

Journal of the National Autocycle & Cyclemotor Club Ltd.

The

# Buzzing<sup>®</sup>

Club<sup>®</sup>



**Volume 40**

**Special 40th Anniversary Booklet**

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[www.thebuzzingclub.net](http://www.thebuzzingclub.net)



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Welcome to our special 40th Anniversary booklet! We'll be looking back over the past 40 years since the foundation of our club in 1981, to remind ourselves of where we started from and how we arrived at the present day. We continue to nurture our enthusiasm for all kinds of small-capacity machines - those we all started our riding lives on: cyclemotors, autocycles, mopeds for the younger members and nowadays scooters or step-throughs. Enjoy your ride down our memory lane.....

The cover photo is typical of "our" era, a young man and his best mate sitting proudly on a brand-new shiny Puch moped in the Netherlands - identified by the yellow number-plate on the front mudguard. All of us probably have similar memories of our first powered bike.

## A BRIEF TIMELINE OF THE HISTORY OF THE NATIONAL AUTOCYCLE AND CYCLEMOTOR CLUB LTD

1970	Magic Wheelers founded by Stan Greenway, John Lycett and Robert Pearce.
1978	VMCC first cyclemotor-only run in Warwickshire, organised by Stan Greenway.
1979	VMCC Cyclemotor Section inaugural meeting.
1981	VMCC Cyclemotor and Autocycle Group officially founded, to be known as The Cyclemotor Section. First official meeting 11th April 1981.
1981	Later in the year the EACC founded as the East Anglian Cyclemotor Club.
1982	First Issue of Buzzing, Spring 1982
1986	Name of EACC changed to NACC. The National Autocycle & Cyclemotor Club.
1991	10th Anniversary. T-shirts produced.
1996	15th Anniversary of the foundation of the NACC.
2006	NACC 25th Silver Anniversary. Badges and Stickers produced. NACC incorporated as a limited company. See Note below.
2021	NACC 40th Anniversary Year.

### Note:

In 2006, a difference of opinion arose between two groups within the NACC, the sort of thing that happens within many clubs. This resulted in the formation of a separate club under the old East Anglian Cyclemotor Club banner, using the club's original title of what had become the National Autocycle and Cyclemotor Club in 1986.

2006 also saw the NACC converting to a limited company in a move which followed legal advice. In an increasingly litigious age, this action protected the members from potentially unlimited personal liability. The transition from NACC to NACC Ltd was a seamless experience for the Club members.

This part of the Club's story is largely irrelevant to members of both clubs, and does not impact on our core purpose – the encouragement, support and promotion of the use of cyclemotors, autocycles and mopeds. However, it is worth recording here in the interests of accuracy of our timeline in this our 40th year of continuous existence as the UK's largest national club for people interested in our types of machine.



This brief history of the NACC for our 40th anniversary has to be limited in scope by the lack of space and the far too numerous events, exploits and characters - all who contributed to the success of our club - to be commemorated individually here.

Apologies are therefore offered if you feel we've left out you or your Section or its achievements, a full history can be found in 224 back-issues of Buzzing. We've had to be selective in what is included and hope that you have enjoyed the ride back through forty years of our past, and look forward to many more years of buzzing along with our mates in a cloud of blue two-stroke smoke!

The beginnings of our movement are described on the page opposite.

## Chairman's Chat

*Hello and welcome to our 40th anniversary celebration booklet. Although worldwide events have robbed us of the ability to celebrate together on a rally field somewhere, we hope that you enjoy this look back at some highlights of our history and we look forward to getting together in 2022 for a weekend get-together.*

*It's a great achievement for any club to make it to 40 years and for it, we can thank members and committees past and present. We have weathered some heavy storms but it is fair to say that they've made the NACC stronger and more focussed on our values.*

*Our magazine Buzzing is eagerly anticipated and is read from cover to cover by nearly 1600 members. We owe the consistently high quality of our bi-monthly read to the tireless efforts of Dave Beare and, of course, to the many members who contribute articles and photos. Long may it continue.*

*I am sure that we all have fond memories of our years of membership. For me, one of mine revolves around the VéloSolex that I bought in France in 1989, having only seen one in the Customs Hall at Dover where I was working at the time. Knowing very little about them, other than wanting one, I sought advice and met the late Tim Bunting. He and his wife Margaret became firm friends of my family and his help and guidance were of enormous help to me as an enthusiastic amateur.*

*We would be interested to hear what fired your passion for our machines so if you feel like putting a few words and photos together for publication in our superb magazine, you know what to do!*

*For those who use social media, we now have a Facebook page. It's a useful way of keeping in touch and sharing news and photos of your projects and rides.*

*I hope that you continue to enjoy your Club membership and riding your bikes in good company. See you on a rally field soon!*

**Nick Devonport**

Photo right; Stan Greenway, one of the founders of Magic Wheelers, courtesy Tony Lloyd/VMCC.



Stan Greenway wrote of his first experiences with cyclemotoring in a 1996 VMCC Bulletin: "My first interest in cyclemotors was in the heyday of the early 1950s, when I thought what a nice inexpensive way it would be for a friend and I to 'Tour the Continent' as it was known in those days. In the event it never happened and I had to be content with a more practical 1947 Ariel 500 Hunter for everyday use.

In 1966 I was given a Mercury Cyclemaster, which was immediately restored for getting to work and a few pleasure trips. Having been a VMCC member since 1966 with a 1912 Scott, I would have liked to ride the Cyclemaster, but unfortunately it was a mere twelve years old and not eligible. I therefore joined the British Two-Stroke Club, which did recognise such machines, and enjoyed many of their events including the 1967 ACU National Rally to achieve a Certificate for covering 350 miles in 24 hours and awarded their premier award, The Meeten Trophy.

In 1970 I met two 'good friends to be', John Lycett and Robert Pearce, both budding cyclemotorists, after joining forces for weekend and evening social runs: in true British style and on John's inspiration a club was formed - The Magic Wheelers. John designed a unique and styling buttonhole badge (above), a small batch of which was purchased with mutual funding." (contd. overleaf)

