

The

Buzzing Club®



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La Revue des Agents

21^e ANNÉE FONDATEUR R. LAURENCE
14, RUE BRUNEL PARIS - 17^e
ABONNEMENT : 300 FR.

ORGANE CORPORATIF INDEPENDANT

CYCLES, CYCLOMOTEURS, MOTOCYCLES ET SCOOTERS

la **Lucerette "54"**

c'est quand même autre chose !..

54

● MOTEUR VAP MONO OU 2 VITESSES
● CADRE DOUBLE BERCEAU
● FORMULE MOTO

L'ÉCONOMIE D'UN CYCLOMOTEUR
LA PROTECTION D'UN SCOOTER
LA SOLIDITÉ D'UNE MOTO

CYCLES ET MOTOS **Lucen** HAZEBROUCK (N.)

40th Anniversary Year!



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General enquiries via email; please contact hello@thebuzzingclub.net. Items for the October 2021 magazine to be sent to editor@thebuzzingclub.net and reach Dave at Buzzing Production well before Friday 17th September 2021, as by that date 99% of the magazine will be finished.

Front cover is the January 1954 issue of the French motorcycle trade magazine "La Revue des Agents", similar to our Motor Cycle & Cycle Trader weekly. Lucer was a marque trying to make headway in the 50cc *cyclomoteur* market with the Lucerette 54 - "It really is something else." Either single or two-speed VAP power, twin-tube frame, front suspension and hub brakes: "The economy of a cyclemotor, the protection of a scooter, the solidity of a motorcycle." Lucer was involved with the development and manufacture of the VéloVap at its factory in Hazebrouck, south of Dunkerque - see pages 16-21. Many of us have driven past the town on the A25 en route to Sars Poteries.

Club Information

Membership

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

Dating and Registration

The current dating fees for club members are: £10 (£20 for non-members) for a certificate supporting an application for an age-related registration, £12.50 (£30 for non-members) for processing a V765 application. Contact the Machine Registrar for details, please send an SAE.

Affiliations

The NACC Ltd. is a member of the **Federation of British Historic Vehicle Clubs** and we have corresponding agreements with; the Register of Unusual Microcars, New Zealand Classic Scooter Club, the Bermuda Classic Bike Club, Rijwiel Hulpmotor Club Nederland, AML GC17 in France, the Sjællands Veterankallert Klub Denmark and the British Two Stroke Club.



Club Insurance

Full and Associate members of the NACC can benefit from our Footman James NACC Insurance Scheme, offering a range of policies to suit Autocycle, Cyclemotor and Moped owners, including those riding sub-50cc machines on full car licences without a motorcycle licence or CBT. Please quote your membership number when contacting **Footman James** on **0333 207 6293**.

Library

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

Website

www.thebuzzingclub.net Our website has up-to-date news on upcoming events, a regularly-updated events calendar and news of section & club activities. Next time you're on the 'net take a look.

Events Calendar

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

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Chairman's Chat

Hello Members,

I'm writing this Buzzing's Chat having just returned from the Stafford Show. After many cancellations and postponements, it was good to catch up with friends again and to see the latest restorations and acquisitions. Although the show was a very different event with reduced numbers of visitors, exhibitors and traders (many of whom had seen the weather forecast!), it was still very enjoyable to be there. A full report is published on page 24.

One of the traders had a surprise for me: one of my old bikes was for sale! I sold a Yamaha QT50 to a guy in Essex about three years ago. He said that he'd been looking for one for ages and was very happy to pay me the £430 that he'd bid on eBay. He was going to use it and cherish it and I'm sure that he did just that until it reappeared on eBay a fortnight later for nearly twice the price. The Stafford dealer had bought it for £675 and I could have taken it home for £1,000! I declined, but not before considering an offer. The incident brought into sharp focus the prices that our little bikes are commanding now. A recent advert for a Raleigh Runabout, again on eBay, for £2,499 would have seemed unthinkable not long ago but they are making strong money now. We have to keep in mind why we have them, though – to ride and enjoy them, not to stash them away as investments. Although it's nice not to lose money when we sell a bike, this has rarely been my experience. However, I don't regret any losses when I think of the fun that I've had with most of them. We'll draw a veil over the Rajdoot episode from June's magazine...

Enjoy the rest of the season's riding and don't forget to tell anyone who shows an interest why we do it!

Nick Devonport



News from HQ.

Smaller photos please! When emailing photos to accompany For Sale adverts or articles destined for publication in Buzzing, PLEASE, PLEASE, PLEASE do not send Dave the Ed multiples of massive 5-6 megabyte photos from your phone! My broadband is slow; large photos slow the server inbox to a crawl and take ages to download, blocking everything else behind them, so all I see is a list of a dozen emails waiting to download while the 50 megabytes of photos come through, taking 15 mins if they haven't crashed my server inbox first. Photos that size aren't needed for adverts or articles, you can reset your phones and cameras in Settings to around one megabyte or 4M, 2272 x 1704 bytes per picture, this size is quite OK for most uses. Cameras & phones are set to the highest definition as standard, only necessary when producing poster-sized blow-ups. Thanks!



Left, Hugo Wilson, former Editor of Classic Bike magazine, at speed on a Cucciolo. Hugo has long been a supporter of tiddlers such as our kind of bikes, and expressed a wish earlier this year to do the NACC C2C again.

(Image © H.Wilson/Classic Bike/Baueuer Media)

News

Autocycle tyres in stock: Tony Etheridge has 225 x 21 tyres back in stock, suitable for many autocycles, please find his contact details on the inside back page. Don't delay, these soon sell out!



NSU OWNERS 'GET-TOGETHER & QUICKLY GATHERING' - SUNDAY, SEPTEMBER 19th 2021

Caldecotte Miniature Railway, Caldecotte Lake, Lakeside Grove, Bletcham Way, Milton Keynes MK7 8HP. From 11.00 am on.

Hello all you NSU owners, welcome to the Caldecotte Miniature Railway for this year's UK Treffen. They have invited us on to their display field in the centre of their 7¼" gauge circular running track. Open to all NSU cars, motorcycles, scooters, Quick 50s, bicycles and of course Quicklys. On arrival, check with the level crossing keeper for access onto the field.

Ample parking for 'modern cars' and trailers. Hotel, food and toilet facilities nearby. Bring your own seating and centre stand pads. We will have a gazebo for shelter and sale of small parts and memorabilia.

LOOK OUT FOR THE NSU BANNER BY THE ENTRANCE

Please note, there is no registration or fee, just turn up and enjoy, although the railway will welcome any donations, then we can come back next year. Mike Sargent is hoping to bring his E Quickly for demonstrations. **Important Warning.** This is a working passenger railway train system, be aware of moving trains and follow any instruction given by recognised railway staff. Moving trains always have priority. Contact before and on the day – Roger Worton – 07754 521753 or roger@nsuquicklyspares.co.uk www.caldecotteminaturerailway.co.uk Finally, yes sorry to mention this, but all subject to Covid restrictions in place on the day.



NSU Quickly Spares (advert on the inside back cover) announce that they have sourced "6v Moped and Motorcycle bulbs now in stock. Rare/unobtainable and modified bulbs to fit where originals not available 6V 15/15w in stock now."

Contact email: nsuquicklyspares@btinternet.com or call Sue on 07714 781600.

NSU Quickly Spares
Ivy House, Maypole, Hoath,
Canterbury, Kent, CT3 4LN
Web: www.nsuquicklyspares.co.uk
Brochure available from our website (PDF)



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 was delighted to receive and read the Special 40th anniversary Booklet with my June issue of Buzzing. What a good idea! My delight was enhanced when I saw in it the names of two old friends of mine, namely Margaret Collins and Bob Light. I knew them both quite well as fellow members of the Messerschmitt Owners' Club of Great Britain (now MOC Ltd.) although I did know of our mutual interest in cyclemotors and two strokes generally.

