top piston and reverse-scavenging porting based on the "Schnuerle" loop-scavenging principle developed in 1925. The inlet side also benefited from some advanced technology by the use of a spring-loaded steel rotary inlet disc valve placed inside the crankcase, attached to the right of the crankshaft, which was shared with the Berini M13. This allowed much longer inlet timing than the traditional piston-skirt opening/closing of the inlet.

Transmission from the crankshaft was by means of a primary roller-chain in an oil bath case connected to a wet, single plate, cork-lined clutch mounted on a counter-shaft. Final drive was via a short secondary chain to the final-drive sprocket, incorporating a rubber block shock-absorber, riveted to the rear inner face of the hub drum, the reduction ratio being 18:1.

Cyclemaster Ltd. was advertising the unit for £25 (including fitting) in December 1950 and by March 1951 was claiming no fewer than '570 Appointed Dealers.' The actual manufacturer was EMI Factories, based in Hayes, Middlesex, suppliers of vast quantities of military hardware during the war. In publicity material, Cyclemaster justifiably went out of their way to describe and illustrate the many advanced technical features incorporated within their engine unit as compared to other, cruder confections on offer from competing manufacturers. Plain bearings were nowhere to be seen - except for the phosphor-bronze little end bush - and all rotating parts were carried by oil-lubricated ball-races in the interest of a long and trouble-free life.

Another unusual feature of later Cyclemasters was a coaster or back-pedal brake incorporated into the rear wheel hub. The thinking behind this was that a conventional bicycle rim-brake on the rear wheel could soon become useless as a result of oil contamination from the engine, inevitably thrown outward onto the rim from the hub. An advantage of the coaster brake was that the Cyclemaster wheel did not have to be supplied with different rims to suit bicycles with stirrup or caliper brakes.

By 1952 it was becoming apparent that the Cyclemaster's limited capacity of 25.7cc, and hence power output, was inadequate for many users. On 11th September of that year, The Motor Cycle published a road-test of a new model which had a 32cc capacity, starting from wheel no.73501. This was achieved by boring out the cylinder to 36mm from 32mm, "with the object of stepping up the power output without increase of piston speed." At the same time another improvement was made, lighting coils were now incorporated within the Wico-Pacy Bantamag flywheel magneto.

The increased bore size of 36mm provided a larger bearing surface for the piston and was expected to extend the piston's working life. Despite noticeably improved acceleration up to 18mph, no measurable change in fuel consumption was found. Another improvement came from Wico-Pacy; the Bantamag magneto was replaced by a Migemag 90 Mk1, with a machine-wound HT ignition coil giving 50% more output than before and an improved attachment of the HT lead to the coil.

In use, the Cyclemaster provided easy-going, almost pedalling-free motorised transport for people commuting, going to the shops, and a number of professionals such as postmen and district nurses with rural rounds, bus-drivers and railway workers.

Some users embarked on major trips with their Cyclemaster-powered bicycles. One was a bus-driver, Mr. R.C. Button, who used his to travel from Reading to Camborne, not far short of St. Ives, Cornwall, covering a total of 240 miles in 16 hours, at a cost of 5 shillings. He set off at 5.30am and travelled to Andover, where he picked up the A30, which then took him the entire length of his journey. His first refuelling stop was near Salisbury, after 3 hours and 50 or so miles, when he filled up with one quart of mixture, the second was near Chard at 12.35. He also took this opportunity to send a telegram home to let his family know "so far, so good" and commented on the steepness of a hill outside Chard with a 1 in 7 gradient over 1½ miles, causing him to walk for the first time.

A Cyclemaster saves the rural postman's legs

Cyclemaster was very happy to publicise long-distance travel feats by owners, publishing a booklet on such adventures. Two Australian nurses training in the UK, Ursula Norris and Nanette Anderson, decided to take advantage of their time in Europe to tour some historic sites, They crossed from Newhaven to Dieppe, rode to Paris, stayed for a few days, then carried on down the Rhone Valley to Marseilles for another stay. The pair decided to visit Italy, riding along the Mediterranean coastline, then over the Appenines *"without dismounting on any of the severe gradients"* all the way to Rome. After a few days stay they set off north, over the Appenines again to Bologna, round Lake Garda and on to Venice. They then decided to return to London via a different route, travelling through Austria, making for Munich via the Brenner Pass, heading north to end up at the Hook of Holland, from where they took a ferry to Harwich and rode back to London again.