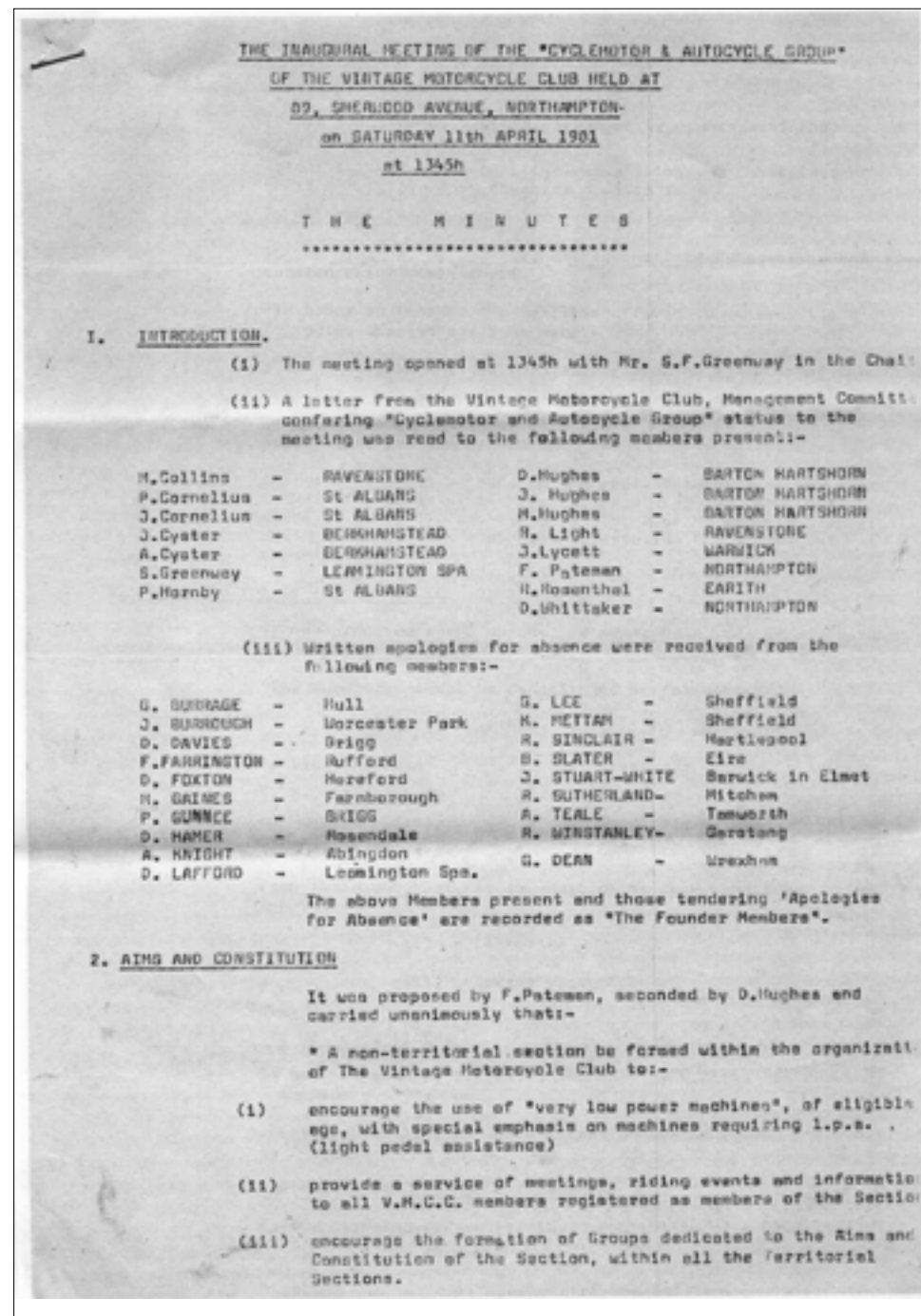




Stan Greenway continued:  
 “The Magic Wheelers by word of mouth expanded to include such pioneer members as Doug Whittaker, Rory Sinclair, Tony Twycross and Bob Light, to name but a few. By 1977, when our machines became eligible for the VMCC, invitation events were arranged via the Warwickshire Section. These proved so popular that in 1978 I organised and publicised the first National Cyclemotor Run, held in southern Warwickshire.

Surprise! Surprise! Over 20 cyclemotors turned up (seen in the photo left) and there was much talk of forming a Section. This happened in 1979 and at the Inaugural meeting Doug Whittaker was appointed Chairman and myself as Secretary. We were to be named the Cyclemotor Section, but to this day we are more familiarly known as The Magic Wheelers and continue to wear the original design Magic Wheelers badge.”

Following pages: minutes of the inaugural meeting of the VMCC ‘Cyclemotor & Autocycle Group’ on Saturday 11th April 1981, just over 40 years ago, a reminder of our roots. Many names are familiar to us even today, though sadly some are no longer with us. With thanks to Doug Whittaker and Alan Hummerstone.





2.	
3. <u>NAME OF THE SECTION</u>	<p>It was proposed by D.Light, seconded by D.Whittaker and carried unanimously that:-</p> <p>"The Section formed under the above "Aims and Constitution" shall be called "TheCyclemotor Section".</p>
4. <u>FINANCING THE SERVICE TO MEMBERS</u>	<p>It was proposed by D.Whittaker, seconded by P.Cornelius and carried unanimously that:-</p> <p>"In order to finance the services offered to members the following charges shall be made:-</p> <p>(i) a fee of 50p be charged for registration as a member of the Section.</p> <p>(ii) an annual subscription of £1.00 (one pound) be charged to each registered member becoming due annually on 1st May.</p> <p>(iii) the above charges be made on the understanding that any number of members of one family, providing they are full members, or family members of The Vintage Motorcycle Club, shall be covered by a single Registration Fee and annual subscription.</p>
5. <u>CONSTITUTION OF THE COMMITTEE</u>	<p>It was proposed by P. Hornby, seconded by A. Cyster and carried unanimously that:-</p> <p>"The Committee shall be constituted as follows:-"</p> <p>1. CHAIRMAN</p> <p>2. Vice-Chairman                      6. Treasurer</p> <p>3. MinuteSecretary                  7. Recorder</p> <p>4. Members Secretary              8. Committee member</p> <p>5. Social Secretary                 9. Committee Member.</p> <p>From the above, but not in addition to them, shall be appointed:-</p> <p>(i) a Librarian</p> <p>(ii) a Spares Register</p>
6. <u>RESPONSIBILITY OF THE OFFICERS</u>	<p>It was proposed by J.Cyster, seconded by R.Light and carried unanimously that:-</p> <p>"The responsibility of the Officers of the Committee shall be as follows:-"</p> <p>(i) <u>CHAIRMAN/VICE-CHAIRMAN &amp; TREASURER.</u></p> <p>As the Standing Orders for the constitution of a Committee.</p> <p>(ii) <u>MINUTE SECRETARY</u></p> <p>(a) Organise the business meetings of the Section.</p>

VMCC Warwickshire Section First Cyclemotor Social Run, 23rd May 1976. See info from the first newsletter on page 10. Stan Greenway is on the right, John Lycett on the left. Second from left is John Latta's Tailwind Mk.II, JRO 989, also seen at the first VMCC Cyclemotor Run in 1978.



THE VINTAGE MOTOR CYCLE CLUB  
CYCLEMOTOR AND AUTOCYCLE SECTION  
NEWSLETTER NUMBER ONE, SUMMER 1981

Edited by Rory Sinclair, 20 Clifton Avenue, Hartlepool, Cleveland

Editorial

At the Committee meeting on the 5th July 1981, the names of P. Bickerstaff, R. F. Currie, J. R. Greaves, and L. Vincent were added to the list of Founders.

The Membership Secretary reported a current membership of 31.

Bob Currie was elected the First Honorary Member of the group in respect of his services to the Cyclemotor movement.

Paul Hornby is to assist the Cyclemotor Marque Specialist with Cyclemaster, and to make copies of the CYCLEMASTER WORKSHOP MANUAL available for sale to members.

Bob Light and Stan Greenway are to organise a 100 mile event in the Midlands in September 1982, with finisher's awards.

The Section Annual General Meeting will be held on the 27th September 1981, following the V.M.C.C. Oxfordshire Section "Chalgrove Run".

Contributions of articles, letters, and news items would be gladly received for the autumn issue of the newsletter.

(continued next page)

### The First Ten Years

The Vintage Motor Cycle Club Cyclemotor and Autocycle Section was founded on the 11th April 1981, and was the inspiration of Stan Greenway of Leamington Spa. He had planned a gathering of 1950s cyclemotors at the British Two Stroke Club/ Scott Owners Club Rally at Evesham in the summer of 1970; and although the meeting failed to materialise, it enabled contact to be made with like-minded enthusiasts.

In 1973, Stan went so far as to produce a lapel badge for a Club which was to be called "The Magic Wheelers". However, it was not until 1976, when motorcycles made after 1950 were eligible for V.M.C.C. events, that the Warwickshire Section took the opportunity to include a class for cyclemotors in their Social Run. A Cyclaid, two Cyclenasters, a Lohmann, and a Tailwind joined the Vintagents on a special 21 mile route devised by Greenway, starting at Abbey Fields Car Park, Kenilworth, and finishing at Katton Fete.