Another thing is that I was present on that first National Cyclemotor Run in 1978 organised by Stan Greenway. Even though I owned an NSU Quickly, a Zundapp Combinette and a Cyclemaster (my second) at the time, I wasn't a VMCC Cyclemotor group club member and followed the pack unofficially on my 1961 Ariel Leader (504 NKP). News of the forthcoming run had been passed on to me by Bob and Margaret so I decided to tag along. The Zundapp was in excellent condition but wouldn't run and the Quickly was under restoration. I recall riding at the rear of the group around the Warwickshire lanes (we then lived in Solihull so it was very local to me) and had never seen so many cyclemotors together before. I subsequently sold the Cyclemaster to Bob Light and wonder if it is still around but unfortunately have no record of the registration number. My previous Cyclemaster I bought around 1959 and used to ride it (illegally as I was only 15) around the block in West Bromwich where we lived. Maybe typical of a teenager, I took it apart to see how it worked and the bits got lost in the back garden. Sacrilege! I know that Margaret sadly passed away in 2002 and I last saw Bob at Margaret's funeral. Regards, **Alan Marriott**

The photo right is of Alan's son Derek on the Zundapp, 43 years ago!



Peter Thompson from Llandudno in North Wales sent in this glorious photo of him and his friend Neil Marsden on a ride out on two Rudge autocycles back in the Spring, before the trees were properly in leaf. The photo was taken on part of the old Thomas Telford-created A5 (now bypassed completely by the A55 dual carriageway) which has turned into a quiet, traffic-free road.



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MOTOR CYCLING

Vol. LXXXI. December 8, 1949. No. 2687.

EDITORIAL

The Potential Importance of the Cyclemotor

A READER, who visited our offices recently was asked what feature he liked best in the journal. Without a second's hesitation he nominated road-test reports on new models. Asked which feature he disliked most, he was almost equally prompt in condemning what he described as "waste of valuable space devoted to those ridiculous little pedal-cycle power units." He seemed to see nothing humorous in the illogical nature of his replies and it occurs to us that there may be many readers who share his viewpoint. Certainly there are large numbers of motorcyclists who regard any vehicle propelled by an engine of less than 125 c.c. with disdain.

Those who see in the development of the cyclemotor nothing to interest them should give further thought to the subject. These tiny engines may well perform the miracle of one day making the British public motor-minded. There are in this country more than ten million cyclists, only a very small percentage of whom enjoy cycling for its own sake. For the vast majority the bicycle represents merely a means of essential daily transport and there can be few among them who would not welcome a mechanical substitute for human effort provided that substitute could be obtained at a low price and without enforced compliance with a mass of formalities.

That this is no theoretical assumption has already been proved on the Continent, where the micromotor has achieved a rapidly growing popularity. Scarcely a week goes by when we do not read in the Italian, French or German technical journals details of new designs, many of them produced by well-established companies whose directors are far too shrewd to invest money and materials in any venture in which they have not got complete faith. Whilst it is probably true they entered this market originally because of economic conditions, we believe it to be equally true they are now satisfied that the demand for the micromotor will become even greater in more prosperous times.

What these foreign manufacturers have achieved our industry can also achieve if given the same facilities. In our opinion one factor alone prevents the adoption of the cyclemotor by many thousands of British cyclists—the complications involved in ownership of power-propelled private transport. On the Continent the cyclist simply pays for his power unit, attaches it to his bicycle and goes on his way without further formality. The British cyclist who prefers free-wheeling to pedalling, having bought his unit must, perforce, also pay for a driving licence, road fund licence and insurance policy, carry number plates and L-plates, eventually undergo a driving test and generally indulge in an orgy of form filling.

It is both illogical and unjust to class the motor-assisted bicycle as a full-scale motorcycle. The maximum speed of a bicycle equipped with a micromotor is no greater than that which can be, and indeed frequently is, produced by the rider's legs, nor is the overall weight raised appreciably. Furthermore, far from the danger factor becoming greater, in certain circumstances safety is increased where mechanical power is available. It follows that the ownership of a motor-assisted bicycle should in equity be treated on the same basis as ownership of a machine propelled by human power. Apart from Treasury considerations no case can be stated which justifies the penalties exacted from the cyclist who wishes to exchange muscular effort for mechanical power which produces an almost identical degree of performance.

For us it has long been a mystery why a nation which has made the production of motor vehicles one of its largest industries should persist in making ownership of private, power-propelled transport something to be discouraged by a maze of regulations, excessive taxation and, nowadays, unnecessarily severe fuel rationing. Whilst it would require fresh legislation to exclude any one class of motor-propelled vehicle from the current taxation and licensing regulations, that problem should present no great difficulty. What will be much harder will be to make a British Government, of whatever party label, appreciate that a steady home market is essential to a flourishing export market even in such financial circumstances as we find ourselves to-day. As matters stand there is the very real danger that unfair restrictions in this country will result in our foreign competitors developing a world-wide market for their micromotors which, in turn, will facilitate the sales of their full-scale motorcycles in what are, at present, British markets.

Fortunately several British concerns, some with very large ramifications indeed, are courageously about to enter this market despite the obstacles placed in their way. It is for this reason we suggest the cyclemotor may eventually have a profound effect upon motorcycling in this country. Once the cycling public is given the opportunity to witness on a sufficiently large scale the manifold advantages of really cheap power propulsion, just so soon will that public demand some reasonable modification of the onerous regulations and charges at present limiting ownership to the few.

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A "DINGHY" FOR THE CAR

THE popular motorised cycle should be of particular interest to the majority of car drivers, now that it is uneconomic, and indeed unreasonable, to use a car for frequent short journeys.

With one of these handy little mounts in the garage it is possible to save the limited car ration for a two or three worthwhile pleasure runs every month, utilising the power cycle as a "hack" for general short distance work.

We have been testing an H.E.C. power cycle (pictured below), which incidentally is the smallest and lightest of its type at present on the market. It is powered with an 80 c.c. Levis two-stroke engine using "petroll" lubrication. That is, a measured quantity of oil goes into every gallon of petrol. And where we talk of gallons in relation to cars, pints would be nearer the mark with the motorised cycle, for the tank holds 9½ pints, sufficient under ordinary traffic conditions for about 190 miles—or 20 miles to the pint.

This machine can be used as a pedal cycle so that in the event of a petrol shortage one can still arrive home under "leg" power. On the other hand, if it is desired to use the machine for any length of time as a pedal cycle the engine can be released from the frame in a few moments. Its cruising speed under power is between 25 and 28 miles an hour though it can be pushed up to over 30, if necessary. It is taxed at 17s. 6d. a year and is allowed 2 gallons of petrol a month, sufficient for over 300 miles.



Help Wanted!

New member **Simon Parry** has a problem with a Cyclomaster he has recently bought: "I have purchased a 'restored' but not running cyclomaster that has great compression, excellent misting from the carb and fab spark but seems to be sucking from the exhaust and blowing out of the carb, filling the air filter with fuel. I am looking for suggestions to fix this or someone who can repair this bike on the Wirral area so I can play. Many thanks for any assistance. Regards, Simon. *Simon can be contacted via email at sjl.parry@btopenworld.com*

Peter Watson writes: "I've just bought an ex-RAF James Comet from 1955 and, as so often happens, it has the wrong engine fitted! It has a Villiers 6F instead of the correct Villiers 4F with two-speed cable change. The 6F is horrible and doesn't line up with any of the 4F frame mountings." Does anyone out there have a spare 4F unit? Peter can be contacted on 01482 881638 or 07733 258949 (East Yorkshire)



Jim Holborn writes: "Does anybody have or know the whereabouts of the bracket that holds the lever to the handlebar for the front brake of a BSA Winged Wheel? I have the handlebar clamp and the lever but as you can see from the photograph left, the bit where the clamp goes through has broken and I cannot tighten up the front brake. Jim Holborn (j.k.holborn@btinternet.com)

Tony Marshall asks: "I understand that there might be several Spartamets in the club and I would appreciate being able to contact an owner for an exchange of information." Tony can be contacted on 01225 426732 or by email at tonymarshall138@yahoo.co.uk

(For space reasons the following Wanted adverts have moved here from the back of the magazine.)