Ursula and Nanette had got the travelling bug and were soon off on another trip to Scotland, going as far north as they could on the west coast, and then *"Home again to London, after three months travelling and having covered a distance of 5,000 miles...the Cyclemaster is said to be a workman's taxi - we think it is also the answer to a maiden's prayer."*

Other astonishing feats were reported in 'Continental Touring'; Mr. Lake of Waltham Abbey, Essex, had an appointment in Tuscany and decided at the last moment to ride his Cyclemaster there. In 10 days he covered 1,000 miles by dint of riding 8-9 hours a day, and in Tuscany rode many rough roads on a heavily-loaded bicycle, with only an occasional sooty or oiled plug. *"I congratulate you on this wonderful little machine, which performed better than I hoped it would."*

Perhaps the most unusual of all travellers using a Cyclemaster as motive power for his voyage must have been a true Mad Dog and Englishman, Bill Greaves. Little is known of 60-year old Mr. Greaves' exploits in 'touring the world the hard way' other than the photo left, published in Power & Pedal magazine, February 1954 issue, taken in New Zealand. Bill Greaves had by then covered some 12,000 miles with his twin Cyclemaster-engined bicycle and camping trailer, including tours of Jamaica and Australia.

By 1954 Cyclemaster was becoming aware that, despite the considerable success of their wheel unit, buyers were now opting for mopeds, many of them imports from Europe. The company probably did not have sufficient finance or factory space to develop it's own moped frame and running gear, so collaboration with an existing cycle manufacturer was logical. Norman Cycles from Ashford in Kent was chosen and the resultant amalgamation was named the Cyclemate, seen below.

The Cyclemaster engine and transmission unit was carried over with a few mods and fitted to a new Norman dropped-crossbar frame. There is no denying that the Cyclemate was as good a mo-ped as could be made in Britain in the mid-1950s. It combined the engineering skills of two experienced and successful manufacturers in an attempt to counterbalance the flow of imported Continental machines and declining public demand for existing clip-on units with an up-to-date British competitor. Both Cyclemaster Ltd. and Norman Cycles Ltd. were well aware that improving public fortunes ten years after the end of WW2 meant people could afford to buy cars.

Sadly for Cyclemaster and Norman it was already too late. After an initial upward surge, the Cyclemate sales chart curve went flat, then declined steadily. It seems likely that a total of only about 7,000 Cyclemates were made before both companies recognised they were flogging a dead horse.

Cyclemaster tried a different tack, importing and distributing the excellent Dutch-built Berini autocycle (right) which, in a nice twist of fate, was manufactured by NV Pluvier Motorenfabriek, originators of the DKW RadMeister cum-Cyclemaster concept in 1946.

By late 1955 Cyclemaster planned to expand its range even further upward into the lower end of the popular scooter market, but instead of importing and selling an existing model they decided to do it the hard way by designing their own machine from scratch, the Piatti "All British Made Scooter". Sadly, sales never really took off, at least in part because the Piatti scooter (designed by Mini-Motor creator Vincent Piatti) was spectacularly ugly, underpowered - despite a 125cc engine (possibly Villiers?) - under-geared and rather noisy.

The original DKW RadMeister design rootstock was very prolific and gave birth to several evolutions in different European countries. One was developed and manufactured in Britain as the Cyclemaster, described in the story detailed here, and another in Holland, where numerous differences to the UK version were apparent. What has now become known as the 'Dutch Cyclemaster' was a very early version which, though it retained Bantamag ignition and an Amal carburettor, had a magneto cover with the CM logo of curved lines but no 'Cyclemaster Made in England' plate.

A third variant evolved from the Dutch Cyclemaster via the German bicycle manufacturer Rabeneick, who got involved by supplying special cycle frames to the Dutch for fitment of Cyclemaster units. In 1952 Rabeneick announced their own version of the Cyclemaster, using the same frame originally sold to Holland but fitted with German-manufactured headlamp, rear lamp, wheels and saddle. Another was the Motosacoche, made in Switzerland under licence.