The First Cyclemotor Social Run was such a success that it was repeated in 1977. Bob Currie gave the event advance publicity in MOTOR CYCLE and ten cyclemotors were present at Stratford-on-Avon Motor Museum for the Run. Meanwhile, letters to THE VINTAGE MCC JOURNAL and MOTOR CYCLE proposed a non-territorial V.M.C.C. Section for cyclemotors and autocycles; and a Cyclemotor Marque Specialist was appointed.

For the first time in 1978, a calendar of cyclemotor and autocycle activities appeared in THE JOURNAL, and cyclemotorists rode to the Founder's Day Rally at Stanford Hall. By now, the Cyclemotor Social Run was an established fact: the 3rd Run in the series was exclusively for cyclemotors and autocycles. Eighteen starters, including a 1914 Wall Autowheel, set off from the Red Lion Inn at Norton Lindsey near Warwick. The following year, the cyclemotor contingent headed north for the 4th Cyclemotor Run, which was incorporated in the Mid. Lincs. Section Veteran and Belt-Drive Weekend at Goulceby. Eight stalwarts covered a total of 50 miles over two days in atrocious weather.

For 1980, the venue of the Run was once again Warwickshire, and seventeen competitors descended on the 'Little Chef' at Long Itchington. The essence of the meeting was summed up by Bob Currie in MOTOR CYCLE WEEKLY, "There was nothing regimental about the run. No speed schedule, no one-minute intervals, just a casual wave of the hand - a sort of 'Go when you feel like it.'"

Long may it continue.

A very early member of the NACC is Philippa Wheeler, who became, by force of circumstance, a long-distance cyclemotorist, commuting between RAF Neatishead on the Broads in Norfolk and home in Birmingham. A distance of 160-180 miles - depending on if the chosen route went via Cambridge or not - on a motorised bicycle.



In the April 1995 issue of Buzzing Philippa wrote: "I remember the circumstances of buying my first cyclemotor very well. It was in 1960, in Bishop Bridge Road, Norwich. I was in RAF blue and had just paid £3 10/-, fruit of a week's radar watching for the Queen. My acquisition was a Power Pak with which I was to enjoy and uncertain relationship subsisting of mistrust on my part and profligate unreliability on the other.

I used the pedals a lot, but out of necessity grew a grudging respect for the Power Pak. I usually got there, albeit slowly. I may have reduced the cubic capacity of my mount tenfold (see page 13), but my capacity for furious riding seemed undiminished. So I pass over the 'race' to North Walsham, where Power Pak led Cyclenaster,



until an error of judgement overtaking a back-marker on a bicycle led to guest appearances in Station Sick Quarters and the Police Court. If cyclemotors could be said to have been the last resort of the impecunious, there were a fair few of us in that position and thus several cyclemotorists were to be found on camp. The discussions as to which was the 'best' cyclemotor over the NAAFI's melamine tables and lukewarm tea ranged far and wide.

There was a Teagle owner, a veritable school of Cyclenasters, together with my Power Pak and a Mini-Motor or so. There were even one or two of the Better Sort, owners of the cruelly-labelled NSU "Slowly." Talk eventually turned to exotica. One of the civilian workers had an immaculate Cucciolo, a vision of polished alloy. Such glories were unobtainable to us. The discussion was never concluded and, in the way of service people, we dispersed to follow our individual destinies in due course."



Philippa continued her story in the October 2020 issue of Buzzing: “We cyclemotorists of the 1950s are inevitably a diminishing species. Our world of roads with wet, oily wood or stone blocks and impenetrable fogs live on only in the erratic, gilded memory of octogenarians. Nevertheless, an account from those days of a one person, once-only Acle Cyclemotor Speed Trial exists in an old notebook, the worn cover graced by the stylised M of the Matchless motorcycle marque. Pencilled notes in barely-legible writing are where this story starts.

For a woman leaving home respectably in the fifties it generally required marriage, university, a religious institution or possibly an asylum. National Service for young men was fast approaching its end and with it that endless supply of manpower. The senior ranks of the Forces were pondering on just how many usefully gullible male or female members of the public could be persuaded to volunteer to fill the ranks.



My father, a First War naval veteran with a deep loathing both of the military and the sea, shook his head in pained disbelief as I caught a train to somewhere neither he nor I had ever heard of, and where the Queen’s Shilling was pressed into my eager palm. A rude and noisy introduction to Service life followed on Wilmslow railway station. Shrieks of simulated rage and abuse harried us as we recruits straggled our unmilitary civilian way up to Wilmslow Park Camp. Our kit was in the back a three-tonner, with our civilian clothes already sent home in a brown paper parcel, last relics of our former lives.



The world of foreign adventure suggested by the recruiting literature ultimately turned out to be a concreted labyrinth sixty feet below a Norfolk meadow, above which Radar heads turned slowly over the field. We were conveyed daily by RAF coaches driven from where we lived, ten miles away at a nearby airfield. “The drivers were two civilian brothers and it became apparent that sibling

rivalry played its part in a stern competition for fastest time of the day.”

“I’m not complaining, Henry probably saved my life. Getting home on leave by steam train cross-country from Norwich to Birmingham was tedious. The answer seemed to be a Bantam. Five and a half hours but a bit less with a following wind. So a bigger bike in the shape of a 1946 Matchless 500 took its place.

More parental disapproval. Too big, too fast, and the likelihood was that my riding style would probably lead to tears. Or worse. As it very nearly did when I raced the

speeding coach towards a rise in a narrow road. Henry saw in his mirror my impending impact with an oncoming car and braked hard. I just scraped round. So the Matchless and I parted.



Numbers 10 to 12 on Bishop Bridge Road in Norwich were occupied in the later fifties by Ridgeway Motors. Cyclemotors were still an everyday sight on East Anglian streets, but already many languished unwanted on forecourts like Ridgeway’s. I bought a very second-hand Power Pak Standard, FCL 977, though like its Synchronomatic successor HVG 314, they are very unlikely to be around now sixty-odd years on. The Matchless meanwhile resided unused on the aerodrome until it could be sold.

Fading pencilled notes record servicing procedures and purchases of Power Pak spares from a shop near Tombland in Norwich. The Synchronomatic seemed to be faster than its Standard predecessor had been, so one evening I rode out to find out, if I could, why? I chose a mile or two measured from an OS map along that straight flat stretch of the A47 which ends in Great Yarmouth. It was a late evening in June. From Acle village the street lights of Yarmouth could be seen twinkling nine miles away. The wind, a sea breeze, was light. The windmill without sails at Stracey Arms served as one marker, its pock-marked walls mute testimony to the marksmanship of the machine-gunners on departing German aircraft from the still-recent War.

The notebook reminds me that between January and June 1960 the Power Pak carried me almost 1200 miles, quite a chunk of which were two trips from Norwich to Birmingham. I travelled back by train, with the bike stowed in the guard’s van amongst the mailbags. Over the same period the fuel consumption was 180mpg and with petroil at 4/6d a gallon on Regular’s pay it was cheap, if leisurely, travel. I was a frequent customer for spares though, from gaskets to big-end rollers, all told £4.12s.1d’s worth. It occurred to me recently that I have never been without a cyclemotor from that day to this, though an illness means I cannot ride legally on roads anymore.”



**“Buzzing” was the original title of the very first issue, published by the EACC as Volume 1, Number 1, Spring 1982.**

### A brief history of Buzzing.

Back in the early 1980s the magazine was quarterly, edited by Andrew Pattle, a founder of the EACC, and consisted of 12 photocopied pages, amongst which was an entry form for the first East Anglian Cyclemotor Run on Sunday 23rd May 1982 around Stowmarket.