Wanted - Villiers 4F engine for a 1955 James Comet, plus a headlight and rear light. Please call Peter on 01482 881638 or 07733 258949 (E. Yorks)

Wanted - Garelli Bimatic 50cc 2-stroke piston with rings and barrel, plus engine gasket set, cylinder base gasket + any other engine parts, Call Colin on 07852 399139. (Leicestershire area)

Wanted - Usable original pipe/silencer for a 1975 CF70 Honda Chaly. Not a Chinese aftermarket copy. Please call George on 0161 773 6094. (M25 Manchester)

Help Wanted!

The following was forwarded from Eric Peers of the Wirral Wobblers:

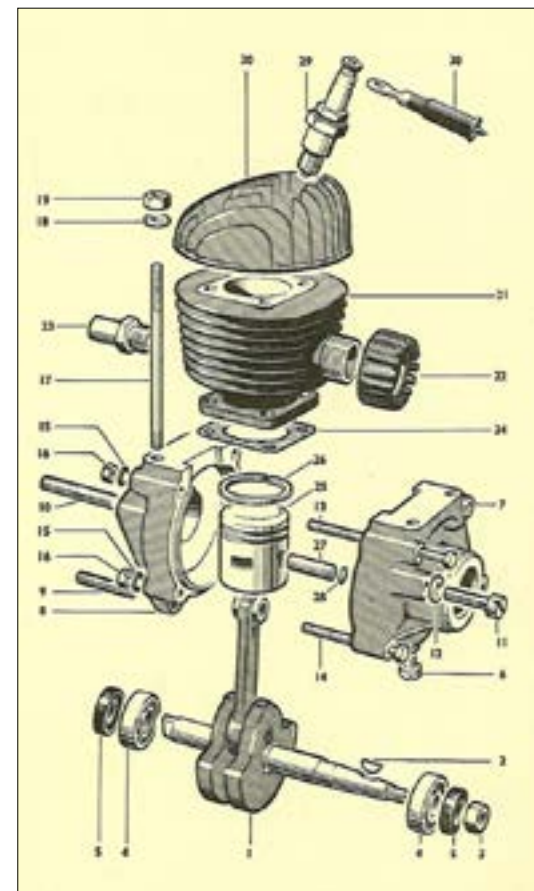
"Dear Wirral Wobblers,

Hope you can help. I have had a 1957 Hercules Her-cu-Motor moped for the past 60 years. My father bought it for me second-hand when I was 15. It never ran properly as the plug kept oiling up. I went off to college and it languished in his shed for many years before he died, when I transferred it to my garage. I missed the deadline to re-register it and lost the reg number - E**66.

Several years went by and although my father had written to them saying I had been away at college the DVLA wasn't interested. I contacted them again a few years ago and spoke to a really helpful gentleman who said he would contact me. He called back to say he had the file and because my father had written to them there was a 'note of interest' attached to his letter and this would permit me to reclaim the original registration number. After submitting photographs and proof of ownership I took it to the DVLA in Preston for inspection. The inspector laughed and said the registration number was worth more than the moped! That wasn't the point, I imagined Dad smiling down on me saying "well done."

I did a sympathetic restoration keeping the patina intact. Being now retired, I stripped the engine and discovered what the problem was (is). Somebody who had it before me failed to replace a circlip on one end of the gudgeon-pin, allowing it to machine 2 grooves in the cylinder wall. I have spent hours on the phone/internet to find a replacement cylinder (21 above) to no avail. Two trips to the Classic Car and Bike show talking to people visiting stands that do engine restoration, rebore etc. Nobody can rebore/re-coat such a small diameter 2-stroke bore. So, I am no further on. The piston and rings seem serviceable. I do hope there is a moped guardian angel out there who can offer some help or advice. If I can get it running I promise I will join the Wobblers but at the moment I would have to pedal very hard to keep up! Kind regards, **Mike Woolf**

Mike can be contacted on 0151 653 9530 or by email at mike@gorselands.com



Lucer, Alcyon and the VéloVap

Autocyclus

Rediscovering a small collection of French publications from the early 1950s - the cover of one is this Buzzer's cover image - aroused my curiosity about the Lucer company. It formed part of a conglomerate of bicycle and motorcycle manufacturers; Lucer, Alcyon and Rhonson. The factory at Hazebrouck closed down in 1966 (re-opened, it now makes central-heating radiator components) after the bottom fell out of the French motorcycle market and the moped market became dominated by the mighty Motobécane company, maker of the Mobylette. Smaller manufacturers simply could not compete; even VéloSolex, faced with a financial crisis, was absorbed by Motobécane in 1975.

In 1931 Adrien Degroote bought a bicycle shop in Hazebrouck selling Woller, Neptune and Lucer cycles and managed to survive WW2. Son Georges Degroote established a factory to make bicycles in the town in 1947 as they were a much needed means of transport in penniless post-war France.



The photo of the frame assembly hall, left, shows some of the tens of thousands of bicycle frames made every year at Hazebrouck.

By the late 1940s it was apparent that many cyclists were buying powered bicycles such as the Solex to make journeys to and from work or the shops less tiring.

Lucer introduced its first *cyclomoteur* in 1950-51, powered by a VéloRêve engine driving the front wheel by roller, below.

(Photo courtesy of Franck Méneret)



Lucer soon progressed beyond making what amounted to a VéloSoleX copy, the Lucerette 54 (right) still looks a bitza but was closer to being a moped than the primitive *cyclomoteur* above.

By the mid-1950s many long-established French motorcycle manufacturers found sales were declining rapidly because, after a decade of penury, post-war affluence was changing things. Families were able to afford a second-hand Citroën 2CV to go to work in and take the family out on weekends, rather than getting wet on a motorcycle. Some manufacturers launched themselves into making mopeds but few had any real success in doing so.



Lucer surprised customers and the trade alike in 1955 by revealing the Ondine (Sprite), a sort of moped/scooter crossover, with GRP (fibreglass) bodywork allegedly styled by celebrated French illustrator G. Gedo. The publicity photo top of the next page shows Jacqueline Degroote astride an Ondine, which was powered by a German-made 2-speed Himo engine. Sadly this was not what moped buyers wanted and sales never took off. Only one Ondine is known to survive in France.

In 1956 a number of ailing motorcycle makers joined forces and formed SEVMA (*Société d'Etudes de Vélos à Moteurs Auxiliaires*). Partners were: Lucer, Alcyon, Rhonson, Gitane, Cazenave, Dilecta, Jeunet-Captivante and Tendil. Their plan was to pool resources and develop a new motorised bicycle to compete with the successful and profitable VéloSoleX - which could be sold by various different marques. The VéloVap was the result.

Lucer, however, continued to develop its model range independently of SEVMA, refining the original Lucerette 54 into a much more together-looking moped launched in 1958, as seen below in a hand-coloured factory photo.