The final curtain fell on the Cyclemaster in 1961 after a commercially very successful career. Many are still ridden on NACC runs and they regularly come up for sale in the back pages of Buzzing. There are several on offer in this issue! (Images courtesy Naud Aendekerk & Stinkwheel archive)

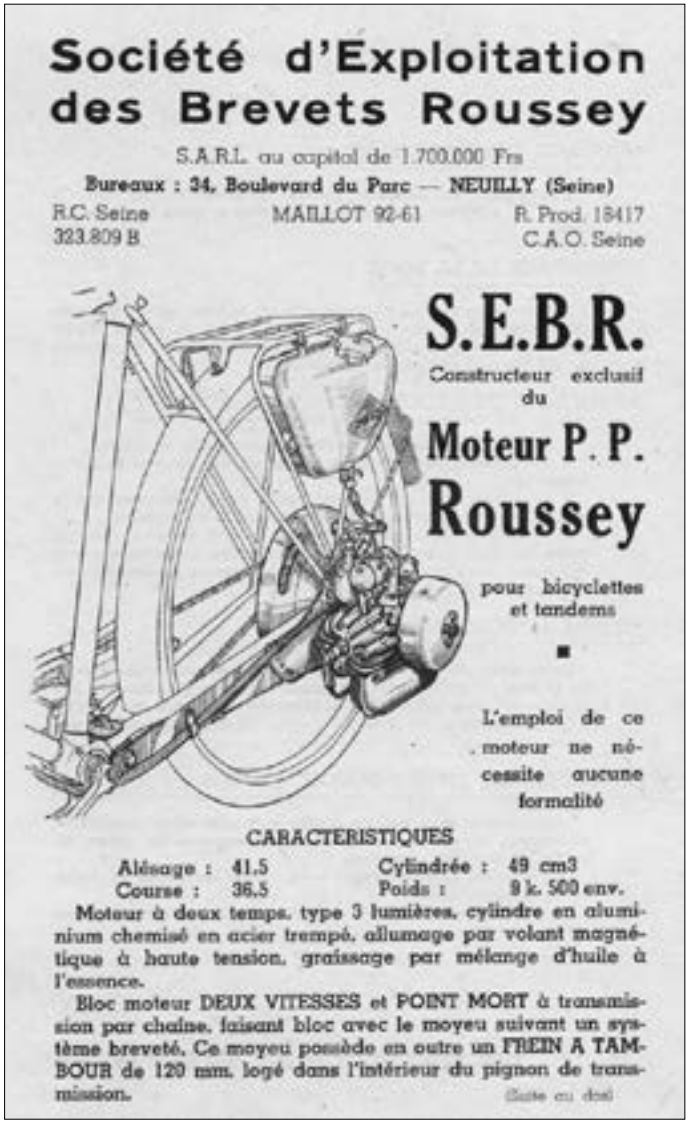
SEBR P.P Roussey cyclemotor

Peter Moore

Three years ago, Mr. N. Devonport of Deal, Kent went on one of his trips to France and three of his photographs from that trip were published in Buzzing. This one appeared without a caption or any explanation. What an omission! How could he overlook this splendid conveyance? It's long past time to put that right!

Just a cyclomoteur avec remorque? Maybe, but just take a look at that outfit, in all its working clothes. It has to be French - in that colour it couldn't be otherwise. Take in the details, and see how well fitted it is for its utilitarian purpose. A step-through frame from around 1950 (I don't know the maker),with a stable twin-leg centre stand; a tension-sprung saddle with small saddlebag sufficient for a spark plug, spanner, and a couple of tools; flat pulled-back handlebar; handsome dimpled alloy mudguards of ample width, with a generous mudflap to the front; dynamo-driven alloy front lamp, plus two rear torch lamps, one below the saddle, and one at the rear of the trailer; wing nutted front wheel for easier removal in the case of a puncture; 2 litre BP Solexine bidon carried on the right front fork; speedometer, bell, and mirror; brass tyre inflator, and a canvas pannier bag at the right hand rear.

And then there's the trailer! A single-wheel device hitched to the bicycle via a kingpost mounted on the rear pannier carrier. The trailer may well not be a series production item, - it has a welded-up frame of straight tubes, but quite cleverly configured at the hitch to give a "helmet" sitting over the kingpost and secured by a turnbuckle, but there also appears to be a little flexibility built into drop pin attachments of the trailer to the cross piece. Simple boards with internal corner posts complete a sturdy and capacious cargo trailer.