By the summer of 1986 the EACC had become the National Autocycle & Cyclemotor Club, a name retained to this day, the decision being taken at the AGM following the 5th East Anglian Cyclemotor Run on the 18th May, from Stowmarket Market Place to The Museum of East Anglian Life at Kersey. Volume 5, Number 2, the Summer 1986 issue of Buzzing, announced this change. Coloured-paper covers made an appearance from Vol. 3, No. 3 in the Autumn 1984 issue, Buzzing remaining a quarterly publication until Vol. 7, No. 1, which celebrated the 25th edition of the magazine by becoming bi-monthly, with Andrew Pattle still in the Editor's chair, and 20 pages of content.

Volume 20, number 6, the December 2001 issue of Buzzing, rang in the changes, with Andrew Pattle's retirement as Editor after 20 years, by which time Buzzing was up to 36 pages, the hand-over issue to Paul Hornby filling 44 pages. Andrew moved on to become NACC Librarian. Paul wore the green eye-shade for the next four years, until the December 2005 issue, when your present editor took on the task, continuing Buzzing Production to this day and the 15th year, with a 3-year break between December 2015 and December 2018 (due to spending a lot of time with family abroad), when Steve Corbett took over editing.

So here we still are, and in the Year of the Plague 2020, Buzzing performed an ever-more important role in keeping members informed of what fellow-members were up to in their garages and workshops, plus reminiscences of youthful exploits on two wheels. Sadly there was a complete lack of official runs, events and shows, all cancelled due to the national lockdowns resulting from the Covid-19 pandemic.

Paul Hornby's first issue - Volume 21 Number 1 February 2002 - reveals that 19 years ago the NACC had eighteen local sections, many of which are still active to this day, though often under different leaders. In February 2021 the total is twenty-four, though most were in a state of suspended animation due to the Covid-19 pandemic lockdowns and government restrictions.

Featured over many years have been annual club fixtures such as the NACC National Rally - superbly organised by the South Staffordshire Section over the last ten years at Wolverhampton Rugby Club, where we have access to the clubhouse for our annual dinner - the Stafford Classic Bike and Classic Mechanics shows, the February Bristol Classic Motorcycle Show and the Coast-to-Coast Run over a 2-day weekend, starting from Hartlepool in the east, progressing to Alston for an overnight stop, then to the Hartside Summit at 1,903ft altitude, before descending to Whitehaven on the west coast.

Local Sections had their annual fixtures too, some surviving to this day; the Thames Valley Odihan Run and Buzzing Around Box Hill, the East Anglian Cyclemotor Run, the Kent Section's Headcorn weekend, The Welsh Run (now organised by the VMCC Cyclemotor Section) and many others.

Forays to foreign parts began appearing; the February 1994 issue of Buzzing listed the new Rando Cyclos rally from Sars Poterries in France, John Redding was the only "Britisch" entrant at the first Rando Cyclos event on June 30th 1992 from Boulogne - see page 20. Now a firm favourite with many members, the annual pilgrimage to north-eastern France has become a fixture in Francophile diaries.



VMCC Cyclemotor Section annual events have featured in the NACC club calendar for many years, such as the Banbury Run (left, Alan & Robert Hummerstone), closely followed by the May Bug Buzz and the 100 Mile Run. This was from the Stondon Museum of Transport in Bedfordshire, but now centred around Quainton in Buckinghamshire, with 3 x 33 mile laps.





Sadly, the organiser of the first Rando Cyclos run, Pierre Louail, died in 1994, and the rally was transferred to the Avesnois region.

Because of the popularity of Rando Cyclos, attracting large numbers of bikers to a small town, the Sars Poteries town council took on running the event. The last one was the 28th edition of June 2019, before Covid-19 ruined everything. It is very unlikely the event will be held again this year.

Though nowadays smaller in scale, in its heyday Rando Cyclos attracted up to 140 Frenchmen and women, Germans, a big Dutch contingent, Belgians, Swiss (they got barred for being crazy riders) and a regular dozen or so Brits, all riding a galaxy of weird and wonderful two-wheelers. Then there were the 4-course lunches with beer & wine, and champagne teas at the Salle Communale.....



Local Sections were and remain the backbone of the NACC and it is down to the tireless efforts of so many Section leaders over the years that the club has been successful. Not forgetting the equally valuable and successful efforts of the NACC Committee, volunteers all, steering the club in generally the right direction for four decades and through some choppy waters in 2006-2007.

Membership numbers started low but gradually increased as word-of-mouth publicity winkled out many more cyclemotorists, autocycle enthusiasts and a good few moped men. Secretary David Butler wrote in February 1990 that membership was over 500, which created increased work-loads for committee members to handle, most of them using up their spare time to administer the club while holding down full-time jobs and supporting a family. *Plus ça change.....*

Section runs had become increasingly popular over the years - early ones were centred around East Anglia but as local Sections became more widespread and attracted local enthusiasts, runs were being organised all over the country. Several rallies were proposed in the early years; there was the East Anglian Cyclemotor Run, the Shuttleworth Run - which included a visit to Old Warden Aerodrome and the amazing Shuttleworth Collection; - the VMCC Cyclemotor Section's National Cyclemotor Run at Marsh Gibbon and the 100-mile run, and the Cyclemotor Enthusiasts Weekend from the Museum of Kent Rural Life, to name but a few. A look at some current Sections follows, though it is far from a comprehensive list. Apologies if your Section isn't in it.



Above, one of the first VMCC Cyclemotor Section's 100-mile runs. (Photographer unknown)

The Cyclemotor Enthusiasts Weekend was organised by Colin Packman, then living in Bearsted, Kent. Colin was an enthusiastic cyclemotorist, to the point that he began publishing a cyclemotor newsletter, the first issue was in December 1983 (next page top) and entitled "The International Cyclemotor Group News", which supported pre-1960 autocycles, cyclemotors and mopeds.



Subscribers to ICGN (from the third edition of July 1984 simply International Cyclemotor News) lived all over the world; America (Florida, Oregon, New Hampshire), Italy, Ireland, Finland, Australia, New Zealand, West Germany and France.

Colin's ICN newsletter started out A5 size and grew to the point it was necessary to print 10 sides of A4 sheets. It became the forum for exchanging information on supplies of spares & tyres, adverts selling machines and spares, informative articles and road-tests of owners' machines, all typed up by Colin on a typewriter (no word-processors back then!) and printed at home in Bearsted.

The April 1990 issue of Buzzing carried a letter from Colin informing NACC members that he had handed over the names and addresses of all subscribers of the ICN to the NACC to merge them.

(Below, Alan Hummerstone riding on the VMCC Banbury Run.)



One important annual NACC run was the very challenging east-to-west Coast-to-Coast run, from Hartlepool to Whitehaven, a two-day 140 mile journey over the Pennines. This event seemed to be especially attractive to motoring and motorcycling journalists - see pages 30-31!

David Stevenson and Dave Casper of the Dukeries & Yorkshire Section organised the first C2C (as it became known) on 21st-22nd June 1997, and wrote in the October 1996 Buzzing "The route is just about finalised. Yesterday, the north wind was lashing a grey sea in crashing white breakers onto a deserted strand. At Blackhall Rocks the funfair was boarded up and two cars were parked nose-down, out of the wind. It might not have been comfortable but it was very North Sea." Rain, high winds and foul weather at the Crimdon Dene start-point became legendary.

The 1998 C2C was ridden by four lady competitors; Liz Butler, Sheila Brown, Lorraine Carter and Barabara Smith, who all completed crossing the Pennines and on to Whitehaven.



David continued: "Once through Staindrop you can see the dark Pennines ahead. The road undulates over the foothills and everything starts to take on an upland look. We drop slightly into Middleton and fifty miles are under the belts of our Pac-a-macs. The next twenty-two miles climbs steadily over the backbone of England. As far as High Force it's fairly sheltered but after that the road winds amongst farmsteads dotted across a wide valley. Eventually it enters open country and reaches its summit before dropping away again to Alston.