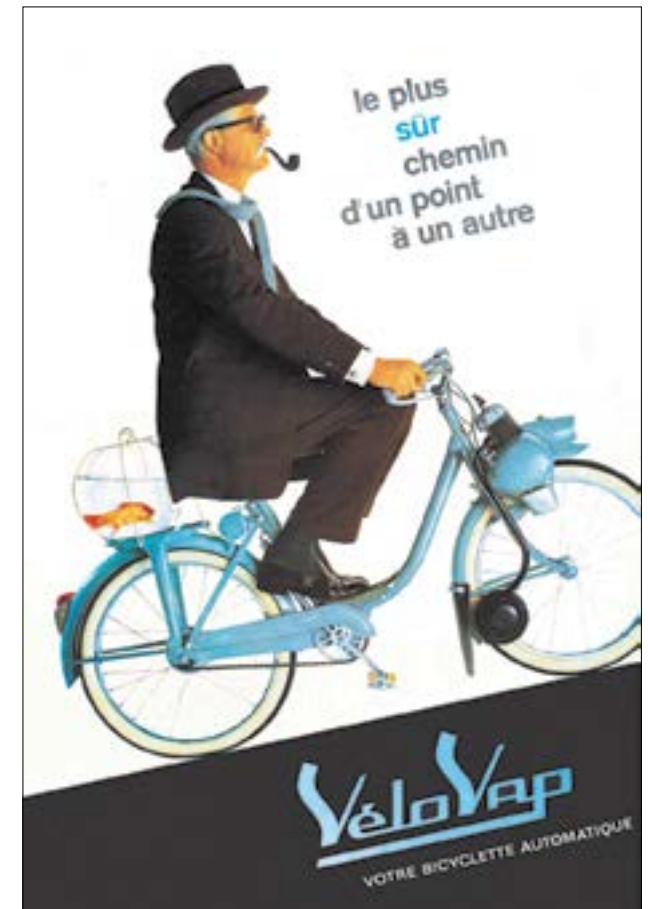
In March 1959 a further grouping took place: Alcyon and Lucer amalgamated to form Alcyon-Lucer, joined in October 1959 by Rhonson and ABG, the maker of VAP cyclemotor clip-ons and many engines for small moped assemblers unable to afford to develop their own power units. The new company was registered as VAP S.A. at Hazebrouck.

ABG was an obvious choice to design the engine and came up with an unusual layout featuring a centrifugal clutch and flywheel on the left, a well-supported two-main bearing crank, with the magneto ignition unit on the right. Fuel feed was also unusual, with a Gurtner updraft carburettor bolted to the underside of the crankcase on the right, supplying petrol to the combustion chamber via a port in the hollow crankshaft, which also had a sprung speed-limiting device.

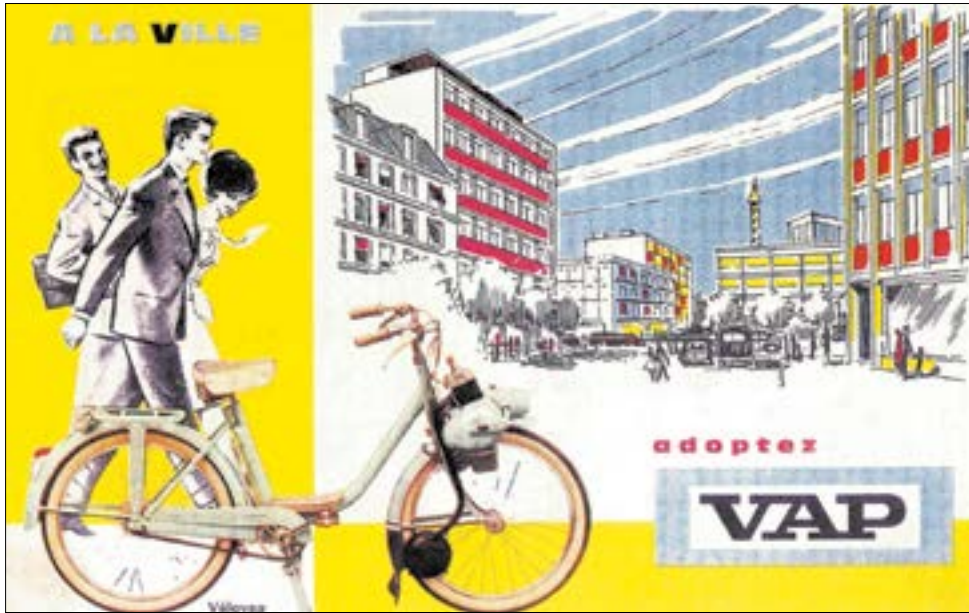
The new VéloVap was launched in mid-1959 to much fanfare, but at Fr.459 it was a lot more expensive than the contemporary VéloSoleX 1700, launched in October 1959 at Fr.348.

VéloSoleX had had their market sector pretty much to themselves since 1945; the sheer volume of SoleX machines cascading off the assembly lines at Courbevoie made the economies of scale almost impossible to beat. The SoleX 1700, made between October 1959 and June 1961 (20 months), sold over half a million units in that period.

Nevertheless, VAP S.A. thought it had a worthy competitor in the VéloVap - it was sold as a better-engineered, quality alternative to the VéloSoleX, so familiar throughout France, which had only recently acquired a clutch with the 1700. The previous 1010/1400 models did without. To differentiate the VéloVap from the all-black Solex, it was painted a pale French blue.



Sales, however, were very slow, despite a great deal of publicity.



Other Lucer and VAP mopeds were manufactured at Hazebrouck which by 1961 - when engine production moved there - had become the third biggest moped factory in France.



Below: the packing department, with an Ondine being prepared for shipment to a dealer.



Unexpectedly-low sales figures continued to dog the VéloVap, partly due to that Fr.459 price-tag. The market for such machines was declining amid much social unrest and an economic downturn in France in the mid-1960s.

In 1966 the Hazebrouck factory was shut down, putting 500 workers out of their jobs. Bicycle frame and wheel production were transferred to Cazenave in the Gironde, south-west coastal France, while engines were made in the Ardennes on the border with Belgium. A sad end to a promising business.

(With grateful thanks to Franck Méneret for information & images, and to www.hazebrouck-autrefois.com and www.encycloduvevelo.fr for images of the Lucer factory and its products.)



N. Herts Non-Conformists Nasty Run Chris Sawyer

This year's run was held on the 23rd May and started from our usual meeting place, the Rising Sun at Halls Green in Hertfordshire.



The run was 26 miles in length which included two optional loops. The first near the village of Nasty, after which the run is named, includes the chance to visit the pleasant Westmill tearooms which is popular with riders. The second optional loop bypasses most of the village of Walkern which, although pleasant, is busy as a result of parked cars. This loop also included a ford on the river Beane. This was the first run since 2019 due to the lockdown and represented a series of three events that coincided with the government's Stage 3 lockdown release road-map on May 17th.

These were: 9th May - The release of the anniversary and final Issue 52 of our Lockdown Newsletter, called The Rising Sun. This was a bumper edition of 10,758 words and 45 pages. The first edition was discussed on 31st March 2020 and Issue 1 was released on 23rd April 2020. Two weeks were missed due to the Editor's indisposition in July and Christmas.



18th May - The resumption of our monthly meetings at the Rising Sun, we had 6 attending on a very stormy night. This was the first meeting since 18th February 2020. The Nasty Run this year was our first run since The Vincent Run on 13th October 2019. Hopefully from now on things will run as normal. We had seven riders this year and a good few well-wishers who we were also glad to see after so long, although the newsletter helped us keep in touch.

The roads were wet and this caused some challenges for the friction-drive riders, but the serious rain held off. I think everyone enjoyed the day and the ride after so long. After some uncertainty, the Pub was able to provide us with lunch in the marquee which was much appreciated.



The Riders were:
 Mark Compton - Mosquito;
 Clive Gant - Power Pak;
 Alan Hummerstone - New Hudson (above);
 Howard Andermahr - BSA Bantam;
 Derek Langdon - Atlas (page left bottom);
 Gordon Hallett - Motom (page left top);
 Roger Hodgson - Honda Express.



The things people do....a "chopperised" Mobylette, photo courtesy of Joël Goursolat in France.