Société d'Exploitation des Brevets Roussey

S.A.R.L. au capital de 1.700.000 Frs

Bureaux : 34, Boulevard du Parc — NEUILLY (Seine)

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S.E.B.R.

Constructeur exclusif du

Moteur P. P. Roussey

pour bicyclettes et tandems

L'emploi de ce moteur ne nécessite aucune formalité

CARACTERISTIQUES

Alésage :	41.5	Cylindrée :	49 cm3
Course :	36.5	Poids :	9 k. 500 env.

Moteur à deux temps, type 3 lumières, cylindre en aluminium chemisé en acier trempé, allumage par volant magnétique à haute tension, graissage par mélange d'huile à l'essence.

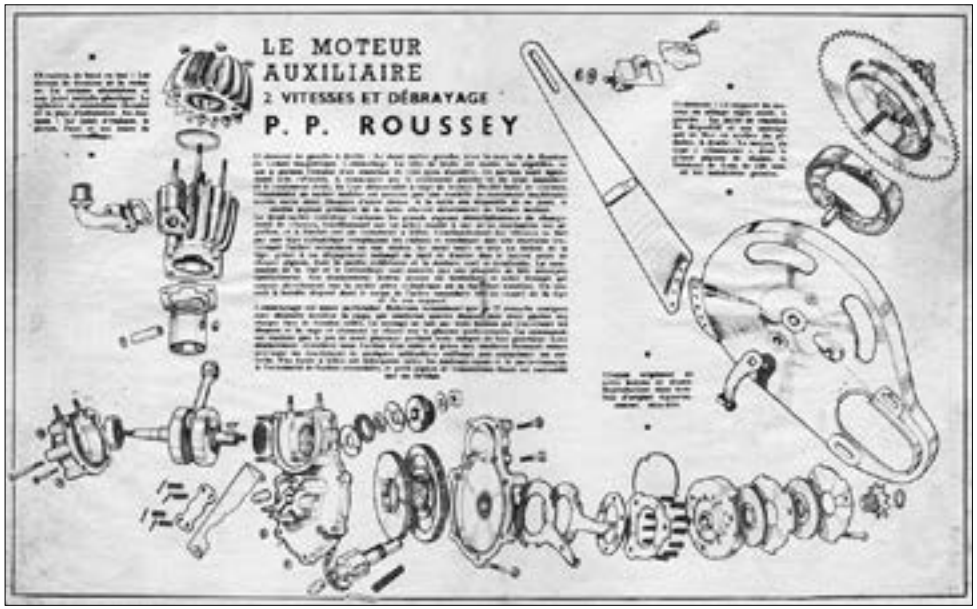
Bloc moteur DEUX VITESSES et POINT MORT à transmission par chaîne, faisant bloc avec le moyeu suivant un système breveté. Ce moyeu possède en outre un FREIN A TAMBOUR de 120 mm. logé dans l'intérieur du pignon de transmission.

(Suite au dos)

Powered assistance to haul that when fully loaded would be very welcome. And help is at hand, from the PP Roussey Type E motor. This is at the heart of the complete cyclemotor attachment, grandly titled *S.E.B.R Roussey Groupe Moto-Propulseur pour Velos et Tandems.* It was available as a complete powered rear wheel, simply replacing the original. The group comprised the power unit and transmission, its mounting plate, 2 litre pannier fuel tank and carrier rack, and all cables and controls. It was claimed that removal (e.g. in the event of a puncture) of the complete unit required no more than the disconnection of the fuel line, and slackening of the hub nuts and the clamp bolt between the chain-stays behind the bottom bracket. All cables could remain undisturbed.

The motor itself appears basically conventional for the time, being a 49cc piston-ported design of 41.5mm bore and 36.5mm stroke, with a deflector-top aluminium alloy piston, for which low thermal expansion was claimed. Cylinder head was likewise aluminium, but so too was the cylinder barrel, although with a hardened steel sleeve. Compression ratio was 6:1, and a power output of 1.75 cv at 4500 rpm was claimed. The short stroke would have helped in attaining that relatively high speed for the time. No decompressor was provided. Presumably the carburettor was able to throttle completely the motor in order to stop it, since no ignition cut-out is mentioned in the specifications or controls.