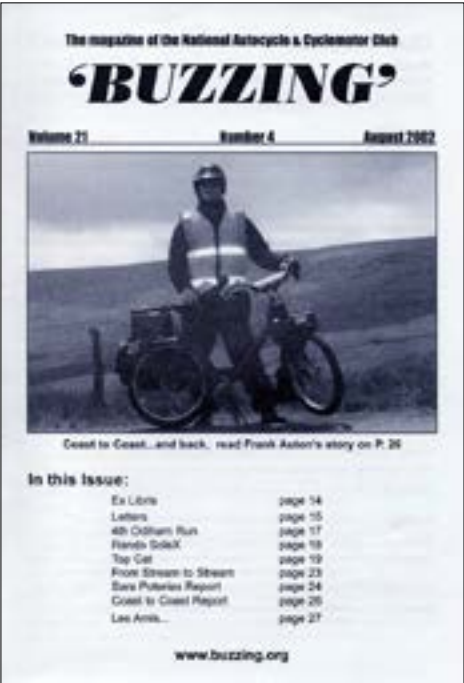
After Alston the road climbs again steadily but not steeply to Hartside. You have to pause here. The Pennines quite simply stop and beneath you is spread a plain that stretches into a haze from which emerge the hills of the Lake District. The road up Hartside was laid in 1823 by John Macadam as a steady incline to ease the climb for horses. It's a long descent with many corners, but like the way up, it's not steep. By Penrith you are going to believe you can make it.

We turn north here to skirt the Cumbrian Mountains. You cross the M6 at junction 41 and follow the B5305 through Unthank, which is what you're doing to the organisers at this point. At the top of Bassenthwaite Lake you can scent victory as you detour round north of Cockermouth."



Above, view from the Hartside Café across the valley to the distant Lake District. (Philippa Wheeler)

The 2001 Coast-to-Coast had to be cancelled due the outbreak of Foot & Mouth disease, which led to the culling of millions of farm animals. The 2002 C2C was graced by the presence of The Daily Telegraph Motoring section team of Andrew and William English aboard a Mini-Motor powered tandem, which wasn't up to the job but produced fabulous national copy for the NACC.



A legendary participant was Frank Auton, who rode his VéloSoleX S3800 on an extraordinary one day run from Hartlepool to Whitehaven in 2002, without an overnight stop to sample the delights of Alston - grim accommodation, scarce food, duff plumbing and ravenous mosquitos.

"I decided to do a repeat of the in-one-day-epic-run, not because of the challenge but it meant I could convince Heather that this was really a weekend together in the Lake District and not another blokey biker weekend where I was not seen from Friday to Monday.

Saturday started well with a nice reception committee to see me off, a bit of a shock though, I could see the join between the sea and the sky, and there was no rain. The wind was blowing a gale - more of this later. I was confidently informed that it was raining in the Pennines and the dark clouds in the direction I was heading seemed to confirm this. I set off and the route was familiarly correct. My average speed was 16.5mph according to the bike computer speedo."

"The Solex ran as it always does, likes a slight uphill gradient, four-strokes like mad on the flat when over 18.5mph and goes fastest downhill with the engine lifted off the front wheel. Slow and comfy as ever, the fields and miles rolled by. Within an hour I was definitely back in the groove, the clouds got darker and it started to rain enough to put on the plastic rainwear. It was not until Cockermouth that the torrential monsoon began, with rain bouncing off the road - but I do not stop for rain. Not when the 6.30 pm deadline is approaching - any later and I do not get a lift to the Lakeland hotel where dinner awaits.

Actually, the rain was not the problem - it always rains on the C2C, it was the wind. Although the Solex is slow, it has torque! That means that the C2C rarely requires LPA, even climbing the highest parts of the route. With a gale-force wind directly ahead of me I found I had to pedal more than I have ever had to do on the Solex. I love the camaraderie of motorcyclists. I got friendly waves from the vast numbers of superbikers, it was as if they knew my other bike was a VFR. My arrival in a downpour to the Tesco car-park in Whitehaven was so familiar it made a perfect end of the trip."



Another run regularly featured in the NACC Events Calendar is the Thames Valley Group's Odiham Run, started in 1998 and still going strong to this day (well, until 2019). A gentle wander around the Hampshire back lanes - yes, there are still some - in good company, enveloped in clouds of blue two-stroke smoke, bliss for the initiated. (Photo below, 2009 Odiham Run, courtesy Colin King)

Colin King wrote in his 2009 report:

"QUESTION - How many NACC members does it take to make a happy day?

ANSWER - 28.

Twenty-eight riders and their machines enjoyed the quiet lanes and beautiful weather on this, the TVG's 11th Odiham Run, and once again it was squeezed into the Society calendar between Royal Ascot and Wimbledon. It was good to see that everyone completed the run on what was a hot day, and it was also nice to see some interesting cyclemotors taking part, including Nassetti Pelegrino, Itom Tourist, Vincent Firefly, Trojan Mini-Motor and a Motamite. Alan and Robert Hummerstone took home a trophy each for bringing along and completing the run on two of the rarer cyclemotors, the Nassetti and Itom." The photo above shows R to L, Lorraine Carter's Firefly, Derek Carter's Mini-Motor, Alan Hummerstone's Itom Tourist, Colin king's Motamite and Robert Hummerstone's Nassetti Pelegrino.





Colin King also introduced an annual event for cyclemotors only, the As It Was Buzz, starting from Pewsey, Wilts on the Saturday before the next day's Odiham Run, a solid weekend of low-powered, two-wheeled fun. Below, the As It Was Buzz line-up for the first run in 2011. (Photo Colin King)



The Thames Valley Group also organise the Silchester Saunter, usually run in September and centred around North Hampshire. The Saunter was legendary for the Half-Way Café, catered by the TVG with baking from Lorraine Carter and many helpers, served by the late Bob Goodwin and Derek Carter wearing bow-ties.

Another very active Section is the South Staffs Section, with Bob Terry, the late Keith Walker and Liz Butler steering the organising of events. Two annual fixtures stand out, the Fruit Cake Frolic in

March, fuelled by Liz's cakes - the kind of cakes which would give sustenance to explorers in the Antarctic and hence much appreciated in the cold days of March - and the Route 66 Run in July.



Liz and Bob also took on organising the annual NACC National Rally, held originally at Sacrewell Farm near Peterborough but from 2010 hosted at the Old Wulfrunian's Rugby Club. The OWRC offered a superb venue with an enormous bar in the clubhouse, enough space for a 50+ attendees Saturday evening dinner, loos, showers and acres of camping space. (Below, the 2011 National)



Down in the West Country, the Devon Section attracted a big following and organised a number of runs (Devon Dipper, Buzzing to Bickleigh, Valleyteigns) and the annual NACC stand at the Powderham Castle Vintage Vehicle Show weekend. Roy Best was in charge for 20 years but recently stepped down. In 2003 the Devon Section's Powderham stand consisted of a before/after



scenario - "A Shed Too Far" where Mike Rendall's dilapidated shed was used to house a selection of barn-fresh finds - an NSU Quickly, Rudge autocycle and Ariel 3, photo left.



The Wirral Wobblers is a super-active Section; not content with organising the occasional foray up mountains (Welsh Mountain Challenge, below) or riding electric bikes along the Wirral coastline, but renowned for organising numerous long-distance runs. The Isle of Man twice (photo below left), Northern Ireland, Holland, Norfolk and round the coast of Wales have all featured, as well as the Red Sparrows moped formation-riding team! All this in addition to regular runs such as the Cheshire Cheese, the Viking Run and the Egg Run.



Northern Ireland's Section was originally proposed by Derek McCrudden in 2000, followed up by Keith Lennox in December 2003 and really got going in September 2010, driven forward by the late John Maconaghie (obituary Buzzing Feb 2021) with eight autocycles participating. Turnout for subsequent runs was much higher and routes very adventurous and scenic (photos opposite page top).