Stafford International Classic Bike Show Autocyclus

The July Stafford International Classic Bike Show was the first show we've attended since the Bristol Show of 1-2 February 2020, the pandemic having put paid to any such gatherings for 18 months. This was the event postponed from April 2021, organisers Mortons put on a good show, though the number of stands inside the halls and trader's stands outside were fewer than normal at Stafford. Visitor numbers were also down - only to be expected as restrictions were in place for the number of visitors allowed into the showground. One-way systems were in place for entry into the halls, visitors had to wear masks at all times inside and hand-sanitiser stations were everywhere.



The NACC stand was in Bingley Hall at the end of the main hall. The Argyle hall, where we have been for many years, had been taken over entirely by Bonham's auction. We had a compact stand which displayed 13 bikes, offering a wide range of types and ages for visitors to pore over, some immaculately restored, some in original condition and carrying the scars of many years' travel. New banners, pictures and information stands gave the NACC stand a refreshed look; the old banners and signs have been in use for a long time now and are rather battered.

Superbly restored machines (in no particular order) were: John Burgess's replica RAF Norman autocycle in proper RAF blue, one similar was used by Guy Gibson VC to get around on airfields, which won the Best Autocycle trophy - photo top of page 26; Dave Watson's 1950 New Hudson autocycle, first registered to Croydon's Borough Engineer and subsequently transferred to the Superintendent of Parks; Simon Lake's rare 1981 Simson SR4-2, made in Austria 1975-1984, with a 3-speed foot-change; and John Aston's 1965 Mobylette Special, an ex-Keith Walker AV44 frame with a variator engine and AV42 forks.



Left: John Burgess's Ducati Piuma in front of Simon Lake's Simson SR4-2.

Also displayed were Neil Howells' 1950 Bown autocycle restored by the late Keith Walker - seen behind Ian's Cyc-Auto in the photo below - and John Burgess's 1964 Ducati Piuma, built up from a box of bits and restored using parts sourced from Italy, Spain, the USA, Holland, Macclesfield and Eccles.

Original condition bikes included Ian McGregor's 1940 Scott Cyc-Auto with a wonderful patina (right) which was much admired and photographed by an enthusiastic Scotsman who also owned one.



Nick Devonport's 1973 Garelli VIP3 was bought at Stafford in 2019 as a non-runner but was persuaded to cooperate and now goes well. John Redding's 1959 VéloSolex is unusual, it was made under licence in the Netherlands by Van den Heem and is called Brigitte after the iconic photo of Bardot on a Solex 1700.

Rob Hirons showed a nice 1952 32cc Cyclemaster fitted in a period frame with Webb sprung forks. Ian McGregor also showed a 1952 VAP 4 on a period Elswick bicycle which completed a 400-mile tour of the Netherlands a few years ago, and lastly the Mosquito 38B, as featured in June's Buzzing.



The outside stalls at Stafford usually sell a variety of "our" kind of bikes and this year's offerings didn't disappoint. There were plenty of Honda C90 Cubs to choose from, vendors no doubt hoping to cream off some profit from the current fashion for owning them - conditions ranged from good to wrecks (left) missing many parts. Most were priced around the £1,500 mark, even this wreck! Some hope....

Dave Watson struck a deal with the vendor of a Garelli Velo-Mosquito 511, fitted with the 38B engine and took it home. It looked very straight and tidy and should be an easy restoration (bottom right).

Over the past 18 months Bonhams had collected a massive number of lots to sell, so the auction started on the Friday at 11am and continued all through the weekend. A Vincent Firefly (bottom) sold for £2,760, a 1950 Derny tandem (below) sold for £2,300, a 1963 Flandria Sport moped at £977, two Guzzi Cardelinos went for £1,495 and £1,840, a 1960 Itom Super Sport made £1,725, all including commission of 15%.



Above, John Burgess with his Best Autocycle award.

All in all, an excellent weekend. Some of us bought stuff we probably don't need but that's the fun of Stafford, far too many temptations!!



Childhood Memories

Michael Cotton

In the 1950s while I was waiting to go in the RAF, I had a temporary job assisting plumbers at a school at Stowmarket. They were a good bunch of lads and they treated me really well. When they were moving on to the next job they asked me to go with them, but I declined as I wanted the RAF.

My harum-scarum brother Les lived in London and decided on a whim one day to visit us. He jumped on his tandem with a small motor on the back and travelled all the way from London to our village in Billesdon, Suffolk. I'm sure his long-suffering wife was glad of the rest.

Mum had a bungalow two miles from anywhere, no running water and electricity was generated from the nearby farm. When Les turned up with his tandem he and I had lots of fun riding around country lanes singing and scrumping apples, we were young carefree lads having fun.



I am 83 years old now and still smile when I think about those happy-go-lucky days. I told my mate Jonesey the story of my brother and the Mini Motor. Lo and behold, Jonesey came over to me one morning at 5am and said "Come on, I've got a Mini Motor for you, and we're off to Bristol to pick it up". Unbeknown to me he'd been looking for a Mini Motor on eBay. Still half asleep, off we went, not even having time for breakfast, and when I told Jonesey I was hungry he stopped at a cafe and bought me a burger. I said "I told you I was a vegetarian and don't eat meat", so he took the burger out and I was left with the bread roll!!! The miles rolled by and we soon got to Bristol. Unfortunately, the bike wouldn't start as it had carburettor problems, which were soon rectified when I got it home.

The man I bought the bike from was a real gent and as he was so nice to us I decided to call the bike 'Nobby' after him. Trying to register the bike with the DVLA was a bit of a nightmare. I sent all the details off and they were returned a couple of times requesting more information and the initial fee of £25 changed to £55, oh well... Eventually a visit to my home to visually check the make and model and then to my delight after a 7-months wait I was on the road. 'Nobby' now runs really well and is part of my collection of motorcycles, including a 1970 Bantam and a 1954 little James.

Akela, We'll Do Our Best #6

Phil Nuttall

Small Adventures with a Tiny Honda Cub, contd.

(Phil continues his survey of Honda Cubs around the world...)

India:

There are lots of motorbikes in India and whilst I expected to see Cubs I saw none. The machine of choice appears to be locally produced Hero 125s. There are a few old mopeds around but modernisation and gross inequality means the rich have expensive imported cars and the poor use bicycle rickshaws or tuk-tuks at best or nothing at all as a general rule. I suspect there may still be some cubs hiding in rural communities.

China:

China seems to be the world's principal producer of Cub clones but it would seem that these are mainly for export. The main modes of two-wheeled transport, in the cities at least, are electric scooters and larger modern scooters. Even most of the millions of bicycles seem to have disappeared. The small electric scooters seem to be reliable and nippy. China now produces and exports a wide range of electric motors for many parts of the world. I find the electric vehicle phenomenon interesting as, whilst they undoubtedly reduce harmful emissions at the point of use, the environmental damage caused by power generation and battery production and disposal (a potential major and growing problem) merit more detailed 'cradle to grave' scrutiny. I also have concerns that to save children in rich countries the undeniable misery of asthma, child (and adult) lithium and cobalt miners in Africa are working, suffering and dying in appalling conditions so that batteries can be produced.

Australia/ New Zealand

Australia is the home of the legendary "Postie Bike" (right) – not strictly a Cub but a stronger and slightly more powerful, very desirable 105cc derivative. The older ones are sold off to the public, just as ex-telegram Bantams were in the UK in the 1960s. The most famous decommissioned Postie bike (named Dot) was ridden home to the UK from Sydney and subsequently ridden



across the US by Nathan Millward. New Zealand, while in many ways being motorcycle heaven, appears to be a Cub desert, perhaps because like Northern Europe, it is frequently cold and wet.