The motor, complete with conventional carburettor (plus drip tray shielding the cylinder head and barrel), flywheel magneto, and steel exhaust with tail fin, was mounted on a substantial flat, essentially circular plate, with rearward extension, and with a long forward projecting leg serving as both mounting and torque reaction member, this plate being fabricated in Alpax aluminium/silicon alloy and being part of the patented specification of the *Groupe Moto-Propulseur.* The other part was the special hub, which carried the weight of the entire power unit, thus relieving the bicycle frame tubes of that otherwise lop-sided load.



That hub carried 2 speed primary reduction gears, a twin plate dry clutch, a 120mm diameter drum brake, and final chain drive reduction gearing. Subject to axle length and fork dropout width, the cycle could retain up to 3 speed derailleur gearing. Overall final drive reduction for this power unit was quoted to be 12.7:1, suggesting a road speed of 27 mph at peak power revs of 4500 rpm, on a 650mm dia. rear wheel and tyre, with 25 mph corresponding to 4165 rpm.

The promotional literature claimed that 40 kph (25mph) was attainable on the level, thanks to the two-speed gearing, and that gradients of up to 13% could be scaled without pedalling. A running in period of 500 km was to be strictly observed with the first 150 km being covered at no more than a cautious 10 to 15 kph (6 to 9 mph) - which seems unlikely to have been observed! Fuel consumption was claimed to be 1.25 litres per 100 km., (227mpg). That seems to have been the standard claim for this period, but whether achievable in normal circumstances may be open to question. The Advertising Standards Authority would have had no jurisdiction in France, even had it existed then! However, this particular machine, with its bidon had a theoretical range of 320 km (200 miles). So, another sign that it is equipped for serious use. While we are considering the advertising claims, consider the 2 speed gears, which were stated to be *absolument silencieux*. The highly delightful and detailed exploded drawing of the *groupe moteur* which appeared in the Moto Revue of 3 September 1948 (above) shows two sliding mesh gears with straight cut teeth, so I don't have absolute confidence in that claim!

A neutral position was provided between the two ratios, presumably with neither gear in mesh with the stepped pinion keyed to the motor crankshaft. Gear selection on this machine is by push-me pull-you cables operated by a lever on the upper downtube. So, the rider of this machine could be quite busy, with front and rear brake levers, the clutch and throttle levers on the handlebar, and the gear change lever on the downtube.

Something that is clear is the extensive use of aluminium in the construction of this power unit, this being the wonder material of the early post war period, having been rapidly developed during the war, and suddenly in peacetime there was an abundance of manufacturing capacity and material. Although it looks as though the frame of this bicycle is steel, which would be more suited to the utilitarian purpose of this machine, giving a more durable and forgiving frame than would aluminium, the Roussey power unit was fitted to a several makes of bicycle, including Gnome-Rhone, who made bicycles with aluminium frame tubes fixed in characteristic long lugs.

Gnome et Rhone were mainly known for their air cooled rotary aero-engines manufactured in their tens of thousands during the 1914-1918 period, both by themselves and by others under licence. During the inter-war period, Gnome et Rhone diversified into motorcycle manufacture, building a modified and improved version of the British ABC flat twin designed by the noted, if sometimes flawed, Granville Bradshaw. But by the advent of World War 2, Gnome et Rhone had developed (initially via licence-building Bristol aero engines) several series of twin row radial engines and had become the largest manufacturer of aero engines in France. They were required to build BMW engines after the fall of France in 1940, which they did with fabled sloth, before their factories were destroyed by British RAF bombing raids. All of which led to the post-war nationalisation of the French aero engine manufacturers and the need for the rump of Gnome et Rhone to find another product. Which brings us to 1946 and the utterly gorgeous Gnome et Rhone aluminium bicycle!

The photograph right shows a beautifully restored 1950 Gnome et Rhone aluminium bicycle fitted with the SEBR Roussey motor attachment, also featuring a great deal of aluminium in its construction. Another frame or bicycle make to which the Roussey attachment was often fitted was the Manufrance Hirondelle, and the history of Manufrance is well worth a diversion, but not here! The Roussey motor featured on Hirondelle bicycles (often characterised by swooping top and down tubes), and tandems, - to which it was particularly well-suited, with its 2-speed and neutral, clutched transmission. But, as far as I have been able to establish, the Roussey attachment was never imported to or sold in Britain. Maybe import controls in the post war period had something to do with it, but I suspect it would also have been price!