The Wirral Wobblers were hosted by the Northern Ireland section during the Wobblers visit in May 2016. The visitors were greeted by very unseasonal weather - an appreciable snowfall (above) to cope with and cold, wintry conditions which made riding unpleasant. However, the sun eventually came out!



The Leicestershire Enthusiasts Section have been keen supporters of the NACC since their inaugural run in the Spring of 2000, with sixteen new members turning out in dismal weather for it. Beginning in April 2010 the Leics. Enthusiasts added the VMCC Thousand Bikes event at Mallory Park to their calendar of runs. In 2011 their NACC stand was voted Best Club Stand (below), the trophy was handed to founder member Brian Brimson, who sadly died in July 2011.





At the NACC AGM in December 2012 the organising committee of the Leicestershire Enthusiasts was given the Chairman's Award by David Casper for exceptional services to the NACC. Left to right are Geoff Labbett, Brian Cooke and Mike Stanway.



Kent, Sussex and S.E. London Section covers a pretty large area and was originally set up by Colin Packman (pages 17-18), then administered by Ian & Susan Williams and latterly by Nick Devonport.

The main event since the late 1990s has been the annual Headcorn weekend at the Headcorn Airfield, near Ashford. Runs out on both days were accompanied by much sky-diving with parachutes, an occasional vintage aircraft visiting and the pleasure of watching the 2-seater Spitfire taking punters for circuits. Camping is rudimentary but the on-site bar/restaurant made up for that. Microcars often accompany the peloton as visits are often made to the Hammond Collection of Microcars, hence a gaggle of Bond minicars often following on.



This medley of photos published in past Buzzings shows some activities of other sections.

Granadaland/Lancashire Hot Pops: famous for the mid-January Hangover Run but now a temporarily-inactive section, it used to be the fiefdom of the late Derek Ashworth. He and the late Andy Speake (left) rode together many times on NACC runs, using rather quick, tuned New Hudson autocycles. Derek and Peter Moore were participants on the epic 2008 End-to-End run, from Land's End to John o'Groats, 874 miles on autocycles and mopeds, see page 33.



The Shropshire Section, now the Shropshire Buzz'ards, was organised for many years by David Flye in Shrewsbury, but ill-health eventually forced David to relinquish his role, which was taken on by John Burgess. The Buzz'ards flourish to this day and under normal circumstances hold 4-5 runs p.a



Nottingham & Derbyshire Section, steered by Mark Adams, holds an annual Spring Road Run from near Ilkeston, plus a number of others throughout the year (photo next page top).





The Somerset & Avon Section was run by the late Bob Waite for many years. Bob organised the NACC stand at the Bristol Classic Bike Show in the days when it was still held in central Bristol. Since Bob's death Rod Western has been the main man, organising the NACC stand at the Bristol show at Shepton Mallet (left) and a good calendar of runs in his area.



The Vale of Glamorgan section lost their leader in July 2020 when NACC chairman Ray Butcher (centre) died. The present leader Barry is holding Philippa up after a very fast run on a Cucciolo trying to keep up with a bunch of Honda Sky scooters. The photo dates from 2014 on the St. David's Day Run, a pause outside St. Illtyd's Church, Llantwit Major. Many of Ray's group came to Abergavenny for the VMCC Welsh Run in years gone by.

North Hertfordshire Non-Conformists are another active section, steered by Chris Sawyer, whose members include a good number of dual or even triple nationalities, i.e. members of several clubs. Chris (an inveterate special builder) kept his members entertained throughout last year with an interesting weekly newsletter, the latest being No. 49.



For many years the late Brian Hollinshead, a resident in Normandy, wrote the non-geographic section Les Amis de VéloSoleX pages in Buzzing, offering technical advice and a French perspective on everything Solex. Seen below, Brian collected a wide range of Solexes which he restored using freely available parts, unfortunately not the case today, even in France.

Brian wrote nearly one hundred versions of Les Amis over the years and was in contact with many French and Belgian experts (Franck Méneret, Daniel Colignon, Papy Solex) in all things Solex, who gave him insiders information on how to fix the few problems afflicting Solexes, where to find spares and historical background to the different Solex models





# In the shed...

We don't just write about classic bikes; we buy, fix, restore and ride them ourselves.

**KEY**

- Buy
- Fix
- Restore
- Being worked on

**HUGO WILSON**

- 1954 Triumph Thunderbolt 650
- 1972 Moto Morini Di Sport
- 1979 Honda CB650
- 1954 Cyclomaster 32cc

**BRIAN CRICHTON**

- 1973 Suzuki GT750
- 1978 Suzuki GT250X
- 1967 250 Buell-Metrol
- 1944 Norton 250 Atlas
- 1953 BSA 350 B11
- 1970 Laverda 500 April

**MIKE JACKSON**

- 1978 Project Ramrod 250 Cruiser
- 1955 Dorr 101

**ALAN SEELEY**

- 1972 Norton 250 Commando
- 1971 Moto Morini Di Sport
- 1972 Triumph 750 Trident
- 1965 BSA Lightning 650

**GARY INMAN**

- 1966 Lambretta SK500
- 1963 Moto Guzzi SP1500
- 1996 Benetton S86

**MICK DUCKWORTH**

- 1959 Tri-Cam 500
- 1956/70 BSA 650
- 1977 BSA 400S

**SALLY PEPPER**

- 1977 Honda CB400F

**ADRIAN STEAR**

- 1980 Yamaha XJ750 VPS
- 1982 Yamaha XJ750 VPS in bits
- 2004 Triumph Thruxton

**RICK PARKINGTON**

- 1959 Triumph Thunderbolt 150
- 1955 BSA 650 M20
- 1975 BSA 350 ohv
- 1972 Norton Model 96-100

**DANNY DEFAZZO**

- 1965 BSA 400ST
- 1981 Triumph 750 Bonneville
- 1944 BSA M20

**BOB CLARKE**

- 1951 BSA Bantam D1
- 1956 BSA Bantam D1
- 1965 Triumph T120
- 1961 Royal Enfield 250 Crusader
- 1966 BSA C12

**FRANK KLETCHIKUS**

- 1948 Indian Chief

**NEIL MURRAY**

- 1977 Honda 400 Four
- 1977 Honda ST70
- 1977 Honda CB750F2
- 1977 Honda CB750

## OUR CLASSICS

Coast-to-Coast goes horribly wrong



**HUGO WILSON**  
1954 Cyclomaster 32cc

Workshop time: Six hours  
Miles ridden: About 10, most of them pedalling  
Story as far as Oursell is concerned: A year and a half and spent in the CB look at, unattached, and about too late. A year after all round

## "The odd modern superbike whizzed past us in a cloud of disdain"

The haplessness of the Wilsons was in pieces again, just days before it was due to make its debut in the National Autocycle and Cyclomaster Club's annual 140 mile Coast-to-Coast run. The route would take me from Blackhall Rocks on the County Durham coast to Whitby in Cumbria.

I'd had the 32cc two-stroke engine overhauled by a friend who had also installed it into a 1950s gent's roadster bicycle. A gruffing five-minute test ride in the office car park revealed that the engine was clag, but the coaster brake was binding, and the final drive chain was badly worn too.

I pulled the unit apart to fit a new chain and remove the coaster brake; now stopping would rely on the bicycle's ancient rod brakes. Time to get it MIA'd.

"It'll need a horn," I was informed. I protested that it had a fine bell. "Yes, but only emergency vehicles are allowed bells," I fibbed a bulb horn from a kid's bicycle and it passed. There really isn't much to be said in a cyclomaster. I loaded it into the back of a van and gave some thought to my riding attire.