Africa:

I have never seen a Cub in Africa, although a group of BMW riders from the UK rode and donated a number of Cubs to a hospital in The Gambia. The ride is documented in a book and DVD; both entitled 'Scooters in the Sahara' – even though Cubs are NOT scooters. The Cubs, all well used examples, performed impeccably and would appear to be well suited to African conditions – rather more so than the giant BMWs normally ridden by the members of this group. There are many old mopeds, mainly of French origin, in North African countries that were previously French colonies.



This is a collection of my personal experiences and is not intended to be a definitive guide to Cub distribution. It may seem that I have travelled with one eye searching for Cubs at all times and this is probably true, much to the distress of my long-suffering wife who insists (quite correctly) that most of my holiday photos are of rusty old motorbikes rather than the natural and man-made wonders that we have been fortunate enough to visit.

The Final Chapter:

This is, both literally and metaphorically, the final chapter. As I began this I had no idea how long it would be or indeed where or how it would take me. At the time of writing I still have three motorcycles in my garage; my beloved Cub, a BMW F650CS and a Honda Camino PA50 moped, plus collections of spares, some that I am slowly giving away or selling as part of a decluttering project. I will briefly discuss (or dismiss) these in the reverse order:

The Camino was an impulse buy at a time when I was looking for a project. I called in at a local dealer's shop to buy a spark plug and came out with a totally standard, 1977 Honda PA50 Camino with just less than 800 miles on the clock. To any sensible person this would have set deafening alarm bells ringing but who, in the world of powered two wheelers, is sensible? The Camino was one of the few Honda two stroke two wheelers to be built in Europe (Belgium in this case) and was possibly designed by Mad King Leopold as a machine of exquisite torture.

The carburettor, which has tiny jets and drillings, is buried tightly below the main frame tube and this necessitates literally splitting the entire bike in half to do any running adjustments or jet cleaning. To test if adjustments have worked the whole has to be reassembled to try it and when it's wrong everything has to be taken apart again – and because the jets are so small they block up with alarming regularity. This, and the shortage of power for climbing Sheffield hills, probably explains the low mileage. After purchase I looked up Honda Camino on Google and found that it was number two on a list of the worst designed motorbikes ever! I suppose it fulfils one of the requirements for being a "real" motorcyclist of having as many bikes as you need +1.



The Camino is definitely my +1 and is, at least, an appreciating (but unappreciated) asset and it is very unlikely that I will add many more miles. It is now classed by the DVLA as a 'Vehicle of Historic Interest' – there is no accounting for taste but at least it's now MOT and Road Tax free.

The BMW was new when I bought it as a 'pre-registered' bargain from Rainbow Motorcycles in Sheffield. It has served me well for sixteen years, being a reasonably reliable go to work bike and leisure transport for myself and wife and it now qualifies for classic insurance. Even though it is light by modern motorcycle standards it is becoming more difficult for me to push in and out of the garage – it has seemingly become far heavier in recent years or I am becoming

increasingly feeble (of course the latter cannot be possible!).

The BMW was also the source of my second motoring conviction when I was caught by a mobile speed camera doing 37 mph on a deserted road on Easter Monday which also happened to be my 56th birthday. I paid the fine and took the 3 points, now long gone but I shan't forgive (yes, I know I shouldn't speed). The BMW remains in use as a second vehicle to both our car and the Cub but I'm not sure for how much longer. However, when I accelerate towards the rev limiter in the first three gears on a warm dry road, just for that few brief seconds I'm mad and twenty again and BMW ownership becomes so very, very worthwhile.

Which brings us to the Cub: handsome, light, agile and increasing in value – all in stark contrast to the owner. I think this will be with me for a few more years until I can no longer get on and off it or find my way home (whichever comes first). I have a list of potential buyers but I hope it will revert to my son (the previous joint owner) and remain in the family for many years to come. This assumes, of course, that I don't ride it over a real or metaphorical cliff and send it, and me, the way of all aged Cubs, both human and Honda, who are worn out and beyond repair. And who knows what next year's MOT (for either of us) might throw up. It is only a matter of time before the Cub changes to a real mobility scooter. We shall see.....

APPENDIX 1: ROUTINE SERVICE ITEMS

ITEM	NUMBER	COST	NOTES
Oil	10 litres	£90	
Tyres	4	£100	1 front, 3 rear
Battery	3	£45	2 lead acid, 1 Mobatt (sealed)
Air Filter	2	£16	
Spark Plug	3	£18	2 normal, 1 iridium
Exhaust	1	£30	Copy –still solid and shiny after 5 years
TOTAL		£299	

NON-RECURRING COSTS

ITEM	COST £
Front Fork bushes	30
Frame Welding + engineering	120
Seat Re-cover	80
Paint + rust proofers	35
Rear Suspension units	45
TOTAL	£310

RUNNING EXPENSES

Petrol - 8000 miles @ 110mpg	£327
Road Tax	£100
Insurance Nil (part of a multi policy)	
MOT Tests	£150
TOTAL	£577

TOTAL RUNNING COST	£1,186	TOTAL DISTANCE	8,000 miles
COST PER MILE	15p	INITIAL COST	£500
VALUE NOW (EST)	£1,000	INCOME (Buy & Sell Spares)	£120
COST PER YEAR (TO END 2017)	£40		

APPENDIX 2 - EATING PLACES.

These are my top 10 cafes and have all made me welcome and, in my non-gourmet opinion, serve excellent food at very good prices. Most of these have the big advantage that you can keep an eye on your bike while you eat and drink.

1) Ladybower Café – in reality a catering van in a lay-by at the Sheffield end of Snake Pass, having wonderful views over Ladybower Reservoir. It is run by a fascinating and amusing lady called Julie, Spam processed meat features heavily on the menu and you are almost certain to meet interesting customers. It has been featured on The Hairy Bikers programme on BBC TV. I cannot recommend this one highly enough. Always there in summer but less predictable at other times. No toilet but lots of trees!

2) Glossop Cafeteria – at the other (Manchester) end of Snake Pass in the delightful market town of Glossop. This café is just off the market square and despite its rather unattractive exterior serves the best food at exceptionally reasonable prices (pancakes and Full English Breakfast highly recommended). This café is popular with bikers at weekends but is quieter during the week.

3) Yondermann Café – a real transport café in Wardlow on the A628 where we have always been made welcome. Highlights include free motorcycle newspapers, free stickers (another obsession) and excellent food, particularly the Derbyshire Oatcakes with cheese. They also have an interesting collection of old photographs on display. On our last visit I noticed a For Sale sign outside so I'm hoping this won't be the harbinger of drastic change.

4) Castleton Visitor Centre – a fairly new café at the visitor centre in this iconic Peak District village. It serves excellent food and as a bonus has free motorcycle parking in clear view from your table. It also has an attached small museum and outdoor clothing shop.

5) Green Hut Café (Forest Corner Snack Bar) - on the A616 at Ollerton roundabout. Excellent food (especially home made cakes) at very reasonable prices. Very popular with bikers, especially at the weekend. It has, in my experience, previously had rather erratic opening hours but if it's closed there are plenty of other options in the near vicinity.

6) The Old Smithy in Monyash – another café popular with bikers, cyclists and walkers. Once again, busy at weekends and on most sunny weekdays. Lovely location on the village green and good food (oatcakes again!).

7) Willy Woods Bikers Meeting Place - Willingham Woods near Market Rasen. A must visit venue mainly for the atmosphere and ever changing bike show. Food and drinks ok, toilets are interesting.

8) Squires Café Bar – Sherburn in Elmet. Northern legend biker café, popular and well worth a visit but seems a bit contrived to me. Extensive web site.

9) Old Station Café – Snaith, just off A19 north of Doncaster. Good food, pleasant location, customers and staff. Hosts lots of interesting events on attached camping ground. Worth consideration if you're planning an event.

10) Matlock Bath – I can't really pick a favourite here but there is plenty of choice at this well-known biker venue. I like the Cycle and Toy Museum café but good fish and chips everywhere. The venue for an annual C90 Club pilgrimage and you will often bump into other Cubbers when you visit. Watch out for the Traffic Wardens who can be quite zealous.