On introduction in 1948, the list price was 26,000fr, equivalent to £54. The typical price of a nominally British cyclemotor clip-on motor was less than half of that. It seems that, from this distance in time, there is some justification in looking upon the Roussey attachment as a Rolls Royce in its market segment. And yet, with 1 3/4 hp, 2 speed and neutral clutched transmission, 220 mpg claimed, and a possible 200-mile range, this was an intensely practical machine intended for serious use, not just short commuting trips to the factory.

The brothers Pierre and Paul Roussey must have thought there was a market for it, for, having been building since 1931 what were described as sophisticated motorcycles using proprietary engines in Dijon, the wine-producing capital of France in the Burgundy region, after World War 2 they removed themselves 200 miles northwest, to what were then the industrial outskirts of Paris, and set up shop as PP Roussey et Cie in Neuilly-sur-Seine. They formed the separate company Societe d'Exploitation des Brevets Roussey for the production and sale of the cyclemotor unit, and PP Roussey et Cie concentrated on motorcycles, and then scooters. But it seems it was all over by 1958. How many of the cyclemotor attachment units were produced, how the company was managed and financed, and why it folded, I have not been able to discover.

So, Mr. Devonport may have been aware of all this when he glossed over his photograph, but thank you Nick for setting me off on another quest for information on the ten year period when the post-war cyclemotor was planted, watered, bloomed briefly and then wilted in the face of the moped.

♦♦

Part 2 of 2000 Revisited - extracts from some For Sale adverts of 20 years ago. Read on and weep.....

1955 Norman Cyclemate with MOT/V5, very original, £195.
1965 Kerry Capitano - with V5, also very original, £210.
1949 Brockhouse Corgi - with V5, needs kick-start, £425.

1951 Cyclemaster - 25cc, on ladies' Norman cycle, old reg. book & V5, in good running order, cycle is very nice with original gold lining and transfers, £225, no offers.

1956 New Hudson autocycle - Restyle version, original paint, all tin-ware present & correct, even has original leg-shields, age-related reg. on V5, £350 ono.

1963 Raleigh Runabout RM6 - complete and original, was running a year ago, owned for 17 years, genuine reason for sale. Always garaged, V5 and old logbook, handbook. £85.

Mobylette X1 folding moped, the original Albino Slug, spare engine & tyres, good condition, non-runner but easily-fixed ? ignition fault, £200 ono.

1939 James autocycle -JDL engine, stored since 1947, 100% complete & 100% original, £300 ono.

Cyclemaster in gorgeous yellow plastic box, includes BSA Sunbeam ladies' bicycle with rebuilt chromed front wheel - ideal birthday present to wife from husband seeking immediate divorce, £75.

When We Were Younger #2

Autocyclus

Because of the inevitable cancellation of Rando Cyclos this year, I thought it would be fun to run a few photos from 20+ years ago as a blast from the past!

Right, some of the hazards encountered when riding in rural areas of France.....

Below, possibly 1997, lunch in the Felleries station building. Nick Devonport is buying Franck Méneret's Arola microcar, with Daniel Colignon. Ian McGregor foreground, Philippa is behind Nick.

Below: Also 1997, Dave Stevenson trying to start his Bown moped, egged on by the Maths Adviser.

We have high hopes that Rando Cyclos next year will take place on the first Sunday in June, the 6th, but it might be the Sunday after Pentecost, May 30, 2021. Keep an eye on Buzzing and the NACC website for confirmation!

Brand new Raleigh moped

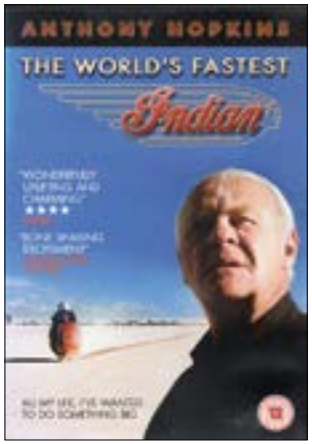
Bob Jeffcoat

While on a touring holiday of Devon and Cornwall last year, we had occasion to visit the Launceston Steam Railway and on arrival were astonished to see a big collection of Triumph Stags, in a wide range of colours and equipment levels, in the car park.