In the 1950s the well-dressed cyclomaster would have worn tweed plus fours and a stout pair of breeches. I settled on sandals and large shorts. I apologise for this lapse in the classic bike sartorial code, but it was due to be the hottest day of the year and I was expecting to do a lot of pedalling.

A motley gathering of around 45 cyclomasters, mopeds, autocycles and assorted cat-assembled at Blackhall Rocks for the start on Saturday morning. "What's eligible?" I asked club chairman

Dave Casper. "Oh, we're not fussy," he replied. "Almost anything goes, as long as it's a bike, but pedals are definitely a bonus."

As well as the Cyclomaster, our three-man team had brought along a 1957 BSA Dandy 70cc scooterette, a battered 1965 Molyette moped and a dog-wired Honda 575cc as a spare. The combined value could be measured in pence.

When the 154 Dandy broke four miles after the start the Cyclomaster got its chance. But it wouldn't run either, so we put it back in the van and got out the Honda. At least it worked.

The Cyclomaster emerged from the van again at the lunch stop. This time it started immediately, but three miles down the road the exhaust fell off. Once I'd refitted it the engine wouldn't go. I checked the spark, then cleaned the carburettor. It still wouldn't fire. We put it back in the van and I rode the Honda, and then the Molyette, up to the overnight stop at Alston in Cumbria. At an altitude of 1000 feet it's England's highest market town. It was a glorious, sedate summer walk. Teardrop in the sunshine, past stone walls, green fields, big hills and sheep. The happy burst of underpowered machines crawling up the dale was disturbed as the odd modern superbike whizzed past us in a cloud of disdain.

In the pub car park that evening I dismantled the carb again, with more care. I was rewarded with a running Cyclomaster. Similar attention was applied to the Dandy but it was pronounced dead.

The following morning the Cyclomaster started, but only after a lot of pedalling. I didn't dare wait around for the official start but headed straight out onto the route. From Alston the road climbs 900

It's the start, and already the field is moving in different directions. Except for the ones that aren't moving at all

**Carb strip 1: Two heads are better than one... unless it's hair you're after**

**Carb strip 2: Car park at Alston, Saturday evening**

The rest of the bikes arrived. I didn't bother to try to remove the bike at the summit. I just pulled in the clutch and freewheeled down the other side. Three miles later I coasted to a standstill, loaded the bike into the back of the van and promised it another carb strip at the lunch stop.

And this time I discovered the problem (I think). A mis-positioned fibre washer was obstructing the fuel flow in one of the bungs unions. Euphoric re-assembly was brought to an abrupt halt when I split the carb body while re-fitting it. (\*\*\*\*\*)

Come over, but I'm confident that reliability is within reach even if adequate performance isn't. I need a new carb body, and an earlier non-coaster brake hub would be nice too. Have you got either in your shed?

**FANCY A GO?**

Next year's Coast to Coast takes place on June 24-25th. Contact David Casper of the National Autocycle and Cyclomaster Club for more information. 01904 754373 or email charman@bucycling.org

**COURSE LENGTH 140 MILES**  
(distance completed on Cyclomaster 10 miles)

**The 140 mile route. Unfortunately the Cyclomaster was only running for seven of them**

**Carb strip 3: Car park at Bazonthwaite, Sunday lunchtime**

feet in four miles to the summit of the Hartside Pass and I had to start supplementing the mighty 2.80hp engine with some leg power.

For the first couple of miles I expected the engine to stop at any moment but, as long as I kept pedalling, it sounded healthy. As we got above the tree line onto the moor and into the mist I dared to hope that it might make it to the top.

It actually stopped about twenty yards short of the café at the summit. Which counts as a victory to me. Unfortunately, because I started too early, there was no one from the club there to witness my arrival, just some bemused-looking superbike riders. Their expressions turned to incredulity a few minutes later when

Hartside Summit - a challenge to the Cyclomaster's owner?

HARTSIDE SUMMIT altitude 1963 feet

AUGUST 2005 49



## Epic Adventures

Where to start. Cyclemotorists, autocyclists and moped riders in the NACC seem inexorably drawn to riding in groups or solo for extreme distances that no sane hobbyist would contemplate. One was the August 2008 End-to-End, when fifteen riders set off from Land's End to head for John O'Groats, a distance of 874 miles.



The group divided into two; the Hares (Jeff Wilkes, Bob Hume, Martin Knowles & Paul Gildea) who needed to go back to work after the ride, and the Tortoises (Brian Spooner from NZ, Frank Brzeski, Derek Ashworth, Andy Speake, Martin & Sharon Wikner, Peter Moore, Alan Eden, Stuart Metcalfe and Terry Keable), who took it a bit more gently.

The start from Land's End wasn't promising; "the most shocking weather, continuous rain and fog" reported Brian Spooner, who came over from New Zealand just to ride on this run.



Backup for the Tortoises was provided by Bernard and Christine Coughlan with a huge trailer towed by a 4x4, carrying loads of spares, fuel and space for terminal retirees.

The Hares had their own separate backup van driven by Steve Warby. Frank Brzeski's Cucciolo engine proved much too powerful for the spokes, he had to rebuild his rear wheel so often he took it up to his bedroom to work on almost every night.



The icing on the cake came in January 2009, when it was announced the NACC End to Enders had been awarded the "Cock O'The North Shield" by the Le Jog Association, for bikers on less than 125cc machines making the journey.

Frank Brzeski had ridden LeJog in July - August 1998 on a 22cc B-Z PowerPush cyclemotor, the smallest capacity 'motorcycle' to make it. The previous record was held by Andrew Roddham on a 25cc Cyclemaster.



Having set a precedent with the 2008 End-to-End, some members decided they missed long-distance riding so much they set up the NACC Side-to-Side in August 2010, running from Lowestoft in the East to St. David's Head, the most westerly point of Wales. The event was organised by the East Coast Pedallers, headed by Carl Squirrel (third from left), seen at the Lowestoft sea-front start below. Five out of six bikes were Honda PC50s, a favourite with the ECP riders, they are so reliable!



The team comprised Carl, Dave Watson, Dave Wickens, Roly Scarce, Terry Keable and Mark Gibb, several of them had done the End to End a couple of years earlier.

Their route took them via Ely, Stratford-upon-Avon, Hereford, St. Clears and finally to St. David's Head, a total of five days covering 428 miles. The only mechanical casualty was Dave Wickens' Puch Maxi ("it's done the C2C twice!") which failed on day two and was loaded into the backup van. Replaced by an ancient (but reliable) Mobylette AV42 which carried Dave to the finish.



Soloists also did some astonishing mileages on cyclemotors. In August 2010 Peter Moore and Stuart Metcalfe decided to ride their "Secret Side to Side", starting from Lowestoft again, with just the two of them riding Mini-Motor powered bicycles; Peter's "Amos" and Stuart's "Curry." Stops on the way included "Fulbourn Scout Hut, but they couldn't remember why" according to a report in October 2010's Buzzing. Bottom photo is the Old Market, Ledbury.



The 400+ mile route chosen closely followed the Side to Side but on back-roads and lanes "with grass growing down the middle" a day ahead of the peloton. Amos disgraced himself with repeated punctures, eventually Peter ran out of spares and energy, leaving Stuart to reach St. David's alone on Curry. They all joined up later, with Amos & Peter hitching a ride with Jill Metcalfe in the backup car and later meeting up with the ECP group at their last night stop.



On the 13th April 2018 David Stevenson set off from Land's End to ride Le Jog on his Mini-Motor-powered 1949 Rudge Pathfinder bicycle. It was originally bought new by David's uncle Bob, then passed to his father Rob, both men sadly dying of Alzheimer's in old age. Donations of £2,300 were raised for Alzheimer's Research UK were a motivation, though David did it partly to celebrate his 65th birthday. His partner Barbara did back-up part-way, but from Cheddar to Melrose David rode solo, following Sustrans cycling routes.