Appendix 3 – Useful Contacts and Sources of Information

CLUBS:

- 1) C90 Club.** Mainly on-line club with large national and international membership. Some local and national meets. Very informal and free. Forum is the best source of information, knowledge and general banter on all Cub related matters. Also, bikes and spares for sale. Website: c90club.co.uk
- 2) Trail Riders Fellowship (TRF)** If you're going off-road this is the club to join. www.trf.org.uk

SPARES & REPAIRS

1) One Off Welding: Paul Willis Welding/fabrication/Engineering – based in Elsecar near Barnsley. The absolute top man, his business card motto is 'To Sort Out Your Bad Day' – he does this and much, much more. 07733140496 / www.oneoff.co.uk

2) CMS Internet-only business that offers an impressive range of spares. Their website has a wide range of exploded parts diagrams for many older motorcycle models which are useful during rebuilds and for finding Honda part numbers. Be careful, as prices do not include local taxes and postage, which bump prices up massively. www.cmsnl.com

3) David Silver Spares – Leiston, Suffolk. Spare parts for older Hondas. Look up part number on CMSNL website and order from David Silver. Their spares stock is good but not as extensive as CMS. www.davidsilverspares.co.uk 01728 833020

4) Miles Kingsport - Hull. Honda Spares - good range of genuine spares for Cubs at genuine Honda prices but at least you know they will fit right. www.mileskingsport.com 01432 323529

All Honda accredited dealers can order and supply standard parts for Cubs. You may have a long wait but the parts are guaranteed to fit

5) Seat re-covering - a) Tony Archer: Unit 7d, Bradley Mills Road, Huddersfield. 01484 536832 Has re-covered and re-shaped two seats for me on other bikes. Excellent individual service at a very good prices. Will re-cover to custom or original pattern and fit gel inserts and new foam if required.

b) Core Motorcycle Seating: The Barn, Ashtree Farm, Sudbrooke, Nettleham, Lincoln LN2 2QQ. 01522 510397 www.coremotorcycleseating.co.uk Re-covered my Cub seat to a high standard using top quality material. They also build Custom Cubs and make seats for Guy Martin (although I suspect that he doesn't say "They also did Phil's Cub seat!"). Not the cheapest but work to the highest standards.

6) Shot Blasting and Powder Coating: Marriott Shot Blasting & Powder Coating, Deepdale Close, Hartington Ind Est, Staveley, Chesterfield S43 3YF. 07919 0173140. Steve offers a bespoke service at very reasonable prices. He is very experienced in restoration of motorcycle frames and fittings. He is also a Cub enthusiast with a range of Cub related stories – he is the only person who has told me about running a Cub using washing up liquid as lubricant!



Renovating a Power Pak

Paul Slydel

Paul is restoring a Power Pak in poor condition (below) and offers the following advice.

As you know Dave, the crankcase was not saveable, the casing bolts were so seized they sheared off and couldn't be drilled out. I'm using a combination of castings from another purchase and the original barrel, head, matching piston and con-rod.



For the cleaning (see photo left) I have used Alec Bell of Cornwall Vapour Cleaning, who not only did the wonderful job of vapour-cleaning the castings, head and barrel, but also is sonic-cleaning the more sensitive items like the Amal carb, the petrol filter for the tank, the petrol tap and tank cap. He's also honing the barrel as it has the slightest step at the top of the stroke.

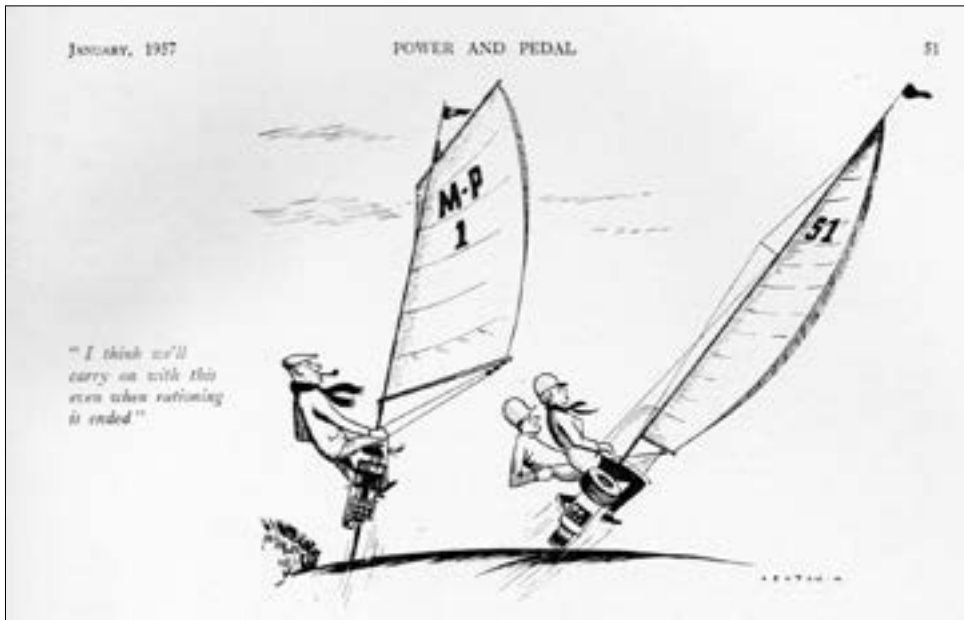


Alec is a mechanic by trade and does the cleaning and blasting at the back of his workshop. He works on a huge variety of vehicles and has a soft spot for classic motorcycles so is happy to entertain a diminutive cyclemotor to work on. He can be reached at 013260 377776 or 07434 563910, website is www.cornwallvapourblasting.co.uk. I would heartily recommend anyone wanting that extra finish and a thorough cleaning job, to give him a call.



Below - a cartoon from Power & Pedal, January 1957, referring to petrol rationing being planned in the UK because of the misconceived French/British invasion of the Suez Canal. The canal operating company,

the Suez Canal Company, had been nationalised in 1956 by Col. Gamel Abdel Nasser, president of Egypt. He wanted total control of the canal and to receive 100% of the transit fees paid to French and British investors- who were less than enchanted by Nasser's nationalisation- hence the invasion.



A Monument to the Unknown Cyclemotorist #2

Arresting the Decomposition

Dave Stevenson

(Part 1 of A Monument was published in the December 2020 issue of Buzzing.)

I'll not be the only one among you that has bought a bike, digested the implications and then wondered why on earth they purchased it. I have a perfectly serviceable Mini Motor on my Dad's Rudge, which I rebuilt after LEJOG and which successfully completed a 50 mile round trip to Squires Café just before the restrictions and eventual lockdown came into place last autumn. To make matters worse, the whole impetus to buy the bicycle had been to 'own one that had been an item and in use in the 1950s'. Seeing a car with a GET registration (Rotherham) I was reminded that I had indeed already owned such a machine, the Chip Shop Tandem, which retained its original Rotherham registration. Leaving the latest acquisition to moulder away in the garden, 'to become part of a hedge' as once memorably described by Colin King, was starting to seem like an attractive prospect.

My lack of connectedness to the individual who had so unusually and completely owned this cyclemotor prompted, not an impulse to a generalised commemoration, but the simple question, why me? "What's Hecuba to him or he to Hecuba?"



Luckily, seeing how the whole enterprise now seemed completely pointless, the restrictions of 2020 encouraged activities with no end beyond keeping those involved occupied. Everything has its season and after 69 years the pointless Trojan had just come into its own.