During our visit we took the opportunity of looking at their transport museum which, to our surprise, housed in the motorcycle department a brand new, unused, never-started, unregistered Raleigh RM1. Though in an obviously sad condition, it bore a sign indicating the British moped industry was destroyed by the influx of Honda machines!

Bob also visited New Zealand last winter (below), passing through Invercargill, where Burt Munro [1899-1978] was born. Burt spent 20 years tuning and modifying his 1920 Indian motorcycle on a shoe-string budget and took several under-1,000cc world records at Bonneville Salt Flats, starting in 1962, then 1966 and finally in August 1967.

His 1967 record of 183.59mph still stands and Burt, then aged 68, was timed at 205.67mph on a non-official one-way mile run the same year. Burt was the subject of a 2005 film on his life and record runs, featuring Anthony Hopkins, it shows how he never allowed practicalities to get in the way of his boyhood dreams. The DVD is readily available second-hand online from World of Books or Music Magpie for as little as £3 postage paid.



The F.K.M. Tricycle

Ronald Menzies

Ronald contacted the NACC via our website, enquiring about the procedure for road-registering a WW2 pedal tricycle. He “Proposed fitting a small motor to a 1940 adult pedal car, built at the time of petrol rationing.” Ronald continued: “the machine originally had a lightweight fabric body, similar to doped fabric as was used on aircraft at that time, sadly this had long since gone when I was given it. It is a F.K.M. Tricycle, the only one that was built, but 3 other cars with engines in them were built by the same man, who was an engineer in the R.A.F. All were 3 wheelers. As the machine was manufactured in Scotland, and has never been bought or sold, only gifted to me, how do I go about registering it?” Suitable counsel was given....

Magnetic oil-filler plug

Robert Bruce-Schwatt

The crankcase oil filler and oil drain plug (Plate Ref. № 50; Part № 28-43) of the Winged Wheel engine has an inner hollow which can easily be drilled out to take a 6mm x 10mm Neodymium magnet. The depth of the 6mm diameter well should be, after some experimentation, 8mm deep to allow the magnet to protrude by no more than 2mm. The one used to illustrate this is nearly flush, but still works well and at least removes the magnetic metal fragments. After careful cleaning with acetone solvent to get rid of any cutting oil residue and although it will be held in by magnetic attraction, it is advisable to use some Araldite to secure it. When the engine is running, oil does get this far into the oil filler bracket (Plate Ref. № 44; Part № 62-116) for such fragments to be scavenged and this can, of course, be done on any other suitable cyclemotor engine oil plug.

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How to Take Exercise Under Lockdown

Ian Harris

Due to Coronavirus I am reduced to pedalling my Peugeot Bima on my Turbo Trainer for daily exercise!

Snowdens vs Autocycles

Ian McDowell

Why do many authoritative books, websites and articles state that the Snowden budget of 1931 was the reason why the autocycle came into being? Am I missing a vital fact or is it the herd instinct that is responsible for perpetuating a myth? If I may, I would like to put my argument against this belief by presenting a study of this budget's influence on the motorcycle and particularly the autocycle.

Before 1931 motorcycles paid a road fund licence based solely upon the weight of their machines. Licencing Authorities held lists of models dating back to 1914 and when one of those models which they, and not the manufacturer, considered to be less than 200lb or later 224lb the owner paid the lowest duty of 30 shillings p.a. Leading up to the budget there were strong influences on government to this change taxation arrangement, the industry endlessly discussed options but vacillated around what exacted they wanted. One company, Villiers, was clear; they had been calling for motorcycle taxation based on the cylinder capacity for years.

On the continent countries such as Germany, France and Italy had all waived road-fund duty for machines below 200cc. The early 30s was the era of the great depression so reductions in taxation were few, but on 7th April 1931 Chancellor Philip Snowden's budget statement included:

"In order to encourage the manufacture in this country of a new type of light motor bicycle which is now being rapidly developed on the Continent, I propose to introduce a special rate of duty for motor bicycles, the engines of which have a cylinder capacity not exceeding 150 cubic centimetres. The annual tax proposed for vehicles falling within this limit will be 15s. in lieu of the present rate of 30s. The concession will take effect from 1st January next, and its effect upon this year's revenue will be negligible."