The Mini-Motor engine was a good s/h unit which had never been stripped down and proved reliable throughout, needing just two replacement spark-plugs. One puncture was fixed with a new inner-tube, the pull-down cable holding the engine onto the rear tyre was replaced twice, and various fixings were tightened at the end of each day. Roller-slip in the wet was occasionally a problem.

David's journey of 1,103 miles aboard a late 1940s cyclemotor earned him the VMCC Peter Lee-Warner Trophy for the Most Outstanding Riding Performance of the Year 2018. Lee-Warner rode a Power Pak to Australia in 1953 "to look it over" and ended up riding right round most of the world.



It was hot (36°C) in France, but Stuart soldiered onward, with heavy showers after Limoges making progress slower as he was only able to use half-throttle due to roller-slip. The weather didn't help for most of the journey to the Channel, strong winds and heavy rain meant a lot of pedalling.



Soloist Stuart Metcalfe undertook an astonishingly-long trek in September 2011, riding "Curry" the cyclemotor he used for the Secret Side to Side in 2010, but this time riding from Spain to Surrey. Yes, really. Starting from Bilbao - "a ferry sails there" - his GPS failed almost immediately, putting Stuart in the middle of Bilbao harbour, so it was back to navigation by old-fashioned maps and compass. The first day took him to Tolosa via some long 8% inclines, repeated the next day in crossing the Pyrenees mountains, overtaking gaggles of cyclists on the way up, who then overtook him down the other side...



"I clocked 925 miles from Bilbao to home. I used 15.2 litres of petrol which equates to 276 mpg. - I was surprised and have double checked. I didn't have to dismount and walk up any hills. There was one on my route home from Newhaven that nearly defeated me but didn't. Nothing as bad in these 925 miles as the Malvern hill encountered on the 2010 Side to Side!" Nothing broke or dropped off and Stuart never had to use the spare tyre he carried. Tyre pressures were 55-60psi and the rear tread wore down from 0.070" to 0.045".



To continue the Epic Adventures story, one more soloist, Carl Squirrel, should be included. Carl did “Le Jog by 40yr old Honda and Sidecar” between 18th and 25th July 2013, accompanied by Roly Scarce in the backup van. Full reports were published in November & December 2013 issues of Buzzing.

Carl’s Honda PC50 has been his main mount for many years, he is something of a specialist with them; the sidecar is Carl’s own design he built himself. Honda PC50s were originally designed as city shopping bikes, with only a single gear and centrifugal clutch, so he carried a smaller engine sprocket and shorter chain for climbing long steep hills.



Carl wrote: “If you want to read tales of mechanical disasters and/or mental torture, please skip the report pages - despite my choice of transport and route, NOTHING like that occurred! A trouble-free ride and far, far easier than I ever expected it to be. I’m absolutely stunned by the reliability of the Honda PC50 - Mr Honda would have been proud - even more amazed that my home-built sidecar went the distance. An ambition achieved, thanks to Roly for giving up his time to support me on this trip.”

Chronologically the final Epic Adventure was the Yarmouth to Barmouth (“Five Go Hardcore Mopeding”) run in the autumn of 2014, organised by Dave “Doc” Watson and a non-club event, just a group of mates out for a ride, accompanied by Keith Timpson in the backup vehicle. It took six days because they rode all the way to Barmouth, then most of them rode back to the east coast.



Fuelled by ‘Olympic’ Little Chef breakfasts and accompanied regularly by local NACC members who knew ways to bypass major traffic routes, the Five arrived at Barmouth inside three days. Weather was favourable, with only a few short showers on Day 2. Reliability on the whole good, but the Raleigh Runabout was an early offender in need of fettling.

A full report was published in the October 2014 issue of Buzzing, each day’s report written by a different rider and definitely worth a re-read. Dave Wickens and John Burgess peeled off to head for their homes while Mike, Jim and Dave headed back toward Peterborough and on to Great Yarmouth again, accompanied by Carl Squirrel. A great success!





We have one more heroic report to include in this history booklet, that of Peter Crowder who in 2006 rode his Cyclemaster on that year's Coast to Coast. "The idea of a multi-speed bike was born precisely 60.3 miles into the 2006 CTC. That year I was riding my 16cc Cyclemaster, which ran beautifully between 15 and 25 mph, but on the gradients beyond High Force, with the engine permanently out of its power-band and with its poor rider (me) pedalling like buggery, cramp finally set in. Raising myself from a kneel as I lifted the engine out of the hub before slotting in a 32cc unit, I heard and felt the tiny thud of sheep poo bouncing off my trainer, having just tumbled from my exposed knee, where a greeny-brown spot remained. Gears I thought, definitely need some gears."

Being a fan of Cyclemasters and an exceptionally competent engineer, Peter decided to build himself the ideal Cyclemaster for the 2009 C2C, which had a 43cc bored and stroked engine driving a 14-speed Rohloff Speedhub in the rear wheel via the pedal axis but which didn't drive the pedals.

Peter's Cyclemaster was clocked at 38mph by a following Puch, according to the FS1E website, photo below courtesy of Dave Ellis.

"The lusty Cyclemaster chimed-in. Oh yes! I whipped in the clutch, twisted the right handlebar grip to select a midrange gear, jumped on, retracted the stand and then fed in the clutch. Whoohooo! We were off, heading south round the coast road under clearing skies, with stunning views of the bay. The bike was running perfectly, with no sparks yet jumping across to my thighs from the HT lead terminal."



And finally....the story of Fred and Doris Burden, who in the summer of 1950 took their two children, Judith and Martin, on holiday to Norfolk, using two Cymotas.

"During my early years at the Grammar School I frequently heard appeals for mechanical assistance - the kitchen's large and ancient fridge or the vintage spud-peeler had ceased to operate, and a grateful head-cook kindly offered the Birden family a one-week holiday in her caravan on the North Norfolk coast. But how were the cash-strapped Birdens to get there? How were we to get around from the remote camp-site? Could we afford it? In the summer of 1950, the answer was our newly-acquired Cymotas.

Crossing the footbridge at Peterborough was not easy with two Cymotas and two small children but soon we were out on the A47 and away. It was a pleasantly warm day with a light following wind which might have been a contributory factor to the declining speed of Doris's bike, which finally seized somewhere between Eye and Thorney. Outside a local garage the cowl was removed and, using our minimalist tool-kit, the cylinder assembly. It wasn't a piston seizure. The big-end, however, was solid." Fred dismantled the end-plate and found no oil-retaining grooves in the big-end bush, so set to and cut two grooves with Doris's nail-file, so being able to continue their journey to Holme-next-the-Sea.



"All went well on the return journey to Peterborough, though a cool, stiff headwind meant light pedal assistance was sometimes needed. Judith and Martin were always good, well-behaved kids, equal to the practicalities and adversities of two-wheeled travel. Martin was not discouraged by his early two-wheeled experiences, in later life he became a traffic policeman riding BMWs."

Fred and Doris continued to use two-wheeled transport for many years, touring the Netherlands on Mobylettes in the 1960s, right.





Participating in big motorcycle shows such as those twice a year at Stafford (below) and Bristol, has always been a good way of raising the profile of our club and signing up new members. Our stands are always busy and we've lost count of the number of times a hairy tattooed biker creaks up in his full, colourful leathers and goes "I used to have one of them, passed me test on it, it was great!"



Technical questions were answered, enquiries concerning re-registering old bikes with the DVLA fielded, photos of runs in Buzzing inspected and regalia bought. A surprising number of visitors tell us "I've got one of those in my shed, used to belong to my Dad/uncle/neighbour, would it be difficult to get running again? The answer is usually "no - we'll help you get it on the road again."

Small French Motorcycles for Sale, contact David Mellalieu via his website:

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