I considered quite a while before deciding what to do with the bike. It was too far gone to simply re-grease, replace the seals in the engine and just ride. Parts of the frame and areas of the tinware were giving way to the attentions of corrosion and although almost nothing was holed or seriously weakened it didn't seem right to let this go any further. I looked into 'rustorations' but it wasn't clear that annual coats of lacquer would actually delay the oxidisation process. Enthusiasm already waning I didn't want the expense of a professional respray but also recognised that while it would require less input from this slightly-touched relic of 1953 it would destroy the unique character of that relic untouched since the same year.



I decided I would try and paint those areas of the bike that were rusty, not to make it look re-painted but so that the eye was not attracted to these parts and the general impression was of a well-worn machine. I have used brushing enamels and with care it is possible to get a reasonable finish but I used Hammerite Smooth Satin, believing that something between a gloss and a matt would be closer to the remaining finish on the bike. It's very hard to leave a uniform surface with this paint and the result is that the frame looks like it has a bad case of scrofula but is not obviously inauthentic (I hope).

Being produced during austerity there is hardly any chrome and the black finish on the items that would in the next decade have been chromed had pretty well disappeared. I sprayed these again in the hope that they would not attract the eye and with use would become tired and look less pristine, if that is a term one can

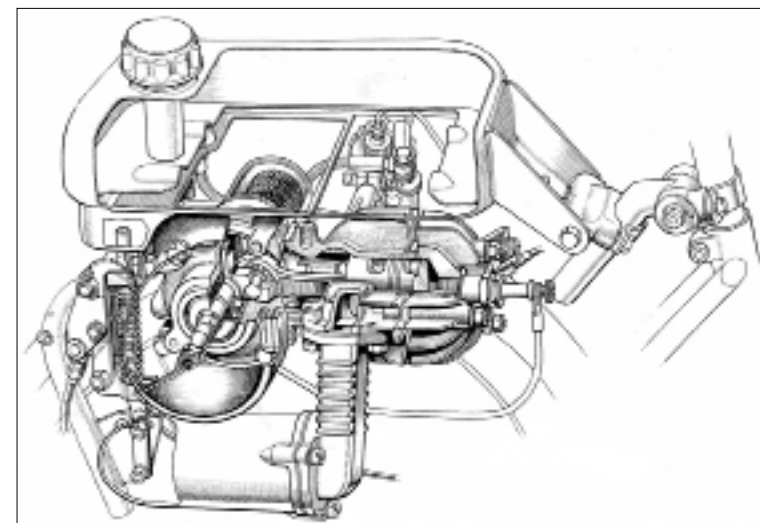
apply to rattle-canned scrap. The chain-guard had lost a lot of paint over the top area and the original coat had not stuck well so that large flakes fell off as it was being cleaned up. It was therefore partly amateur sprayed and is the worst part of a poor job. I then rubbed painted areas down with a rag soaked in ACF 50 hoping it would soak into the areas between new and old paint and slow down the oxidation. I am becoming conscious that my rust-proofing and corrosion inhibiting is to an extent a fool's errand. As I am in my later sixties, even with a much lighter touch on the preservation than I am inclined to give, I shall be, as the poet Keith Douglas writes: 'mocked at by his own equipment that's hard and good when he's decayed'.

There were some cheats. The wheel rims had been black painted and were quite badly corroded although probably salvageable. However, they were slightly different diameters. The front was a small carrier size which although labelled as 26 inches is different from the standard 26" x 1 3/8" rim which had been fitted to the back when, presumably, the Sturmey Archer gear hub had been added.

I purchased a pair of stainless rims and had them blacked, reasoning that as the rod brakes inevitably strip off the coating, the rims won't rust. For all the reasons above I'm not sure how far I will ever ride the cycle but I like to put bikes into an order where they could be used and the availability of good quality tyres is a major factor in the practicability of a machine, I have found.

In this case I bought a couple of Schwalbe tyres cheap and have blacked out the lettering with permanent marker to try and keep a more original look. I have tried otherwise to preserve the idiosyncrasies of the machine. The rear wheel had twine tied around the first crossing of the spokes on both sides of the rear wheel to form a circle, I assume to try and stop spokes breaking. I have replaced this although, aware in my turn of the propensity of Mini Motors to break spokes, I have had the wheel rebuilt with washers at both ends of the spokes and in a four cross pattern. The twine magic circle is thus a little smaller in diameter.

The rear mudguard had its stays shortened for fitting to the hoop by bending them in an 'L' pattern and with use they had become distorted so the gap between the bottom of the rear mudguard and the back wheel had become ridiculously enlarged. I had to really fight myself not to replace these with more seemly ones but I



contented myself with tidying up the bends in the 'L'. The issue of authenticity was not always so easily resolved. The home-made bracket to mount the front number-plate on the handlebars was too short to allow the bottom of the plate to clear the bars and/or not long enough to position the plate in front of the handlebars. Did I remake the bracket or create a spacer to retain it? And if I created a spacer what material would be available to the ham-fisted bodger of 1951? In the end I sawed up a home-made bread board and rubbed it down and varnished it. There was an 'L' plate still on the back of the bike made of a rectangular aluminium sheet painted white with the 'L' formed in red cloth tape. Sadly the front one was missing and there was no indication of where it had been affixed. I removed it and added the mandatory (period) reflector whose place it had presumably usurped.

The rod brakes have been a nightmare. With the couple of fittings for the gear cable there were more than 30 small components to clean up, paint and lubricate. None of my cyclemotors have had these brakes but everything I read tells me that they tend to be pretty useless even if set up carefully. I like to put a hub front brake in my cyclemotors because there's nothing worse than having to ride in the knowledge that if anything untoward happens you won't be able to stop but with this machine I've left it as original. The brakes were characteristically awkward to set up and there's a number of tweaks I am going to have to make once I try and actually ride the thing. A Miller dynamo lighting set was fitted to the bike. When the bike was put away (possibly in disgust as the engine-lowering-lever was bent sometime in late 1953) a battery must have been left in the headlight and the acid ran out and destroyed the battery fitting and rotted the only small hole in the tinware. This has meant the headlight has also had to be fully coated in satin black.

The wires to the headlight are too short and trail untidily across the rear mudguard and again I've had to talk sternly to myself not to extend the wires in order to neaten them up. The fag-end tail light is mounted on top of the rear mudguard rather than on the number plate and so the rear section of the wiring has to be detachable. Our unknown cyclist had stripped one end of the wire bare, tied it round a ring terminal and wrapped it in black cloth tape. Since undoing that by the side of the road in the event of a puncture would be a complete pain, I did permit myself to put two bullet connectors on the wires. All the cables, control and electrical were tied to the frame with a wrapping of cloth tape, very make-do-and-mend, typical of the early 50s and thus something I wanted to preserve. Except, of course, modern insulation tape looks very plastic so I sourced some vehicle wiring harness wrapping tape which is still made of cloth and is a passable imitation. The good news is that after 67 year's inactivity the dynamo and one of the bulbs are still working.



I stripped all the bearings, cleaned up the bearing surfaces and renewed the grease and ball-bearings.

All were re-usable except the outer bearing in one pedal which had worn right through the bearing surface to the point where the pedal could move up and down on

its spindle enough to be a distraction when pedalling. This turned into one of those eBay sagas that most of you will have experienced.

There were a large number of vintage pedals for sale but none from exactly the same manufacturer as those on the Royal Enfield. I had some old Raleigh pedals but the cups and cones were of a different diameter. The Raleigh pedals were of a shorter length so not suitable for the Enfield. I spotted what I thought were the most likely looking pair on the internet and purchased them only to find when they arrived that they were both for the same side of the crank. The vendor was most apologetic and sent two more that were not quite what I was looking for. In desperation I purchased two 'New Old Stock' pedals of a suitable type and appearance only to find that they were 'Made in West Germany', an unlikely provenance for a 1948 British bicycle component. For the moment practicality has trumped authenticity but I will return to the search for the Holy Grail of vintage pedals later.

(To be continued...)

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