Snowden would have been aware that in 1929 German registrations of the below 200cc class had shown a 114% increase whilst not adversely affecting the sales of larger motorcycles. This new class of motorcycle, not exceeding 150cc and taxed at 15s, (occasionally termed the Snowdens) were described as 'midget' and fitted into the pre-existing class of *lightweight*, so called because the smallest internationally recognised racing engine category was fixed at 250cc, so any model below this was termed *lightweight.* The term ultra-lightweight also existed being used to describe under 200cc machines.

The year following, Chamberlain's budget of 1932 completed Snowden's transition by abandoning all-together taxation by weight, introducing three new bands of road-fund licence, not exceeding 150cc, not exceeding 250cc and over 250cc. Future changes to the industry were naturally influenced by all preceding budgets and one effect was that in September 1932 the industry first collected production figures in these three bands. By 1935 and with the improving public finance the 150cc motorcycle duty was lowered again to 12s 6d. The future would show that Snowden's budget was no more influential than any following.

The Trader Magazine, 12 June 1931, published a letter considering names for this new category of midget motorcycle, suggesting power cycle, auto cycle, power bike and auto-bike. How strange it was that all these terms would be used by manufacturers of 98cc motor cycles but not for another 6 six years. Perhaps this letter is the source of the belief that the autocycle is we know it (below 100cc with pedals and pedalling gear) was born of the 1931 budget.

But it should not be so, although manufacturers did respond by increasing their model ranges of 'midgets' none of these were autocycles. The first autocycle was the Cyc-Auto in 1934 but it was described as a 'motor-assisted bicycle'. Not until Scott took over the company was it described as the 'pioneer of auto-cycles' and this was after it made its first appearance at the 1936 Olympia show. This forerunner was followed by Raynal who advertised their Tourist model at the 1937 Earls Court show. Excelsior's Autobyk and HEC Power Cycles' Tourist model were next at the 1938 show. If the Cyc-Auto had been a commercial success in 1934 I suggest other manufacturers would have copied its principals, instead it was in a category whose sales were falling.

The table below gives the number of models marketed for the two years before and the four after the 1931 budget. It covers the 70 most prominent British manufacturers who were in production during this 6-year period, 56 of these were manufacturing machines 250cc or below. It also shows the total motorcycle production for the home market from 1932.

	1930	1931	1932	1933	1934	1935
Motorcycles not exceeding 150cc	9	7	39	26	32	31
Home sales of 2 & 4 stroke, not over 150cc			1982*	5174	4463	2338

*Covers Sept to December 1932 only

The table indicates that in 1932 manufacturers produced many more models of motorcycles in the n.e. 150cc category than during the previous year, an intended effect of the budget. And like Germany this was achieved without a reduction in overall home sales, these remained roughly constant at over 30,000 p.a. After 1932 the number of models below 150cc waned. Similarly, in the midget class sales started high in 1932 only to decline over the next three years. It appears that the benefits of the cheaper road fund licence peaked in 1932 and by not allowing duty free motorcycling the Chancellor had failed to replicate continental success in the small bike market. What was not affected by this budget was the autocycle as it did not yet exist. When the Cyc-Auto was introduced two years later in was under the influence of the later 1932 budget and in a falling market. Yet another three years would pass before a similar model was introduced. To say a small and relatively unsuccessful tax change in 1931 resulted in the development of the autocycle predominately 6 years later is like saying a rain shower caused flooding two weeks later, it could be argued so but there would be many more influences of greater significance to be considered.

So, what did bring about the popularity of the autocycle? Well perhaps it was the introduction of the Villiers Junior engine by a company who often lead innovation, perhaps rising living standards and perhaps this extract from a 1938 letter from the British Cycle and Motor Cycle Manufacturers & Traders Union Ltd to the Ministry of Transport best explains it; "[The autocycle] is an enterprising attempt on part of the manufacturers to meet a demand from a section of the public who have no desire to ride a fast motorcycle, but yet find a real use for a methods of transport which does not entail the physical exertion of cycling. Among such people I might mention nurses, clergy, workers living on new estates, and even the housewife."

The Ministry ignored the Union's plea for the autocycle to be regarded as a bicycle and therefore exempt from road fund taxation.

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 leftbreast	£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
Mug - black with red logo on front and back	£4.00
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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